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

Agenda - Final

Wednesday, April 19, 2023

10:30 AM

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, and 7.

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

CONSENT CALENDAR

5. **SUBJECT: COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT** [2023-0016](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year firm, fixed price Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services and Regulatory Compliance Support in the amount of \$6,145,965.36, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

6. **SUBJECT: SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY** [2023-0021](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a two-year, firm fixed price Contract No. PS91223-2000 to ETC Institute to conduct a system-wide on-board origin-destination survey, in an amount of \$1,495,180, subject to resolution of protest(s), if any; and
- B. EXECUTE a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) to advance \$500,000 in local funding to complete the Los Angeles County portion of the Household Travel Survey for SCAG regional modeling validation purposes.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

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

[2023-0029](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$52,157,339 in fiscal year (FY) 2022-23 LCTOP funds for the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Board Resolution](#)

NON-CONSENT

8. **SUBJECT: STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING**

[2023-0144](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report back on strategies to accelerate affordable housing within Metro joint development; and
- B. ADOPTING the Joint Development 10K Acceleration Strategies included as Attachment A.

Attachments: [Attachment A - Joint Development 10K Acceleration Strategies](#)
[Attachment B - Preliminary Joint Development 10K Site List](#)

9. **SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B**

[2023-0026](#)

RECOMMENDATION

RECEIVE AND FILE the update on funding for the Rail to River Active Transportation Corridor - Segment B Project.



Board Report

File #: 2023-0016, File Type: Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE APRIL 19, 2023

SUBJECT: COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year firm, fixed price Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services and Regulatory Compliance Support in the amount of \$6,145,965.36, subject to resolution of protest(s), if any.

ISSUE

Metro has a proven and well-established Commuter Options and Regulatory Compliance Support Program (Program) since April 2005 and a robust customer- and ride-matching database to support a carpool- and vanpool-formation function in the region. Under this program, Metro assists 878 worksite/employer Employee Transportation Coordinators (ETCs) participating on a variety of levels within Los Angeles County. Metro partners with Orange County Transportation Authority (OCTA), Ventura County Transportation Commission (VCTC), Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority (SBCTA) to create an inter-county database of 407,977 commuter registrants, which provides a cross-regional ride-matching function for congestion reduction purposes. Metro also works closely with the South Coast AQMD and Los Angeles County ETCs in complying with air quality regulation Rule 2202 as well as working with employers mandated by local city congestion management ordinances.

Metro's current Contract No. PS42183000, Metro Rideshare/Shared Mobility Program Support expires on May 31, 2023. To keep these services intact to support employer ETCs, the South Coast AQMD, Transportation Management Associations/Organizations (TMA/Os), and commuters who have come to depend on these services, staff recommends extending the Program by awarding the contract to the above-mentioned contractor.

BACKGROUND

The Metro Commuter Options and Regulatory Compliance Support team is a one-stop multifaceted Transportation Demand Management (TDM) resource for Los Angeles County employers/ETCs, TMA/Os and individual commuters interested in reducing vehicle-miles traveled (VMT), easing their

commute time and improving air quality by decreasing single-occupancy vehicles (SOV).

Services are wide-ranging and include assisting employers in developing a telecommuting plan, carpooling ride-matches, and vanpool formation and seat filling. Promotions include Commuter Tax Benefits, flex/tiered work schedules, employer-based transit subsidies, Metro's vanpool subsidy program, and incentive/rewards programs, such as Metro Rideshare Rewards and Go Metro to Work Free for new hires.

The Program has a quantifiable reputation for providing high quality personalized assistance to employers that are mandated to comply with the South Coast AQMD's Rule 2202, and specifically the chosen option of implementing an on-site Employee Commute Reduction Program (ECRP). Under the ECRP, employers need to submit an annual Trip Reduction Plan (TRP) and a yearly Average Vehicle Ridership (AVR) survey. Along with assisting with the ECRP requirements, the services include the production and distribution of customized RideGuides (carpool and vanpool matches and transit information), conducting semi-annual congestion management certification workshops and assisting with outreach events/activities throughout the year.

The program is a branch of the five County Transportation Commissions (CTC) partnerships, which includes OCTA, RCTC, SBCTA and VCTC. The collective CTCs share a regional database that is used by ETCs and commuters throughout the five counties. This collaborative effort also allows for systematic multi-regional information to be distributed through the "On The Go" newsletter(s), and fosters seamless regional publicity, assists with outreach activities, and works in concert with TMA/Os and the SCAQMD. This TDM program is part of Metro's Long Range Transportation Plan to assist the region in reducing traffic congestion and improving air quality.

DISCUSSION

Managing congestion-reduction strategies and air quality compliance regulations is complex and requires a specific TDM professional knowledge base as well as industry-related working relationships. Metro utilizes a trained and specialized consultant service to provide a broad range of services to customers. This contract will enable Metro to continue to deliver South Coast AQMD Rule 2202 regulatory compliance support and mobility options to ETCs in Los Angeles County, employers mandated under local city congestion reduction ordinances and individual commuters seeking commute reduction options. The active customer base reaches across the entire Los Angeles County demographic and up to the regional borders. Staff works closely with neighboring CTCs to ensure seamless cross regional customer support.

The recommended contractor, ITS, a Medium Sized 1 business, has a proven and effective work performance in managing the nine defined tasks and deliverables needed for this program. Since 2001, ITS has successfully been an integral part of the multi-regional TDM arena in the development and management of the associated ridesharing/ridematching and AVR software database. They provide detailed monthly, quarterly, mid-year and year-end reports outlining their Metro-related accomplishments and have met or exceeded program expectations. ITS has a documented history of managing up to or under budget and has an established work history with Metro for close to 18 years. They are the incumbent contractor and under a current contract, which was awarded in October 2017. This contractor has a customer-centric ideology and has a long running documented

rating/score of 4.8 out of 5 stars in relation to customer satisfaction.

In the past, the Program and its services were labeled as “Rideshare”. However, since many app-based ride-hailing services have now repurposed the term “Rideshare” for the mobility option that their services provide, this has caused confusion with the ride-matching function, such as the carpooling and vanpool formation function. Therefore, staff has changed the label to “Commuter Options and Regulatory Compliance Support” for the services provided by the program, and under this contract.

Products and services that the contractor will be responsible for include but are not limited to: software and database maintenance; TRP and AVR transportation survey and reporting; RideGuide processing and distribution; respond to in/outbound calls, emails and online inquiries; incentive program eligibility and fulfillment; personalized support to commuters; one-on-one training and support to employer ETCs and TMA/Os; organize and assist at county Rideshare events; and support overall program growth initiatives, as well as conduct monthly ETC briefings and database training.

In addition, the contractor will oversee the Los Angeles County’s portion of the regional proprietary database software, which ensures a standardized operating system with OCTA, SBCTA, RCTC and VCTC, thus providing a seamless experience for users across all counties.

DETERMINATION OF SAFETY IMPACT

The program/services will not have any safety impacts.

FINANCIAL IMPACT

The total estimated project cost is \$6,145,965.36, including five years of annual operating costs. First year expenses are budgeted through the FY23 in cost center 4320, Project 405547, Professional Services. The cost center manager and executive officer in charge of Regional TDM will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action is Proposition C 25% Streets and Highway, which is not eligible to fund bus and rail operating and capital expenditures. The program is using Prop C 25% funds to exclusively support Los Angeles County ETCs, employer/businesses, TMA/TMOs and commuters. OCTA, SBCTA, RCTC and VCTC employ their own separate contractors to perform similar regulatory support and ridesharing services for the demographic within their respective regions, and within their own budget/s.

EQUITY PLATFORM

This program works directly with the South Coast AQMD, TMA/TMOs and cities mandated by air quality and congestion management regulations in offering regulatory compliance and commuter support/assistance. The services are free of charge on all levels, which makes it accessible to all

interested parties (employers/businesses, cities, and commuters) on an equitable basis.

Staff is conducting Geographic Information Systems (GIS) analysis to design heat and/or density maps that will indicate which employers and their corresponding employees are located in Equity Focused Communities (EFCs). The objective of this analysis is to identify any patterns or access barriers that employers or commuters in EFCs might be experiencing. This analysis is anticipated to be completed by the end of 2023.

Under this program's initiatives, employers/businesses are encouraged to market Metro's commuter options programs and resources to their employees. Through this program, staff refer customers to state and federal incentives, local small business resources, and internal Metro programs, such as the Bike and Vanpool subsidy programs. Since customers are employers/businesses and TMA/TMOs that have primary and direct working relationships with their workforce and/or clients, they are entrusted to reach out in ways that best meet their demographic needs. Workshops and training-related activities conducted within this program are offered both in person and virtually, which offers improved access for attendees with disabilities and ETCs with limited labor resources and/or travel budgets. The ETC and Commuter newsletter/s are produced in English and Spanish.

This was an open solicitation under the Medium Size Business Enterprise Program (MSZ-1) and included a Small Business Enterprise (SBE) goal of 22% and a Disabled Veteran Business Enterprise (DVBE) of 3% for the Rideshare Services and Regulatory Compliance Support contract.

The recommended contractor has met the required goals.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Strategic Plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board can choose not to approve the award of this Rideshare Services and Regulatory Compliance Support contract. However, this is not recommended as Metro would no longer be able to provide critical South Coast AQMD Rule 2202 program support for our LA County employers' ETCs and/or assistance to commuters. One such client is the County of Los Angeles with whom staff work with to process annual surveys for over 150 of their worksites. It will also discontinue the Ride-matching carpooling and vanpool formation function.

The contractor staff members are bilingual and are South Coast AQMD certified Employee Transportation Coordinators (ETCs) with over 18 years of Regulatory Compliance Support and Ridesharing Services experience. If Metro takes the alternative of bringing the service in-house, increase staff capacity with South Coast AQMD ETC certifications and bilingual capabilities will be needed.

Awarding this program to an outside source (contractor) also allows Metro the opportunity to support a local Medium-Sized business 1 as well as a local SBE and DVBE.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No.PS95419000 with Innovative TDM Solutions (ITS) for the Rideshare Services and Regulatory Compliance Support which will reside under Regional TDM Program and Policy (CC4320),

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

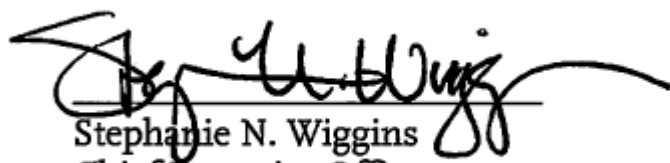
Prepared by: Martin Buford, Senior Manager, (213) 922-2601

Frank Ching, Deputy Executive Officer, Countywide Planning (213) 922-3033

Ray Sosa, Deputy Chief Planning Officer, (213) 422-7359

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

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

RIDESHARE SUPPORT AND REGULATORY COMPLIANCE SUPPORT/PS95419000

1.	Contract Number: PS95419000	
2.	Recommended Vendor: Innovative TDM Solutions	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 26, 2022	
	B. Advertised/Publicized: October 26, 2022	
	C. Pre-Proposal Conference: November 3, 2022	
	D. Proposals Due: November 21, 2022	
	E. Pre-Qualification Completed: February 17, 2023	
	F. Conflict of Interest Form Submitted to Ethics: November 22, 2022	
	G. Protest Period End Date: April 25, 2023	
5.	Solicitations Picked up/Downloaded: 27	Bids/Proposals Received: 1
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Martin Buford	Telephone Number: (213) 922-2601

A. Procurement Background

This Board Action is to approve Contract No. PS95419000 issued in support of Rideshare Support and Regulatory Support services which assists Los Angeles County based Transportation Management Association and Organization and Employee Transportation Coordinators of participating employers, to manage and comply with the South Coast Air Quality Management District (SCAQMD) Rule 2202, On-Road Mitigation Options. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued under the Medium-Size Business Enterprise Program 1 (MZ-1) with a Small Business Enterprise (SBE) goal of 22 percent and a Disabled Veteran Business Enterprise (DBVE) goal of 3 percent. It was also subject to the Local Small Business Enterprise Preference program, which awards a bonus of 5 preference points for the utilization of local small business firms.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 15, 2022 clarified the language of the Medium Size 1 (MSZ 1) Program that incorrectly stated the RFP was issued without an SBE/DBVE Goal.

A total of 27 firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on November 3, 2022 that was attended by 3 participants representing 3 firms. There were 15 questions asked, and responses were released prior to the proposal due date.

One (1) proposal was received on the due date of November 21, 2022. A market survey was conducted of planholders that did not submit a proposal to ascertain the reason(s) for non-submittal. Reasons given for not submitting proposals included contractor's unavailability due to other commitments, unable to meet the capabilities required by the scope of services, and unavailability of staff to complete a proposal for personal reasons.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Shared Mobility and Implementation Department, Orange County Transportation Authority (OCTA), and Ventura County's Transportation Commission (VCTA) was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Contractor's Regulatory Compliance Support & Ridesharing Services Experience 30 percent
- Experience, Staffing and Coordination 25 percent
- Effectiveness of Project Management Team and Work Plan 25 percent
- Price 20 percent
- Local Small Business Enterprise (LSBE) Preference Program 5 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar transportation demand management services procurements. Several factors were considered when developing these weights, giving the greatest importance to the Contractor's Regulatory Compliance Support & Ridesharing Services experience.

During the period of December 1, 2022 to December 7, 2022 the PET independently evaluated and scored the technical proposal. The PET determined that oral presentations were not needed and on December 7, 2022, Innovative TDM Solutions was determined to be technically qualified to perform the work.

Qualifications Summary of Firm:

Innovative TDM Solutions

Innovative TDM Solutions (ITS) is a Medium Size 1 transportation demand management firm. ITS has staff who are bilingual, SCAQMD certified Employee Transportation Coordinators (ETCs), and assisted in the creation of the Average

Vehicle Ridership software program utilized by over 1000 employers in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. ITS has been successfully providing Metro with Rideshare/shared mobility program support for the past 17 years.

ITS' proposal demonstrated over 18 years of Regulatory Compliance Support and Ridesharing Services experience, and the proposed Project Manager has 42 years of experience in the TDM industry. Their Regulatory Compliance Support and Ridesharing Services. Their proposal also identified progress indicators, which are critical for the program success.

ITS' proposal includes staff assigned full time to the project with decades of experience in the TDM industry and providing Rideshare support services. The proposed staff responsibilities and work plan include running surveys, providing training to ETCs, assisting employers with rideshare/shared mobility programs, providing outreach and education, and growing the program through additional participating employers and rideshare/shared mobility users.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Innovative TDM Solutions				
3	Contractor's 'Regulatory Compliance Support & Ridesharing Services' experience	91.10	30.00%	27.33	
4	Experience, Staffing and Coordination	90.00	25.00%	22.50	
5	Effectiveness of Project Management Team and Work Plan	92.68	25.00%	23.17	
6	Cost Proposal	100.00	20.00%	20.00	
7	Local Small Business Enterprise (LSBE) Preference Program (Bonus 5%)	0.00	5.00%	0.00	
8	Total		105.00%	93.00	1

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and negotiations. Metro successfully negotiated a cost savings of \$319,756.63 from reductions in the proposed costs of travel, and profit.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Innovative TDM Solutions	\$6,465,721.99	\$5,403,917.74	\$6,145,965.36

The variance between the ICE and final negotiated amount reflects the rapid inflation caused by the COVID-19 Pandemic that has resulted in a rise of labor and material costs for most services. In addition, Metro's ICE inadvertently did not account for other direct costs or profit.

D. Background on Recommended Contractor

The recommended firm, Innovative TDM Solutions (ITS), located in Riverside, CA has been in business for thirty-four years with experience in the regional rideshare industry. ITS is the incumbent contractor for the Metro Rideshare/Shared Mobility Program Support and has provided Metro with these services for the past 17 years. The proposed team is comprised of staff from ITS and two subcontractors, one is SBE certified, and the other is DBVE certified. Cumulatively, the team has over 100 years of experience in the TDM industry. The president and founder of ITS has served as the Project Manager for Metro's rideshare program since 2005 and has 42 years of experience in the industry. The proposed on-site supervisor has 28 years of experience in the TDM industry, including 17 consecutive years working with the Metro Rideshare Program Support project. SBE subcontractor, The Van Stratten Group, has over 40 years of experience in TDM. Bayfish Creative Management, the DVBE subcontractor, has 24 years of experience providing marketing related support.

ITS is the incumbent provider for these services, and their services have been satisfactory.

DEOD SUMMARY

COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT/PS95419000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium Sized Business (MSZ-I) solicitation. Innovative TDM Solutions, an MSZ-I prime, exceeded the goal by making a 22.01% SBE and 3.06% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22.01% SBE 3.06% DVBE
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	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	The Van Stratten Group	22.01%		X
Total SBE Commitment		22.01%		

	DVBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	BayFish Creative Management	3.06%		X
Total DVBE Commitment		3.06%		

B. Local Small Business Preference (LSBE)

Innovative TDM Solutions, a non-LSBE prime, did not subcontract at least 30% of its contract value with eligible LSBE firms and was ineligible to receive the LSBE preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

Commuter Options & Regulatory Compliance Support



Planning and Programming Committee
April 19, 2023
Legistar #2023-0016

RECOMMENDATION:

Action

AUTHORIZE the Chief Executive Officer to execute Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services (Commuter Options) and Regulatory Compliance Support.

- Five-year firm fixed contract
- \$6,145,965.36 (Average = \$1.2m per fiscal year)

Procurement

- Open solicitation under the Medium Size Business Enterprise 1 (MSZ-1) Program
- Contractor fulfilled the Small Business Enterprise (SBE) goal of 22% and Disable Veteran Business Enterprise (DVBE) goal of 3%



BACKGROUND:

Metro has a successful and well-established Commuter Options & Regulatory Compliance Program since April 2005. The program is supporting ...

- Employers regulated by South Coast AQMD's Rule 2202 air quality compliance mandates
- Businesses required to comply with local city congestion reduction ordinances
- Non-regulated employers interested in reducing single occupancy vehicles into their worksite
- Commuters seeking alternate commute options outside driving alone
- Promotion of internal and external programs, such as: Transit, carpool and vanpool formation, teleworking, bike programs, commuter tax benefits, subsidy programs, etc....



PROGRAM GOAL & SERVICES:

Program Goal

- Reduce Single Occupancy Vehicle (SOV) travel through the means of transportation demand management (TDM) effort and multimodal commute options, such as transit, carpooling, vanpooling, biking, walking and promotion of telecommuting

Services

- Regulatory Compliance Support –
 - Assist Employer Transportation Coordinators (ETCs) with annual SCAQMD Trip Reduction Plan submittal
 - Average Vehicle Ridership (AVR) survey and reporting
 - Local City Ordinances: TDM congestion management mandates and reporting support
- Other Commuter Options Programs and Supporting Services -
 - Guaranteed Ride Home program, Metro Incentives/Rewards, Go Metro To Work Free (new hires)
 - ETC Primary and Post South Coast AQMD Training, RP35 database training, Certification Workshops
 - Rideshare fairs/briefing, Carpool/Vanpool formation assistance
 - On The Go Newsletter (ETC and Commuter editions)
 - Customized RideGuides, Personalized one-on-one commuter assistance
 - Park & Ride multi-regional updates
 - Annual “Bike to Work” Day/Week/Month, Rideshare Week events



EQUITY:

- Conducting Geographic Information Systems analysis to measure participation on both the employer/business and commuters from Equity Focus Communities (EFC). Objective is to identify any patterns of mobility difficulties, if any, that may be occurring for these community members and provide commuter options assistance
- Workshops and training activities are now routinely offered both in-person and virtually, which offers improved access for attendees with disabilities, limited labor resources and/or travel budgets
- All newsletters and communication material are produced in both Spanish and English
- Contractor staff are bilingual and ETC certified





Board Report

File #: 2023-0021, **File Type:** Contract

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE APRIL 19, 2023

SUBJECT: SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a two-year, firm fixed price Contract No. PS91223-2000 to ETC Institute to conduct a system-wide on-board origin-destination survey, in an amount of \$1,495,180, subject to resolution of protest(s), if any; and
- B. EXECUTE a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) to advance \$500,000 in local funding to complete the Los Angeles County portion of the Household Travel Survey for SCAG regional modeling validation purposes.

ISSUE

This systemwide on-board origin-destination survey ("OD Survey") will be conducted to maintain Federal Transit Administration (FTA) compliance for the agency's travel demand model. The FTA requires agencies in pursuit of Capital Investment Grants funding (New Starts and Small Starts) to conduct customer on-board origin-destination surveys every five years to provide accurate data for each agency's in-house travel demand forecasting. Board approval of this professional services contract is needed to proceed with the surveying process.

During Metro's scheduled OD Survey timeline, SCAG also plans on conducting their regional Household Travel Survey to update the information used in their activity-based model, used for their regional planning compliance with federal and state requirements. SCAG has asked Metro to provide a financial contribution for the Los Angeles County portion of their survey collection effort based on past contributions and collaboration.

BACKGROUND

Metro Travel Demand Model

Both Metro and SCAG maintain transportation models for forecasting future travel patterns, but they serve different purposes. Metro maintains a travel demand model that is specifically designed to

meet FTA requirements for evaluating current and future transit investments for purposes such as transit shares, project trips, station boardings, system connectivity, VMT reductions, cost benefit analyses, and travel times.

The OD Survey focuses on where the customers are coming from and going to, how they access/egress the system, what routes were taken throughout the trip, car ownership, income level, and purpose of the trip for transit users. Detailed geographic information about customer travel behavior is gathered as well.

SCAG Model

SCAG's model focuses on household information and all other trip types, particularly vehicles. SCAG last conducted this household survey in 2012 (with State grant funds for surveying the entire SCAG region) to determine the share of auto and non-motorized trips across purposes, time periods, and household income markets. In 2001, the household survey effort was paid for by Metro local funds. SCAG is still in the process of procuring services, so the fixed price is not yet available. Any unspent funds will be refunded to Metro.

DISCUSSION

Findings

The last system-wide on-board survey was conducted in 2011. Since the last on-board survey, Metro has restructured its service and its fare payment system, as well as experienced a pandemic. These service changes and impacts require a new origin-destination survey. Additionally, results are useful for baseline data when doing the "before" portion of the "before and after" studies mandated by FTA to evaluate New Starts funded projects as they come into service.

Considerations

Both surveys discussed in this report are needed to update the information available regarding regional transportation use trends, given the significant changes attributed to COVID. In the case of each survey, the existing data is more than a decade old. At least two years are needed to properly collect and evaluate the respective survey responses before the data can be used to recalibrate each model's assumptions for improved future forecasting.

DETERMINATION OF SAFETY IMPACT

This action will not have any impact on the safety of our customers and/or employees because the purpose is only to gather additional data for the benefit of Metro and SCAG planning efforts.

FINANCIAL IMPACT

Funds are available in the current budget for the requested activities.

Impact to Budget

Funding of \$1,700,000 for professional services is included in the current fiscal year budget (FY23) in cost center 4230, project number 405542. The source of the funds is local (Prop A, C and TDA

Admin funds).

The OD Survey is a multi-year contract; it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in subsequent years. Funding for the SCAG Household Survey is currently available in the Technical Services budget. Depending on budget availability and FY24 budget approval, SCAG funding will be advanced in two installments.

EQUITY PLATFORM

The first pillar of the Equity Platform is to define and measure. The OD Survey will provide the data that defines the various trips being taken on the Metro system (including origin and destination information beyond the system). The updated data generated from this effort will help staff more accurately evaluate Equity Focus Communities' (EFCs) access and travel, as well as the travel patterns of riders representing marginalized groups. Specifically, the Metro travel demand model, which will be updated with the OD Survey data, provides analysis of travel times in EFCs, by various modes during different periods of the day.

The second pillar of the Metro Equity Platform framework is to listen and learn. To properly do this, the OD Survey responses collected must include diverse participation, with an emphasis on engaging those most in need of equity to learn as much as possible about how they travel. The scope of work for this contract will require the following actions to be taken to ensure the data is fully representative of transit users:

- The OD Survey will be fielded on all of the rail lines and more than 70 bus lines, each carrying 1,500+ riders a day to gather at least 32,000 responses;
- The contractor will be required to engage individuals not proficient in English by maintaining a field survey team where at least 50% of the members are bilingual in Spanish, plus provide translation services for nine other enumerated languages;
- The contractor will train the surveyors for conflict avoidance with the unhoused customers and proper reach-out skills to Metro customers with disabilities.
- The contractor will be required to properly train staff and incentivize responses (including cash prizes) to ensure meaningful participation, with a focus on engaging those typically facing access to opportunity barriers, the underrepresented, or those less likely to participate based on experiences or perception of institutional biases; and
- The collection and weighting plan will be designed to ensure accurate representation of Metro ridership (including gender, income, car ownership, ethnicity, and limited English proficiency) in how the results/responses are evaluated.

The third pillar of the Equity Platform is to focus and deliver, recognizing Metro's role in delivering equitable outcomes. In support of this goal, the OD Survey contract has a Small Business Enterprise (SBE) commitment of 30.69% participation and a Disabled Veterans Business Enterprise (DVBE) commitment of 3%.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The data that will be collected in the OD Survey will help staff better evaluate mobility options in

support of Strategic Plan goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Collaborating with FTA and SCAG on each survey effort supports Strategic Plan goal 4: Transform LA County through regional collaboration and national leadership. The updated data will be more reliable and therefore supports Strategic Plan goal # 5: Provide responsive, accountable, and trustworthy governance.

ALTERNATIVES CONSIDERED

Compliance with the FTA requirement for an origin-destination survey every five (5) years was not recommended or feasible during the pandemic. FTA believes that resuming the survey practice this year is reasonable for model validation purposes. FTA has not been concerned about the “past due” nature of Metro’s existing origin-destination survey data because the Metro travel demand model continues to be the FTA’s national standard for evaluating modeling practices and developing innovative sensitivity tests. However, this OD Survey will help maintain Metro’s good standing.

NEXT STEPS

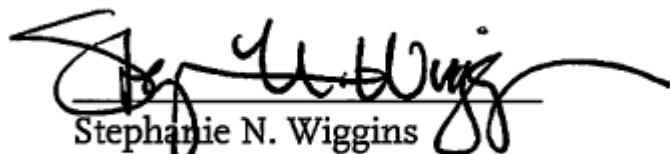
Upon Board approval, staff will execute Contract No. PS91223-2000 with ETC Institute and initiate work for the OD Survey. The work will begin during the current fiscal year and will complete within two years. Staff will also execute an MOU with SCAG to advance funding for their survey efforts, which are scheduled to commence in the fall of 2023.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: John Stesney, Principal Planner, (213) 922-6893
Anthony Catalina, Senior Director, Countywide Planning & Development, (213) 922-2035
Chaushie Chu, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3059
Kalieh Honish, Executive Officer, Countywide Planning & Development, (213) 922-7109
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-4812

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

2023 ON-BOARD SYSTEM-WIDE ORIGIN-DESTINATION SURVEY/PS91223-2000

1.	Contract Number: PS91223-2000	
2.	Recommended Vendor: ETC Institute	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 17, 2022	
	B. Advertised/Publicized: November 17, 2022	
	C. Pre-Proposal Conference: November 30, 2022	
	D. Proposals Due: December 27, 2022	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: January 3, 2023	
	G. Protest Period End Date: April 25, 2023	
5.	Solicitations Picked up/Downloaded: 25	Bids/Proposals Received: 2
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: John Stesney	Telephone Number: (213) 922-6893

A. Procurement Background

This Board Action is to approve Contract No. PS91223-2000 issued in support of the collection of information on origin-destinations, trip purposes, and demographics of Metro's customers. This data will enable Metro to understand the existing customer travel patterns and demographics. The data will also enable the creation of observed transit trip tables for use in calibrating and validating the Metro travel forecasting model. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with a Small Business Enterprise (SBE) goal of 30 percent and a Disabled Veteran Business Enterprise (DVBE) goal of 3 percent. It was also subject to the Local Small Business Enterprise Preference program, which awards a bonus of 5 preference points for the utilization of local small business firms. This solicitation is a re-issue after an initial solicitation (RFP No. PS91223) under the Small Business Enterprise Set-Aside Program failed to produce any qualified, responsive proposals.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 28, 2022 clarified the link to Metro's Small Business Query website;
- Amendment No. 2, issued on December 9, 2022 revised Exhibit A – Scope of Services of the RFP to include an updated Milestone Schedule for the project.

The Amendment also updated Exhibit 7 – List of Completed Contracts, increasing the time requirement from 5 years to 7 years.

A total of 25 firms downloaded the RFP and were included in the plan holder's list. A virtual pre-proposal conference was held on November 30, 2022, and was attended by 6 participants representing 4 firms. There were 15 questions asked, and responses were released prior to the proposal due date. Two (2) proposals were received on December 27, 2022 from the following firms listed below in alphabetical order:

1. Dikita Enterprises, Inc.
2. ETC Institute

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development Department was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Experience and Qualifications of the Team and Proposed Personnel | 40 percent |
| • Work Plan/Project Approach | 40 percent |
| • Cost | 20 percent |
| • Local Small Business Enterprise (LSBE) Preference Program | 5 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar on-board survey services procurements. Several factors were considered when developing these weights, giving the greatest importance to Experience and Qualifications of the Team and Proposed Personnel as well as Work Plan/Project Approach.

During the period of January 9, 2023 to January 17, 2023, the PET independently evaluated and scored the technical proposals. On February 2, 2023 both firms were invited for oral presentations which provided them the opportunity to present their qualifications, and to respond to questions from the PET. Following the oral presentations, the PET submitted final scores based on both the written proposals and input received during oral presentations. On February 13, 2023, the PET determined ETC Institute to be the highest ranked proposer.

Qualifications Summary of Firms:

ETC Institute

ETC Institute, Inc. is a Kansas-based market research firm that works to help local governmental organizations gather data from residents to enhance community planning. The firm demonstrated experience working with public agencies across the United States to administer on-board surveys. ETC has 40 years of experience and has administered surveys in over 1,000 cities since 2010.

ETC demonstrated their knowledge and competence in the technical areas as required in the scope of services and the proposal showcased their capabilities to administer the 2023 On-Board System-Wide Origin-Destination Survey.

ETC's proposal demonstrated extensive experience in fielding origin-destination surveys as well as in-depth knowledge of the Los Angeles County service area. The proposal also highlighted their years of experience working with their subcontractor, Anik Inc. in providing transit surveys. The organizational chart clearly identified the structure and task responsibilities of each team member.

Dikita Enterprises, Inc.

Dikita Enterprises, Inc. (Dikita) is an Engineering and Consulting firm headquartered in Dallas, TX and has been the primary data collectors for Dallas Area Rapid Transit (DART) over the last 30 years. The company's president designed one of the transportation industry's first software applications to effectively capture boarding and alighting data via handheld computers. Dikita put together a team comprised of skilled transit modelers, transit data collection specialists, and software experts to address all key tasks.

Dikita's proposal demonstrated a good understanding of the human dynamics of interviewing respondents and the software used for the surveys would ensure the necessary rigor for data quality. Dikita's proposal did not demonstrate sufficient experience fielding origin-destination surveys and, while it identified a number of issues with this type of project, they did not propose possible appropriate solutions.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	ETC Institute				
3	Experience and Qualifications of the Team and Proposed Personnel	92.50	40.00%	37.00	
4	Work Plan/Project Approach	82.50	40.00%	33.00	
5	Cost	75.68	20.00%	15.14	
6	Local Small Business Enterprise (LSBE) Preference Program (Bonus 5%)	100.00	5.00%	5.00	
7	Total		105.00%	90.14	1
8	Dikita Enterprises, Inc.				
9	Experience and Qualifications of the Team and Proposed Personnel	73.33	40.00%	29.33	
10	Work Plan/Project Approach	76.68	40.00%	30.67	
11	Cost	100.00	20.00%	20.00	
12	Local Small Business Enterprise (LSBE) Preference Program (Bonus 5%)	100.00	5.00%	5.00	
13	Total		105.00%	85.00	2

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and negotiations.

Metro staff successfully negotiated a cost savings of \$2,154 from reductions in the proposed overhead and profit.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	ETC Institute	\$1,497,334	\$1,408,085	\$1,495,180
2.	Dikita Enterprises, Inc.	\$1,133,247		

The variance between the final negotiated price and the ICE is due to the level of effort being underestimated for the following tasks: Task 4 Data Processing and Analysis, Task 5 Provide Data Set, and Task 6 Final Report. The increased level of effort was determined acceptable.

D. Background on Recommended Contractor

ETC Institute (ETC) is a market research firm with experience fielding over 1,000,000 on-board origin-destination surveys for transit agencies in 41 U.S. states. ETC uses a proprietary survey application that was developed in-house specifically to ensure the highest quality data is collected. The proposed project principal, project manager, programming manager, data manager, and assistant project manager have worked together in their same roles on origin-destination surveys since 2015.

Subcontractor Anik Inc. is a Metro certified SBE national staffing firm based in Los Angeles that has served as a subcontractor to ETC since 2019 and have provided staff for more than twenty survey projects. Subcontractor Sam Scully Staffing is a DVBE staffing firm based in Los Angeles and will provide temporary staff to field the surveys. Subcontractor Insight Transportation Consulting is an SBE firm that will provide ETC with modeling, expansion and analysis support.

ETC has worked on several Metro surveys such as the 2021 Customer Experience Survey, 2020 Telephone Survey and Crenshaw Line Before Intercept Survey, the 2022-23 Customer Satisfaction Surveys, and has performed satisfactorily.

DEOD SUMMARY

SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY/PS91223-2000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. ETC Institute exceeded the goal by making a 30.69% SBE and a 3% DVBE commitment.

Small Business Goal	30% SBE 3% DVBE	Small Business Commitment	30.69% SBE 3% DVBE
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	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Anik, Inc.	29.16%	X	
2.	Insight Transportation Consulting	1.53%		X
	Total SBE Commitment	30.69%		

	DVBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Sam Scully Staffing Solutions	3%	X	
	Total DVBE Commitment	3%		

Local Small Business Preference Program (LSBE)

ETC Institute, a non-LSBE prime, subcontracted at least 30% of its contract value with LSBE firms and was eligible for the preference.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0029, File Type: Program

Agenda Number: 7.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2023

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$52,157,339 in fiscal year (FY) 2022-23 LCTOP funds for the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

ISSUE

The Low Carbon Transit Operations Program (LCTOP), a California Cap-and-Trade Program established in 2014, provides operating and capital assistance funds to public transportation agencies to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving disadvantaged communities, similar to areas within Metro's Equity Focus Communities. The State issued the FY 2022-23 LCTOP guidelines in January 2023 and requires agencies to claim these formula grant funds by May 1, 2023. A complete grant package includes an adopted Board resolution that provides recipient project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff seeks Board approval of the Resolution contained in Attachment A.

BACKGROUND

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 Resources Board (CARB) and the State Controller's Office (SCO).

On March 1, 2023, the State notified eligible agencies of their FY 2022-23 fund allocation amounts, including \$46,701,338 apportioned to Metro. In addition, 17 Los Angeles County municipal operators requested to transfer to Metro \$5,456,001 of their FY 2022-23 LCTOP fund allocations in exchange for more flexible local funds.

DISCUSSION

To claim the grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP funds. The complete application package must include a Board resolution that: 1) authorizes the CEO or their designee to claim \$52.1 million in FY 2022-23 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2022-23 LCTOP funds to Metro by the 17 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align these LCTOP funds with the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley (NSFV) Transit Corridor.

LCTOP Program Funding

The LCTOP, created by California Senate Bill 862 (2014), provides proceeds from California's Cap-and-Trade Program to support transit agency investment in various projects intended to further reduce greenhouse gas emissions. In FY 2022-23, \$192.3 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 waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and 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 these zero-emission buses.

Additional Project Eligibility Criteria

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 FY 2022-23 LCTOP funding on the Division 8 Charging Infrastructure and En Route Charging for NSFV Transit Corridor. Staff analyzed potentially viable proposed grant uses collected during prior years' LCTOP efforts and current year information requests from Metro's Senior Leadership Team. Staff analysis included evaluating 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. Numerous community meetings and outreach were completed for the North San Fernando Valley BRT Improvements Project, where Metro staff collected feedback to incorporate into the project design. Outreach included low-income communities along the project corridor that are transit-dependent riders. Additionally, staff received positive comments during the extensive NextGen Bus Plan process in support of frequent, reliable service, and zero-emission buses for a smoother ride. Staff recommends the Division 8 Charging Infrastructure and En Route Charging for NSFV Transit Corridor because of its alignment to LCTOP eligibility requirements and for priority populations served, including state-identified DACs and overlap with Metro-defined Equity Focus Communities. The project also strongly supports Metro's commitment to further reduce greenhouse gas emissions by transitioning to zero-emission buses by 2035, ahead of CARB's Innovative Clean Transit (ICT) regulation to transition to one-hundred percent electric bus fleets by 2040.

The Division 8 charging infrastructure and en-route charging is in support of Metro's NSFV Bus Rapid Transit (BRT) Improvements Project, which includes new zero-emission buses. This will require the build-out for the full electrification of Division 8 and en-route charging to support the NSFV Transit Corridor, which will enable the charging of electric buses that aim to reduce noise and greenhouse gas emissions, provide better performance, and a quieter ride. The NSFV Transit Corridor project would increase connectivity and provide high-quality bus service and transit infrastructure in North San Fernando Valley communities.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Adoption of 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 \$52.1 million available to Metro.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the budget once the LCTOP funds are scheduled to be disbursed to Metro.

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 based on geographic, socioeconomic, public health, and environmental hazard criteria.

Metro, as the lead agency, must select and document appropriate information to show that a proposed project meets all DAC and other priority population requirements. The State's criteria prioritize serving DACs and low-income communities. The LCTOP funds would fund equipment and charging infrastructure that will enable reduction in greenhouse gas emissions for bus lines that serve DACs, low-income communities, and overlap with Metro-defined Equity Focus Communities. Division 8 is located in a low-income community within a ½ mile of a DAC, and will support NSFV BRT bus lines that operate within areas that meet the State's definition for disadvantaged and low-income communities.

The proposed LCTOP grant funding will help Metro fund the procurement and installation of charging infrastructure for Metro's Division 8, and en-route chargers to support the North San Fernando Valley BRT Improvements Project. The NSFV BRT Improvements Project is a proposed new 18-mile BRT line that would enhance existing bus service and increase transit system connectivity. According to Metro's 2019 passenger on-board survey for Bus lines 152, 224, and 240, one in four households in the project area earns less than \$5,000 annually, and over 50 percent live below the poverty line. Nearly 50 percent of riders on these lines live or work in the area. The project will allow for transit service improvements to benefit Black, Indigenous, and People of Color (BIPOC), low-income, and communities that rely on transit across the project area in the North Valley. The project will also improve service for students of California State University, Northridge, where 75 percent identify as BIPOC. This includes benefits such as, more frequent and reliable bus service, improved connections to the regional transit network, better access to destinations across the region, more transit to meet growing demand, enhanced bus stops, and other service improvements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan Goal #1, provide high-quality mobility options that enable people to spend less time traveling, and Goal #3, enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

Metro's internal evaluation process, which aims to recommend the use(s) with the greatest potential to address operational needs, consisted of vetting candidate proposals against LCTOP requirements and Metro priorities, policies, and practices. Consistent with Board guidance to prioritize operational needs, Metro evaluated potentially eligible costs related to the Crenshaw/LAX Transit Project, Regional Connector Transit Project, and fareless or reduced fare initiatives. These options were not selected, in part, because Congestion Mitigation and Air Quality (CMAQ) funding is expected to cover much of the eligible costs. Operations for the Crenshaw/LAX Transit Project still has available LCTOP funds, and the State does not support adding more funding before exhausting prior year's allocations. The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of Metro's FY 2022-23 LCTOP fund allocation amount of \$46.7 million and the \$5.4 million in LCTOP funds transferred by 17 municipal operators to Metro.

NEXT STEPS

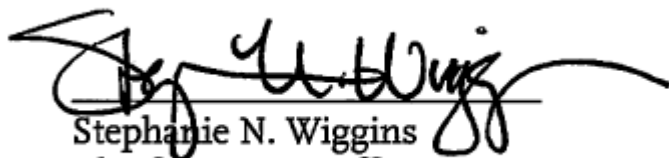
- May 1, 2023: Metro submits LCTOP allocation request to Caltrans.
- June 2023: Caltrans and CARB approve and submit project list to SCO.
- June - July 2023: SCO releases approved project list.

ATTACHMENTS

Attachment A - Board Resolution

Prepared by: Wendy San, Senior Transportation Planner, Countywide Planning & Development, (213) 922-4681
Nathan Maddox, Senior Manager, Countywide Planning & Development, (213) 547-4318
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
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:**

**Division 8 Charging Infrastructure and En Route Charging for North San
Fernando Valley Transit Corridor - \$52,157,339**

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, 17 Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$5,456,001 in PUC 99314 FY2022-23 LCTOP funds to Metro for Metro's FY 2022-23 LCTOP 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 their 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.



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NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or their 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 2022-23 LCTOP funds:

Project Name: Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor

LCTOP Funds Requested: \$52,157,339 comprised of Metro's allocation of \$46,701,338 and PUC 99314 allocations transferred to Metro from 17 Los Angeles County LCTOP Contributing Sponsors totaling \$5,456,001 for Metro's FY 2022-23 LCTOP Project.

Description: Procurement and installation of charging infrastructure for Division 8 and en-route charging for North San Fernando Valley Transit Corridor.

Benefit to Priority Populations: The project is located in a low-income community within a ½ mile of a disadvantaged community (DAC) with bus lines that serve within areas that meet the State's definition for disadvantaged and low-income communities as defined by SB 535 (2012). Therefore, the project will enable reduction of air pollutants and toxic air contaminant emissions as defined by the State by providing greater access to the regional transit system.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, Foothill Transit, City of Gardena, City of Glendale, City of La Mirada, Long Beach Public Transportation Company, City of Montebello, City of Norwalk, City of Redondo Beach, City of Santa Clarita, City of Santa Monica, and City of Torrance.



Los Angeles County
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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, April 27, 2023.

By: _____
Collette Langston, Board Clerk, Los
Angeles County Metropolitan
Transportation Authority

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

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Board Report

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

File #: 2023-0144, File Type: Motion / Motion Response

Agenda Number: 8.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2023

SUBJECT: STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING a report back on strategies to accelerate affordable housing within Metro joint development; and

B. ADOPTING the Joint Development 10K Acceleration Strategies included as Attachment A.

SOLIS AMENDMENT: Provide a report in 120 days on opportunities to designate housing units, produced by the Metro joint development program or other appropriate mechanisms, for Metro workforce housing.

For the purposes of this amendment, Metro workforce housing is conceptually defined as housing affordable to and designated for individuals hired to perform work in essential roles for Metro transit system operations, maintenance, and/or construction.

The report should (1) propose a refined definition for Metro workforce housing based on local workforce needs and relevant research and (2) assess the feasibility of a pilot Metro workforce housing program.

ISSUE

At its February 2023 meeting, the Board of Directors (Board) approved Motion 2023-0125 by Directors Bass, Hahn, Najarian, Mitchell, Solis, and Krekorian requesting staff report back at the April meeting on a strategy to achieve 10,000 new housing units by 2031. The recommended strategies reduce the timeline for new joint developments from an average of 10 years to an average of five years.

BACKGROUND

In response to the countywide housing affordability crisis, the Board adopted an updated Joint

Development (JD) Policy in June 2021 with particular focus on affordable housing. The Board further established a ten-year goal of completing 10,000 housing units, at least 5,000 of which will be income-restricted (the 10K Commitment) by 2031.

Staff obtained a \$1,600,000 grant in July 2021 from the Southern California Association of Governments (SCAG) to complete an in-depth consultant analysis of Metro's JD process and opportunity sites. The consultant developed recommendations to overcome existing hurdles to project delivery without sacrificing community input and quality projects. The recommendations were informed by review of development policies held by other agencies, discussions with key stakeholders, and interviews with JD staff, and build on input received through months of engagement for the JD Policy update including a virtual town hall, online surveys, and internal and external working groups.

The consultant team interviewed a wide range of developers including those that have responded to previous Metro solicitations and were selected to advance into negotiations; those that submitted but were not selected; for-profit and non-profit; small and large; local and national; as well as community-based development organizations (CBDOs) with specific ties to local neighborhoods or cultural communities. CBDO interviews were specifically focused on ensuring that new streamlined processes are as accessible and equitable as possible. Collectively, this feedback helped inform the JD 10K Acceleration Strategies that are included in Attachment A and discussed herein. The feedback received to date and additional outreach will continue to influence the standard operating procedures that will guide project and program implementation.

In October 2022, staff also launched the Metro Housing Lab, a pilot program serving as a proving ground for housing innovations that deliver units faster and cheaper by piloting innovative projects in housing design, finance, and construction. The Housing Lab is also pursuing Community Land Trust strategies in support of more equitable outcomes.

DISCUSSION

The Joint Development 10K Acceleration Strategies center on equity and community engagement while accelerating the delivery of housing. Staff have identified a preliminary list of sites that are suitable for development and will be available in the timeframe required to meet the 2031 deadline (the 10K Site List). Those sites are listed in Attachment B and are subject to change based on further due diligence with Metro departments and stakeholders, including local jurisdictions. Six of the twenty sites identified are located in Metro Equity Focus Communities (EFCs), and another seven are adjacent to an EFC.

Recent changes to the State's Surplus Land Act (SLA) stipulate specific processes for disposing of publicly owned properties in order to prioritize such property for affordable housing. All sites developed in support of the 10K Commitment will comply with the SLA. Each site will be designated to be either a 100% affordable project or a mixed-income project with at least 300 units and at least 25% affordable units (or such criteria that is consistent with certain prescribed uses of publicly owned properties that qualify for streamlined compliance as set forth in the Act, as amended from time to time). As required by SLA, a future Board resolution would declare the properties "exempt surplus," and the resolution would be delivered to the State of California Department of Housing and

Community Development (HCD).

In March 2023, the Federal Transit Administration (FTA) issued guidance intended to provide clarity on an asset disposition option under the National Defense Authorization Act (NDAA) for fiscal year 2022. Under the new provision, FTA may authorize the transfer of land acquired with Federal assistance, but no longer needed for the originally authorized purpose, to a local governmental authority, non-profit organization, or other third-party entity if, among other factors, it will be used for transit-oriented development and includes affordable housing. The new rules do not change the process and FTA requirements for Joint Development but signal the federal government's shared commitment to making land available for transit oriented development and affordable housing.

Request for Qualifications for Bench of Developers

Currently, each joint development site is procured separately, which lengthens the amount of time for delivery and requires extensive staff time. In order to improve the delivery process, staff propose to release a request for qualifications (RFQ) to establish a bench of developers, including CBDOs, eligible to propose on the 10K Site List. The RFQ would require proposer teams to submit their experience and credentials but would not require site-specific visioning or analysis. Metro would reserve the right to supplement the bench at its discretion, if necessary, and additional sites would be issued under future solicitations to ensure that developers continue to have an opportunity to participate.

Metro would kick off the 10K Commitment effort with a regional community meeting housing education event, an industry forum for affordable and mixed-income developers and building partnerships events designed to increase participation among Metro Small Business Enterprises (SBEs), Disadvantaged Business Enterprises (DBEs), Disabled Veterans Business Enterprises (DVBES), and Minority and Women Business Enterprises; community-based organizations (CBOs); and CBDOs. CBOs could partner with developers (including CBDOs) on proposals to add local knowledge, organizing, outreach or other expertise to the team. The RFQ will be distributed to the HCD list of interested developers as required by the SLA, as well as the Metro JD interest list, and the development community at-large to ensure competitive opportunity for all interested developers.

The SCAG grant has also funded a community engagement consultant that is undergoing an effort to specifically engage CBDOs. The working definition of a CBDO is a non-profit housing developer with a commitment to a specific community and a stated intention of generating community scale outcomes including but not limited to building wealth, increasing economic stability, improving health, and advancing equity. The consultant is vetting this definition through interviews with CBDOs and is creating a database of potential CBDO partners which will include information on geographic areas of service and mission focus. Any CBDO will be eligible to propose on the Bench RFQ and outreach efforts will encourage CBDOs to apply. The RFQ application will be straightforward, and the evaluation criteria will award points for experience with community-serving projects.

The shortlisted bench of developers would be approved by the Board and subsequently invited to respond to focused, site-specific requests for proposals (RFPs) with clearly defined development criteria specific to each site. The RFPs would be informed by discussions with local jurisdictions and include community criteria for development; communities would have the opportunity to comment on developer proposals at an open house convened during the selection process.

In total, refinements to the solicitation process are anticipated to result in at least six-months of time savings for each site.

Focus Community Education and Engagement

JD staff are working with an outreach consultant and Metro's Community Relations and Marketing teams to create targeted messaging around the regional housing crisis and how the 10K Commitment addresses it. Outreach will begin at a regional level and will continue at site-specific levels in preparation of the RFP for each site.

Metro will engage with communities on a site-specific basis so that the parameters for influencing a project outcome are clearer from the outset. Advanced site analysis will be performed by Metro to inform that discussion with communities. As discussed above, JD sites will be pursued either as a mixed-income project with at least 300 units and at least 25% affordable units or a 100% income-restricted project. In advance of community dialog, staff would perform market and demographic analysis, and land use research to establish the number and affordability level of units that are likely to be realized at the site. Rent levels would be informed by Neighborhood Area Median Income to help ensure housing will be accessible to existing community members, and outreach would be conducted to local community members for housing opportunities in new units.

Communities would be able to focus input on community needs which may be addressed in the building design, ground floor uses, surrounding open space, landscaping, and other amenities-aspects of the projects that are most flexible and able to support community interests. This focused outreach approach will result in significant time savings and allow direct conversations between the developer and the community to begin sooner in the process.

Consistent with the updated JD Policy, the process would allow communities to provide input into the criteria for selecting a development team/proposal. In addition, Metro would share developer proposals for each JD site with the public at community open houses.

Local jurisdictions will continue to have land use authority, providing opportunity for community input and approvals through each phase of the local entitlement process.

Invest in Making Sites Development-Ready

Some JD sites are encumbered by existing infrastructure, parking, environmental conditions, and/or lack basic infrastructure necessary for development. Metro can significantly accelerate the delivery of housing by conducting demolition and environmental remediation; upgrading basic site infrastructure; and constructing replacement parking without waiting for the solicitation of a developer. Though this requires upfront Metro investment, the expenditure would reduce development risk and increase the value of the property. The investment in site readiness will reduce developer lead times by as much as two years. The Cost Center Manager and Chief Planning Officer would be responsible for budgeting for anticipated site preparation costs in future years subject to funding availability and annual programming, noting some costs may be eligible for grant funds and/or creative forms of public financing.

Standardize and Streamline Exclusive Negotiation Agreements (ENAs)

The longest phase of the joint development process is the negotiations phase. Currently, once a developer is selected, staff seek Board authorization to enter into an ENA with the selected developer. Once the Board has approved the selection and the ENA is executed, the developer initiates developer-led outreach, refines the project design, secures entitlements, negotiates Joint Development Agreement (JDA) and Ground Lease terms with Metro, and identifies financing sources to construct the project. Recent changes in state and local laws and policy designed to accelerate the delivery of affordable housing near transit have significantly shortened the time required to secure project entitlements. Thus, the opportunity exists to accelerate the remaining tasks to be completed during the ENA phase.

Staff will standardize ENA, JDA and Ground Lease documents to establish a level playing field, minimize negotiation time, and provide clarity, certainty and mutual accountability for both Metro and developers. The standardized ENAs would only be entered into within a menu of Board-approved terms and with qualified developer partners approved by the Board.

The Board would be notified of developer selection, project proposals, and other significant project milestones on a periodic basis. In addition, the Board and the public will have access to a real-time online dashboard, to be launched this summer. Once the project entitlements are in place, staff would return to the Board for approval of terms for a JDA and Ground Lease.

Collect ENA Fee (in place of deposit)

Currently, staff ensure that certain Metro costs incurred as a result of reviewing project designs and document are reimbursed by tracking, reporting and invoicing costs to the developer. Going forward, staff will require a flat fee from developers based on upon historical and projected costs to cover Metro's costs throughout the term of the ENA. This will relieve staff of the administrative burden and time required to track expenditures of developer deposits. Any extensions to the term of an ENA will require additional fees.

Simplify Design Review

Metro's current process for reviewing the design of proposed projects is time-consuming for both staff throughout the agency as well as developers and their architects. The process creates the opportunity for subjectivity and communication and coordination challenges among legitimate, competing interests. Under the streamlined process, design criteria would be objective and specifically articulated in RFPs. Communities would provide input into architectural style at the RFP and developer selection phases, and designs would be subject to local entitlement processes. Metro design review would be limited to the areas of design that directly impact Metro facilities and patrons. A checklist of design requirements would clarify requirements to developers, inform Metro review, and streamline internal distribution resulting in quicker review times.

Establish Interdepartmental Task Force

Staff would establish a Program Charter that would identify and empower a task force of dedicated department representatives charged with expediently and decisively resolving design and construction issues as they arise which can result in significant time reductions. At a minimum, Program Management, Operations, Customer Experience and Planning departments would all serve on the task force. The task force could ensure that the criteria for development are clear at the outset and could continue to coordinate as the design progresses into construction, to ensure the protection of Metro infrastructure and the safety of Metro patrons.

Resource Joint Development to Meet Targets

Given the influx of sites and the acceleration of delivery required to meet the 10K Commitment, the existing staff and consultant resources will be insufficient to achieve the Board mandate and produce the housing units required. Staff will request additional headcount through the annual budget process beginning with the upcoming FY24 budget request.

Housing Lab Update

In addition to, and in support of, the 10K Commitment, the Metro Housing Lab has been set up to simultaneously pilot non-traditional approaches to construction, finance, design and operations of both permanent income-restricted housing. Since its launch last year, the Housing Lab has undertaken the following:

- Selected a Senior Fellow to serve as the Lab's principal investigator.
- Outlined a Community Land Trust (CLT) strategy that will include recommendations to support the formation of CLTs and recommendations to pilot the conversion of naturally occurring affordable housing to a CLT.
- Confirmed the legal and technical path for providing Metro employee and contractor housing.
- Explored the use of innovative public and private financing mechanisms such as the US Department of Transportation's "TIFIA" low-interest loan program and Opportunity Zones to broaden the capital sources available to support income-restricted housing development near transit.

EQUITY PLATFORM

The 10K Commitment will facilitate the development of affordable housing and market rate housing and other public benefits such as transit investments, first-last mile improvements, community open space, community rooms, and urban greening. Regionally, development of housing for all income levels is essential to alleviating a housing shortage that disproportionately and negatively impacts all categories of disadvantaged communities including Black indigenous people of color, people with low-incomes, people with disabilities, and Transition Aged Foster Youth (TAY). Roughly 1/3 of the homeless in LA are former foster youth between the ages of 16 and 24 years old. Los Angeles County Foster Care is the largest system in the country and foster youth are more likely to become homeless, die or be sex-trafficked than go to college. Acceleration of affordable housing under this strategic plan will increase opportunities to serve at-risk populations such as these.

Affordable housing, which will be delivered as part of the 10K Commitment, directly benefits low-income households. In some instances, delivery of market rate or affordable housing will accompany neighborhood change that may be felt most acutely and negatively by marginalized and vulnerable populations immediately surrounding the project sites. The new recommendations seek to limit the disruptive impacts of new housing such as displacement while delivering new affordable units throughout the County and prioritizing those areas that are most in need. The recommendations build upon a months-long effort to update the JD Policy using extensive outreach and engagement that engaged over 300 individuals. The Policy and recommendations contained herein have been informed by a virtual town hall event, online surveys, internal and external working groups, community-based development organization interviews, and extensive input from staff.

DETERMINATION OF SAFETY IMPACT

The recommendations will have no impact on safety.

FINANCIAL IMPACT

The recommendations contained within do not have a direct financial impact, however, implementation of the acceleration strategies and fulfilling the 10K Commitment require an investment of resources. Upfront investment in staffing, site preparation, and consultant services will be required, but partially or completely recovered over time with revenue from developer fees and ground lease payments.

Impact to Budget

There will be no impact to the FY2023 Budget. The Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years subject to annual programming.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Goal 3 of the Strategic Plan: to enhance communities and lives through mobility and access to opportunity by activating several transit-oriented communities with catalytic development projects which will bring housing, jobs, and services to neighborhoods across the Metro system and Los Angeles County at large.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the recommendations. This is not recommended as it would be unlikely Metro could meet the 10,000-unit mandate by 2031 and it would constrain Metro from contributing to urgent solutions to the regional housing shortage.

NEXT STEPS

Upon approval of the recommended actions, staff will release community education materials on Metro's strategic plan to fulfill the 10K Commitment. Staff will also continue to perform due diligence to finalize the list of 10K Sites, including additional vetting with Metro departments and external stakeholders, including local jurisdictions.

Continued outreach and an industry forum will inform the release of an RFQ for a bench of qualified developers. The RFQ will be distributed to the Metro JD developer interests list, the development community at-large, and the HCD list of interested affordable developers.

Staff will return to the Board in fall 2023 with the list of recommended developers, the terms of the standardized ENA, the proposed portfolio-wide design criteria, and a resolution declaring sites "exempt surplus land." Staff will provide periodic updates to the Board as well as to the public via an online dashboard of joint development projects.

ATTACHMENTS

Attachment A - Joint Development 10K Acceleration Strategies

Attachment B - Preliminary Joint Development 10K Site List

Prepared by: Marie Sullivan, Senior Manager, Countywide Planning & Development, (213) 922-2556
Wells Lawson, Deputy Executive Officer, Countywide Planning & Development, (213) 922-7217

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

Holly Rockwell, Senior Executive Officer - Countywide Planning & Development (213) 922-5585

Ray Sosa, Deputy Chief Planning and Development Officer (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

Joint Development 10K Acceleration Strategies

1. Accelerate Developer Selection Process

- a. Issue Request for Qualifications (RFQ) for bench of Developers
- b. Host industry forum to collect input and answer questions related to the RFQ
- c. Distribute the RFQ to the State Housing and Community Development Department developer interest list, Metro Community-Based Development Organizations and developer lists, Metro vendor portal, and in local and trade publications.
- d. Developer bench selected through robust Proposal Evaluation Team with involvement from internal and external participants
- e. Biannual audit of Joint Development solicitation processes
- f. Adopt Surplus Land Resolution (future) declaring 10K sites exempt surplus
- g. Targeted outreach to encourage participation among CBDO
- h. Host Building Partnerships events to encourage partnership opportunities between developers, Small Business Enterprises, Community Based Organizations, etc.
Standardize site-specific Request for Proposals (RFP) and include technical criteria, community criteria, estimated unit count, and affordability requirements

2. Focus Community Education and Engagement

- a. Conduct Regional outreach and education
- b. Use advanced site analysis to inform outreach and focus community input
- c. Community will provide feedback on ground floor/open space uses
- d. Coordinate with local jurisdictions on land use, zoning, and site expectations
- e. Standardize outreach process and materials
- f. Establish dashboard to inform Board and public of progress
- g. Include a community member on RFP evaluation committees
- h. Host open house to exhibit developer proposals
- i. Specify required developer outreach throughout development phases

3. Create Development-Ready Sites

- a. Verify locations of existing Metro infrastructure before RFP
- b. Coordinate with local jurisdictions to advance site entitlements

4. Simplify Design Review

- a. Develop universal development guidelines with objective design criteria
- b. Standardize design review process
- c. Create clear criteria review timeframes for Metro review of construction workplans

5. Resource the Agency to Meet Targets

- a. Establish Interdepartmental Task Force to advance projects through review

- b. Create Program Charter to clarify roles and expectations among Metro departments
- c. Right-size staffing and consultant resources to accelerate delivery

6. Standardize Negotiations Process

- a. Adopt template ENA to be executed with qualified developers on 10K Sites
- b. Create standardized menu of options and terms for Term Sheet, Joint Development Agreements and Ground Leases
- c. Set lease prices based on land value and discounts for community benefits s.
- d. Collect developer fee (instead of deposit) to reduce administrative burden

Preliminary Joint Development 10K Site List

Site	Address	City	Line	Equity Focus Community	COG	Supervisory District	LA City Council District
17th St/ SMC Station	1619 17th St	Santa Monica	E Line (Expo)		Westside Cities	3	n/a
103rd St/ Watts Towers Station	10305 Grandee Ave	Los Angeles	A Line (Blue)	EFC	n/a	2	15
1940 CPE	1940 Century Park East	Los Angeles	D Line (Purple) Extension		n/a	3	5
Artesia Station	1920 S Acacia Ave	Compton	A Line (Blue)	EFC	Gateway Cities	2	n/a
Aviation/ Century Station	5601 W Century Blvd	Los Angeles	K Line (Crenshaw)	EFC	n/a	2	11
Balboa/ Victory	16851 Victory Blvd	Los Angeles	G Line (Orange)	EFC Adjacent	n/a	3	6
Canoga Park Station	6620 Canoga Ave	Los Angeles	G Line (Orange)	EFC Adjacent	n/a	3	3
El Segundo Station	2226 E El Segundo Blvd	El Segundo	C Line (Green)		South Bay Cities	2	n/a
Fairview Heights	1119 E Redondo Blvd	Inglewood	K Line (Crenshaw)	EFC Adjacent	South Bay Cities	2	n/a
Florence Station	1720 E Florence Ave	Florence-Firestone Community (Unincorporated)	A Line (Blue)	EFC	Gateway Cities	2	n/a
Heritage Square Station	Cypress Park	Los Angeles	L Line (Gold)	EFC	n/a	1	1
Pickle Works	1001 E 1st St	Los Angeles	Other Metro Property	EFC Adjacent	n/a	1	14
Sepulveda Station	6127 Sepulveda Blvd	Los Angeles	G Line (Orange)	EFC Adjacent	n/a	3	6
Temple/Beaudry Bus Layover	1113 W Temple St	Los Angeles	Other Metro Property	EFC	n/a	1	1
Universal City/Studio City Station	3906 Willowcrest Ave North	Los Angeles	B Line (Red)		n/a	5	2
Wilshire/ Crenshaw	675 Crenshaw Blvd	Los Angeles	D Line (Purple) Extension	EFC Adjacent	n/a	2	5
Wilshire/ La Brea	711 S La Brea Ave	Los Angeles	D Line (Purple) Extension		n/a	2	5

Note: Additional sites may become available upon completion of acquisition for the Foothill Extension of the L Line (Gold).



We're supporting thriving communities.

STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING

April 2023



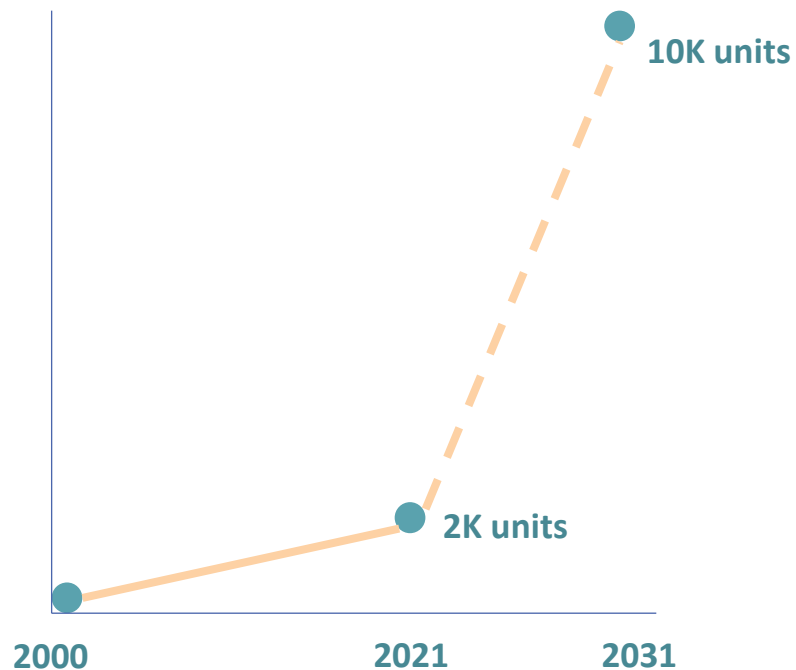
Metro

Board Actions

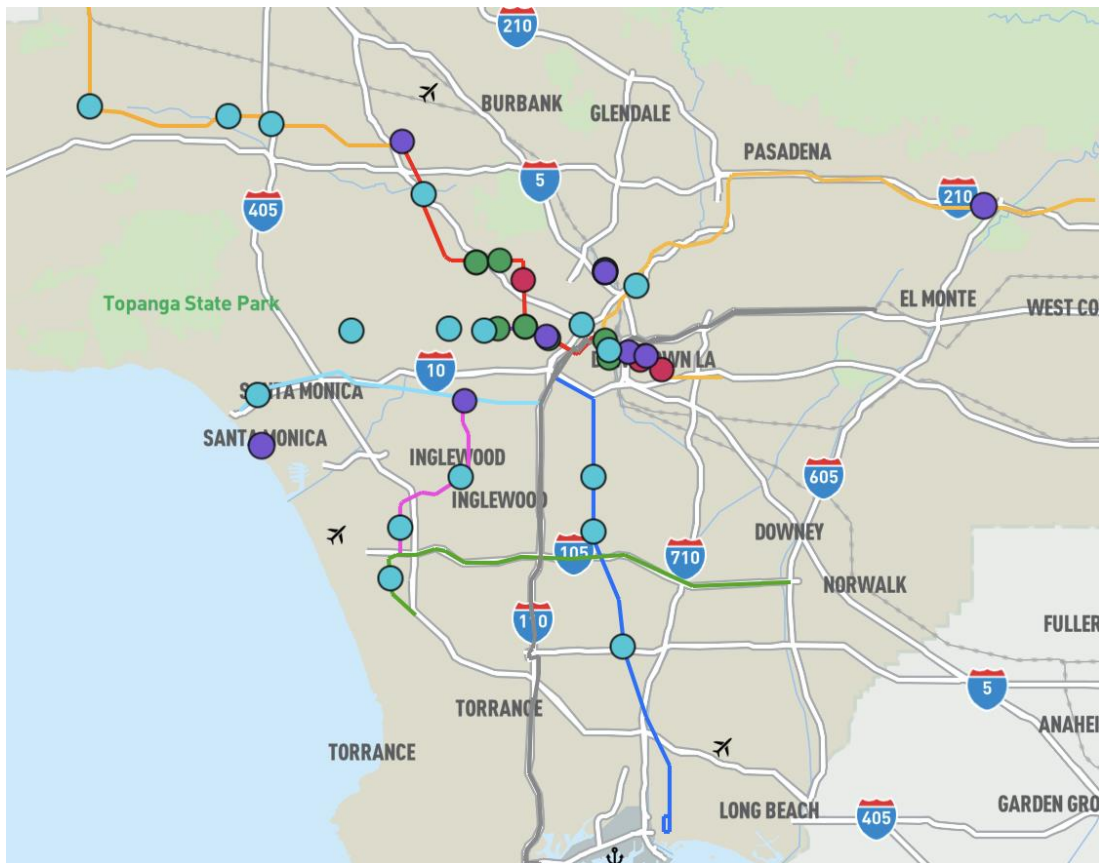
- A. RECEIVE AND FILE report back on strategies to accelerate permanent affordable housing within Metro joint development.
- B. ADOPT the Joint Development 10K Acceleration Strategies included as Attachment A.

Joint Development Background

- > **2021:** JD Policy updated to prioritize *building as much housing as possible, as soon as possible, for those who need it most*
- > **2021:** Metro Board directed staff to achieve 10,000 units by 2031, **5,000 of which to be income-restricted**
- > **2022:** Staff secured grant funding and consultant work
- > **2023:** Staff and consultant identified potential sites and crucial process recommendations
- > **KEY FINDING:** In order to grow the Joint Development portfolio to 10,000 units by 2031, *the rate of JD project delivery must increase **tenfold***

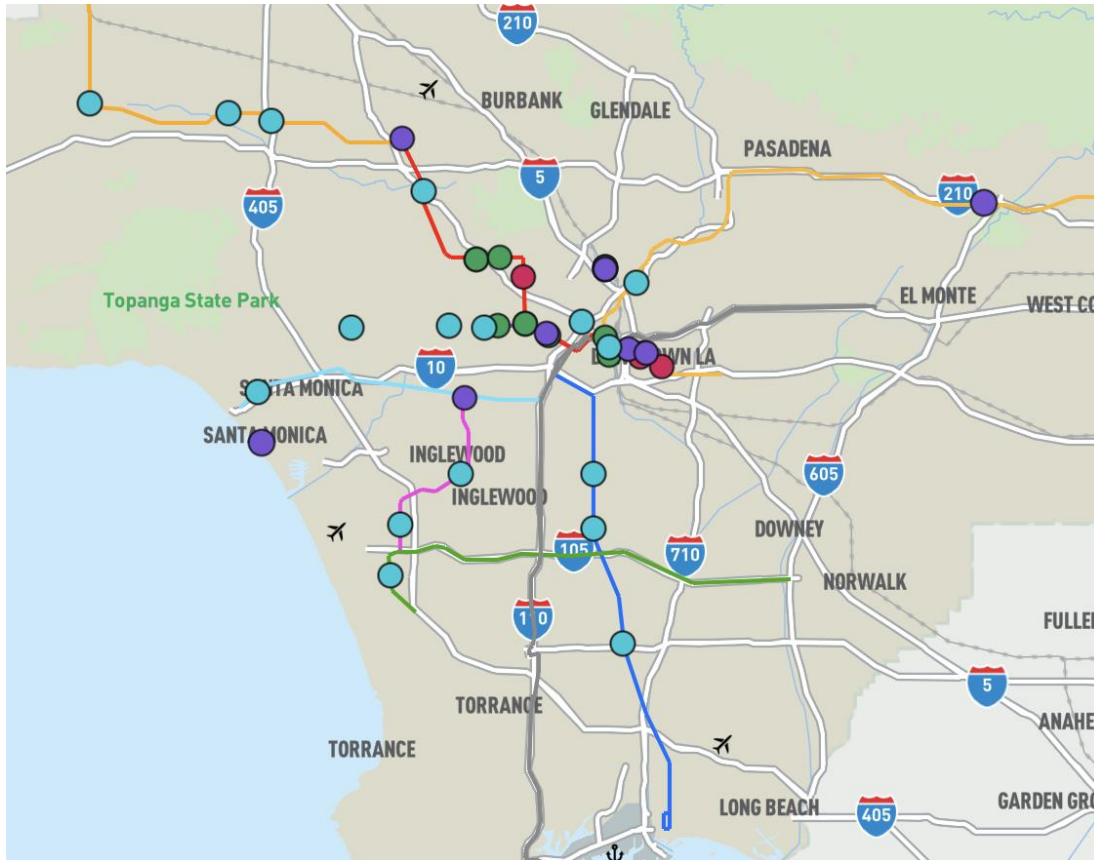


Joint Development Sites: Past, Present and Future



	UNITS	total	affordable
	COMPLETED	2,221	793
	CONSTRUCTION	377	373
	NEGOTIATION/RFP	3,096	1,340
	PIPELINE	4,306	2,494
	TOTAL	10,000	5,000

The 10K Sites



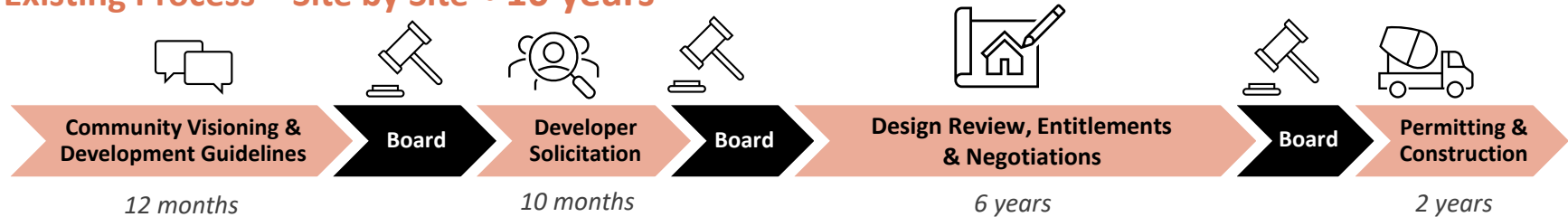
PRELIMINARY 10K SITE LIST

- Artesia Station
- Wilshire/Crenshaw
- Florence Station
- Heritage Square Station
- Balboa/Victory
- Wilshire/La Brea
- Fairview Heights
- 17th St/SMC Station
- Sepulveda Station
- Canoga Park Station
- 1940 Century Park East
- Pickle Works (Arts District)
- Universal City/Studio City
- 103rd St/Watts Towers Station
- El Segundo Station
- Aviation/Century Station
- Temple/Beaudry Bus Layover

Additional sites may be added upon completion of the Foothill Extension of the L Line (Gold).

Process Improvements

Existing Process – Site by Site ≈ 10 years

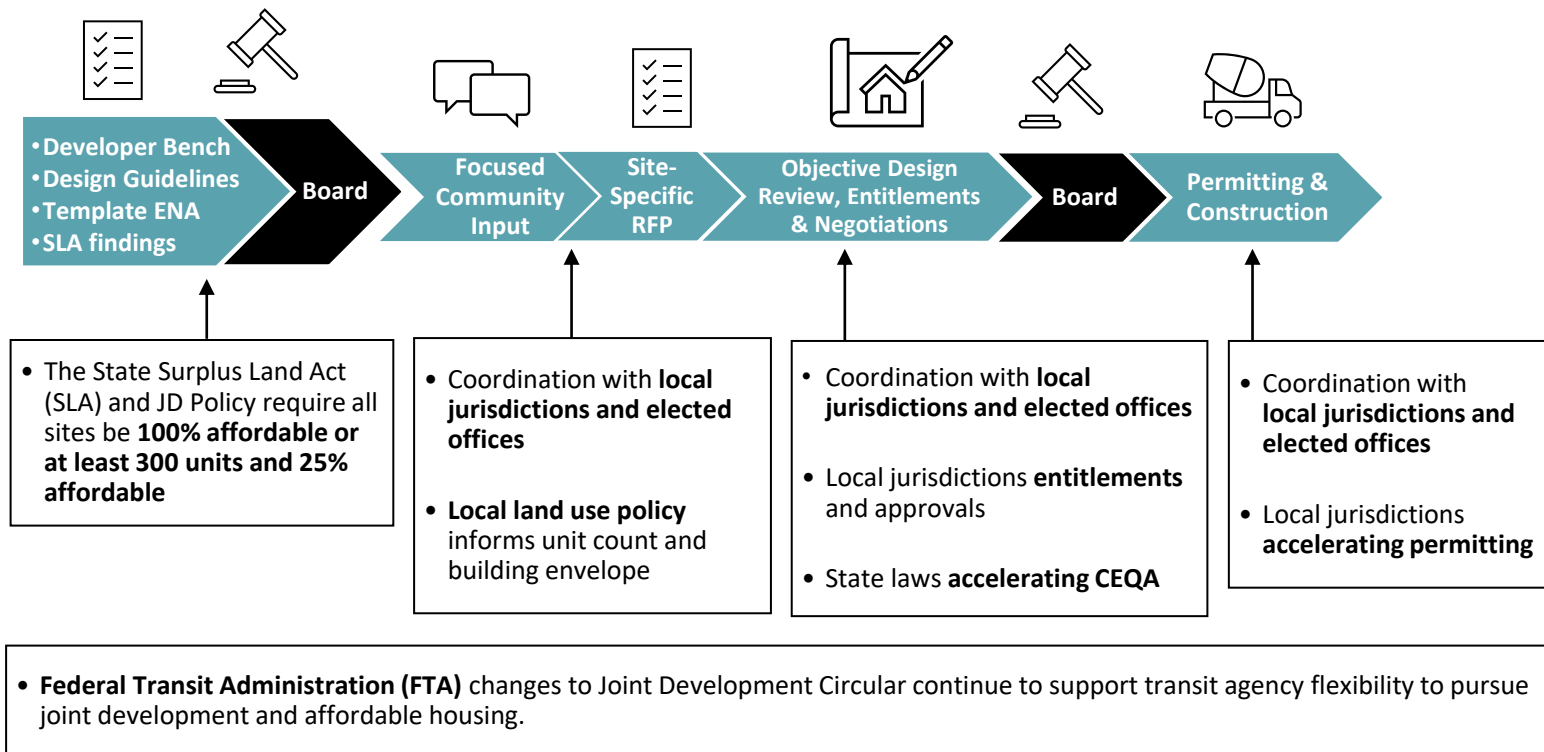


Proposed Process – Programmatic Approach ≈ 5 years



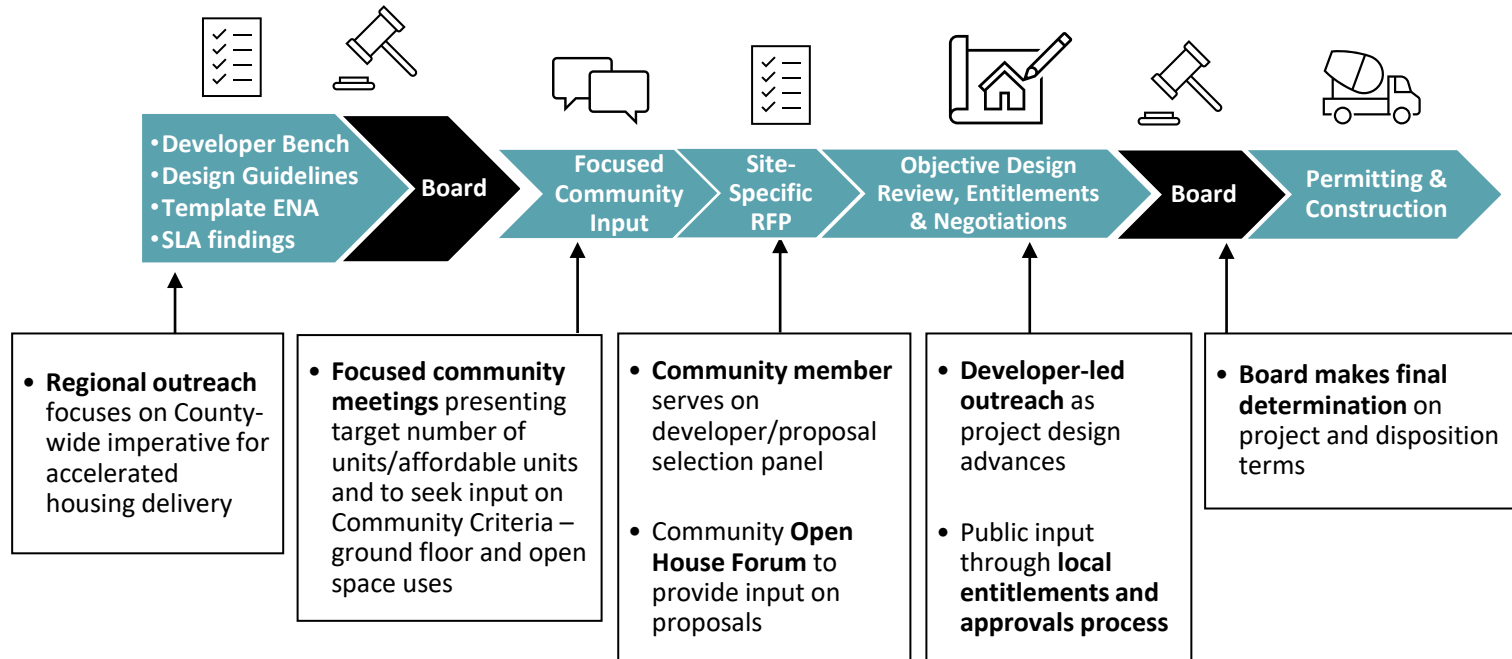
Agency Partners

Early and continuous coordination with local jurisdictions to ensure local support



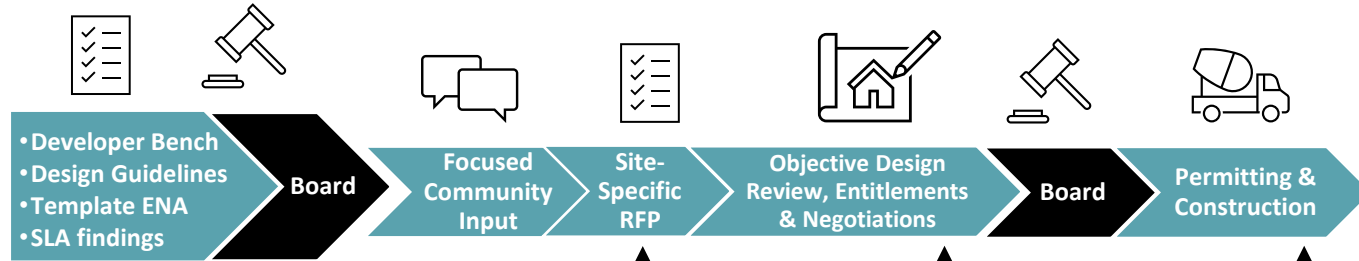
Community Engagement

Commitment to transparency and meaningful community input throughout the process.



Developer Participation

Ensure opportunity, clarity and certainty for developer partners.



- **Industry forum** to raise awareness of opportunity and collect developer input
- Specific outreach to **Community-Based Development Organizations (CBDOs)**
- **Request for Qualifications (RFQ)** will create a level playing field to ensure equitable access to Developer Bench
- RFQ posted to State **Housing and Community Development (HCD)** Developer interest list, Metro CBDO list, Metro Developer Interest list, and local and trade publications

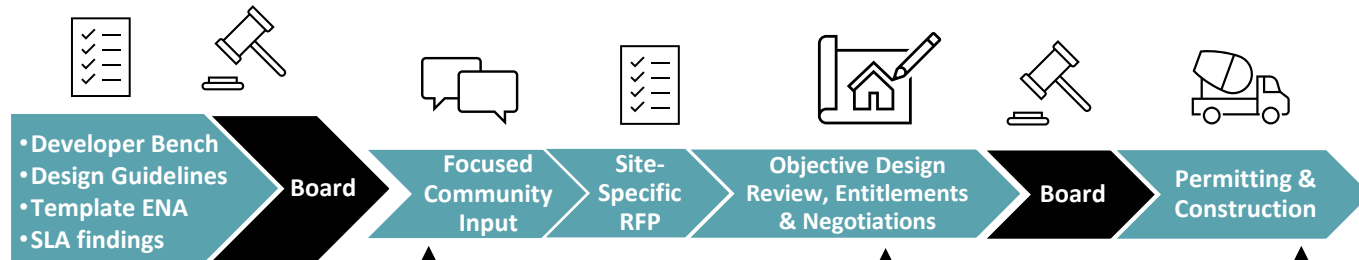
- **Building Partnerships** event to encourage partnership opportunities among large and small developers, architects, community-based organizations
- **Site-specific Request for Proposals (RFP)** will include: Technical Criteria; Community Criteria; Estimated Unit Count; Affordability requirements

- Developer pays **flat fee** to cover Metro expenses (as opposed to recurring billing)
- Developer advances **design and entitlements**
- **Developer leads outreach**
- **Standardized agreements** and menu of terms

- Clear coordination on **construction workplans**

Internal Processes

Simplify, standardize and streamline internal processes to accelerate project delivery.



- **Developer Bench** selected through robust evaluation panel with involvement from internal departments and external participants

- **Standardize outreach** materials to create consistent and efficient engagement across all sites
- **Site-specific analysis** to determine number of units and affordability

- **Intra-agency Development Task Force** to accelerate design review and infrastructure coordination
- **Program Charter** to clarify roles and expectations
- **Standardized design review** according to objective design criteria

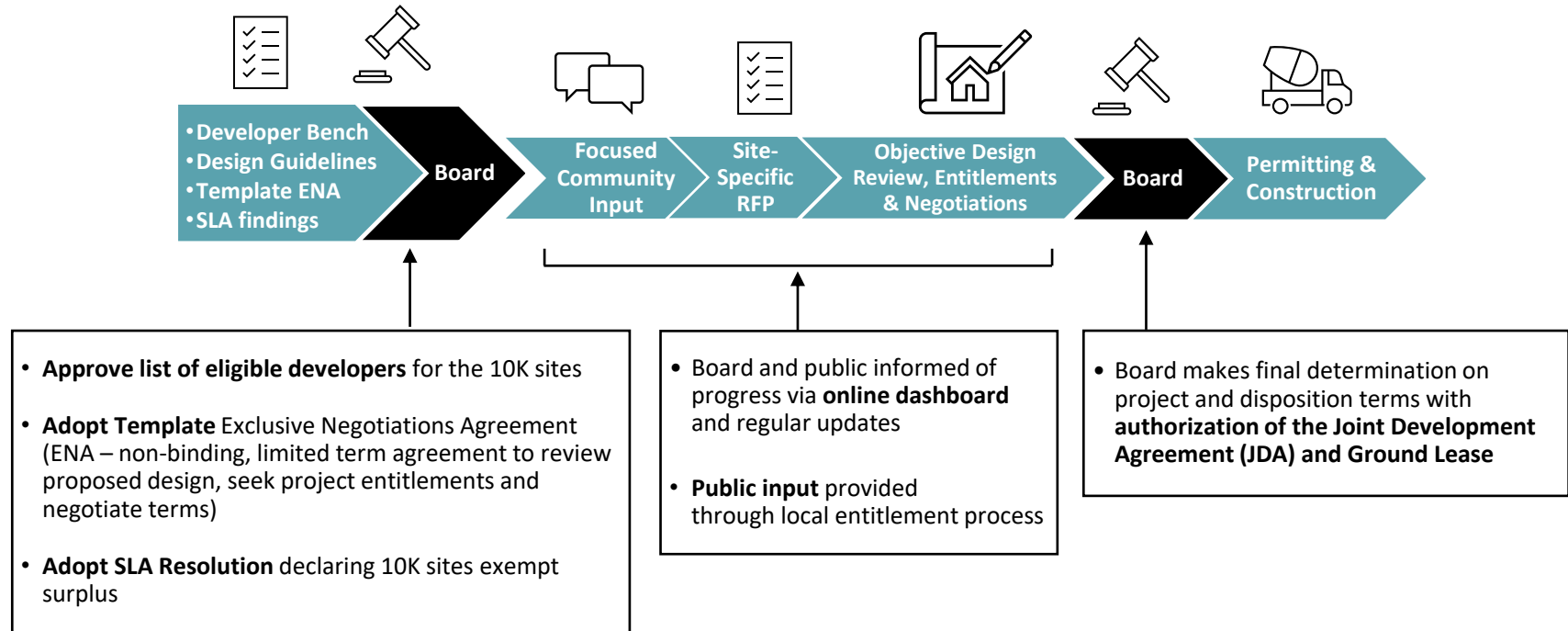
- Clear coordination on **construction workplans**

- **Create development-ready sites** to accelerate project delivery including advanced environmental remediation and infrastructure investment
- **Biannual audit** of developer and proposal solicitation processes

- Secure **additional staffing resources**

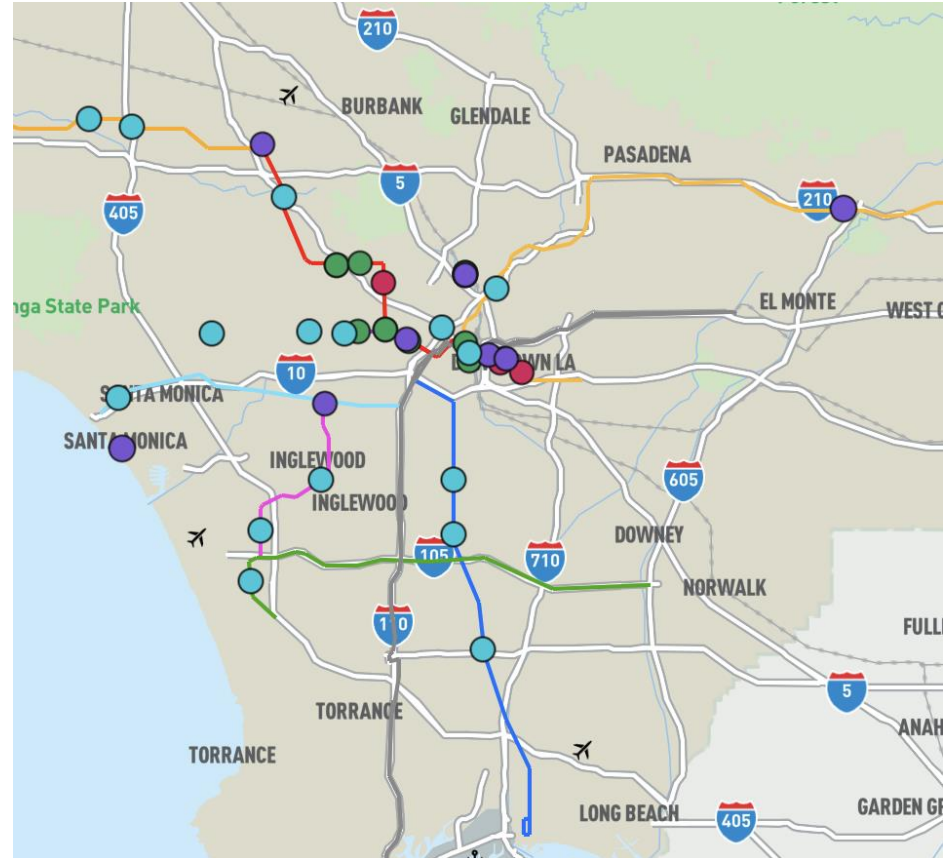
Board Approvals and Agreements

Continued transparency and oversight.



Next Steps

- **Coordinate with local jurisdictions and elected offices** on 10K site analysis
- **Begin regional outreach** to focus on Countywide imperative for accelerated housing delivery
- **Host Industry Forum** to raise awareness of opportunity and collect input from developers
- **Continue specific outreach to Community-Based Development Organizations (CBDOs)**
- **Issue Request for Qualifications** to establish Developer Bench
- **Return to Board in fall** with recommended Developer Bench, Standard ENA Template, Objective Design Criteria, and a resolution to declare 10K sites exempt surplus land





Board Report

File #: 2023-0026, **File Type:** Motion / Motion Response**Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2023****SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE the update on funding for the Rail to River Active Transportation Corridor - Segment B Project.

ISSUE

At the October 2022 Board Meeting, the Board approved a Motion 10.1 by Directors Dutra and Hahn (Attachment A) directing staff to consider and include the State's "Reconnecting Communities/Highway to Boulevards Program" and the federal "Reconnecting Communities" and "Neighborhood Access and Equity Grant Program", as possible funding sources for the Rail to River Active Transportation Corridor - Segment B Project. Staff was also directed to return to the Board in April 2023 with more details on these programs, including eligible uses of the funds, the agency responsible for managing the funds, the next funding cycle and grant application due dates, evaluation criteria, and examples of local projects that have been funded through these programs.

BACKGROUND

The Rail to River Segment B Project is the eastern segment of the longer Rail to Rail/River Active Transportation Corridor. The western segment, Segment A, is currently in construction and includes approximately six (6) miles of active transportation facilities connecting the new Metro K (Crenshaw) Line Fairview Heights Station to the Metro A (Blue) Line Slauson Station. Segment B extends the corridor four (4) miles east from the Metro A Line to the Los Angeles River, traversing a small segment of unincorporated Los Angeles County and the cities of Huntington Park, Maywood, and Bell (Attachment B), for a total of ten (10) miles of active transportation infrastructure.

In August 2022, the Board received the Rail to River Segment B Supplemental Alternatives Analysis (SAA) Study findings and approved the staff's recommendation to maintain Randolph Street as the preferred alignment, including a strategy for both near-term and long-term active transportation improvements, particularly in the western part of the corridor (roughly between Holmes Avenue and State Street) that will eventually share right-of-way (ROW) with the future West Santa Ana Branch (WSAB) (Legistar File #2022-0129). At that same time, the Board directed staff to return in October 2022 with a funding plan to further develop Rail to River Segment B, including environmental

clearance, design, and construction.

At October 19, 2022, Planning and Programming Committee meeting, staff informed the Board that it would be difficult to determine a funding plan until the project design and cost estimates were further developed in coordination with the cities and other related and funded projects on Randolph Street. Therefore, staff was advancing Segment B into the next phase of environmental review, including design work in support of potential future grant applications. This advanced work would better define the project and assist with determining grant funding needs and eligibility (Legistar File #2022-0626).

At that same meeting, staff also provided a list of potential funding sources that Segment B could potentially seek later in coordination and cooperation with the cities (Attachment C). The Board then approved a motion (Attachment A) directing staff to return in April 2023 with more details on the following three new grant programs: Reconnecting Communities/Highway to Boulevards Program, Reconnecting Communities Program; and the Neighborhood Access and Equity Grant Program.

DISCUSSION

Below is a brief description and summary of the three new grant programs that could potentially serve as additional funding sources for Segment B.

Reconnecting Communities/Highway to Boulevards Program (RC: H2B)

The RC:H2B program is a competitive grant program administered by Caltrans for planning or implementing the conversion or transformation of underutilized state highways into multimodal corridors that serve residents of underserved communities historically divided by transportation infrastructure. Funding will be made available to support both Planning and Capital Construction Grants, with 100% of the program funds to be awarded to projects that benefit underserved communities. A total of \$149 million in Fiscal Year (FY) 2022/23 funding has been made available for the program.

Metro and/or the jurisdictions along the Segment B corridor are eligible to apply for the RC:H2B Planning Grants. However, only facility owners may serve as the recipient of the Capital Construction Grants. Eligible planning activities are aligned with the federal Reconnecting Communities Pilot (RCP) program described below and include community engagement, planning or feasibility studies, environmental review, project plans and design documents, and other planning activities eligible under the federal RCP program. Examples of eligible capital activities include detailed design, permitting, right of way (ROW) certification, construction activities, etc.

Since the draft guidelines for the RC:H2B first cycle of funding are still in development, there are currently no examples of local projects funded by this program. Below is the projected timeline for the first cycle of funding for the RC:H2B Program. More information on this program can be found at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b>.

Draft Milestone Schedule*	Date
Call for Projects	Late Spring/Early Summer 2023
Application Workshops	Summer 2023

Project Application Deadline	Late Summer/Early Fall 2023
Project Award Notification	Late 2023/Early 2024
Funding Available	Early 2025 to Mid-2026

*Schedule subject to change

Reconnecting Communities Pilot Program (RCP)

Administered by the United States Department of Transportation (USDOT), the RCP is a competitive grant program that funds efforts dedicated to reconnecting communities previously cut off from economic opportunities by transportation infrastructure. Funding will be available for both Planning and Capital Construction Grants, with approximately \$250 million available for planning activities and approximately \$750 million available for capital construction activities over a period of five years.

Eligible planning activities include public engagement, planning and feasibility studies, environmental review, and other transportation planning activities. Eligible construction activities include certain preconstruction design activities and environmental studies, permitting activities, and the removal, retrofit, mitigation, or replacement of an existing eligible facility with a new facility that restores community connectivity. Metro and/or the Segment B corridor cities are eligible to apply for the Planning Grants. However, Metro must submit a joint application with the facility owner(s) to be eligible for the Capital Construction grants. Local jurisdictions are eligible to apply for the Capital Construction Grants as facility owners.

Applications for the first funding cycle were due on October 13, 2022, with Metro submitting one application for the I-710 Humphreys Avenue Crossing Project. Awards for Cycle 1 were released on February 28, 2023. Two projects in LA County received funds as part of this first round of funding: \$30 million to the City of Long Beach for the Shoreline Drive Gateway Project and \$2 million to the City of Pasadena for the SR-710 Northern Stub Re-envisioning Project. To date, no information has been released on a future Cycle 2. Further information on the RCP can be found at <https://www.transportation.gov/grants/reconnecting-communities>.

Neighborhood Access and Equity Grants Act (Federal funding)

The Neighborhood Access and Equity Grant Act is a competitive grant program administered by the Federal Highway Administration (FHWA) for restoring community connectivity by removing, replacing, or retrofitting highways and freeways or other transportation facilities that create barriers to community connectivity and for planning and capacity building to increase community involvement in transportation planning and related activities. This program prioritizes grants that fund projects in economically disadvantaged communities or meet certain other criteria.

There is still limited information available on this new grant funding program, and additional information is needed to determine whether this project will be eligible. Evaluation criteria, application timeline, and other specifics have not yet been released, though the federal government has indicated that the funding notice will be released in Spring 2023. General Information on this grant can be found at <https://www.congress.gov/bill/117th-congress/house-bill/5267>.

EQUITY PLATFORM

The Rail to River Segment B project is anticipated to benefit marginalized communities by investing

in and advancing active transportation improvements in historically underserved, low-income communities of color, resulting in improved active transportation options for regional connectivity and improved access to jobs, education, health, and other recreational activities. Based on the 2019 Equity Focus Community (EFC) criteria and thresholds, which was the latest information available at the time of the SAA, the majority (85%) of the project area qualifies as an EFC. As Segment B moves forward into the next phase of design and environmental review, the new 2022 EFC criteria and thresholds will be applied, although the findings are expected to be very similar. The surrounding study areas are represented by 98% communities of color, compared to 73.5% for Los Angeles County. The low-income population (those earning an annual income of less than \$41,500) within the study area is 28.3%, compared to 17% for Los Angeles County. Given these demographics, the Segment B corridor represents a strong need for investment in active transportation infrastructure and can leverage this need to help obtain grant funding.

Additionally, due to all of the outreach efforts conducted to date, the key stakeholders and communities along the corridor have consistently expressed their preference for active transportation improvements along Randolph Street. Various outreach efforts were undertaken during the SAA to elevate community voice, including multiple bilingual surveys, community pop-up events, six community meetings, as well as numerous technical briefings and Community Advisory Committee meetings. Overall, more than 1,000 stakeholders (agencies, organizations, and community members) provided input during the SAA.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Enhance communities and lives through mobility and access to opportunity; and
- Strategic Goal #3: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

Metro staff will continue advancing Segment B into the next phase of environmental review, which includes project development work that can support potential future grant applications. Staff is currently seeking technical assistance in support of this work and anticipates awarding a contract for these services in late Summer 2023. Staff will continue to monitor all potential funding opportunities and grant application deadlines. Metro has a program to provide technical grant writing assistance to small cities as well. As project development activities advance, Metro staff will support local jurisdictions in submitting grant applications as appropriate to meet grant program criteria and schedule.

ATTACHMENTS

Attachment A - October 2022 Board Motion

Attachment B - Map of Segment B

Attachment C - List of Segment B Potential Funding Sources

Prepared by: Jacqueline Su, Manager, Transportation Planning, Countywide Planning & Development, (213) 922-2847

Matthew Abbott, Manager, Transportation Planning, Countywide Planning & Development, (213) 547-4285

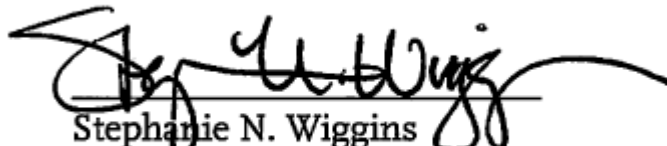
Martha Butler, Senior Director, Countywide Planning & Development, (213) 922-7651

Cory Zelmer, DEO, Countywide Planning & Development, (213) 922-1079

Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510

David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

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

File #: 2022-0750, **File Type:** Motion / Motion Response

Agenda Number: 10.1

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2022

Motion by:

DIRECTORS DUTRA AND HAHN

Rail to River Active Transportation Corridor - Segment B Motion

SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B MOTION

RECOMMENDATION

APPROVE Motion by Director Dutra and Hahn that the following are included as possible funding sources for the Rail to River Active Transportation Corridor, Segment B: "Reconnecting Communities/Highway to Boulevards Program" at the state level, and "Reconnecting Communities Program" and "Neighborhood Access and Equity Grant Program" at the federal level. Report back in April 2023 with more details on the eligible uses of these funds; agency responsible for managing the funding source next funding cycle including due date for grant applications; evaluation criteria used; and examples of local projects that have been funded by the source.

Segment B Alignment



Rail to Rail/River Project

- Segment B
- Segment A

West Santa Ana Branch Project

- At-Grade
- Aerial

Existing

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

Grant Program	Type	Agency	Eligible Uses	Eligible Applicants	Schedule	Upcoming Application Deadline	Local Match Requirement	Evaluation Criteria	Examples of Awarded Projects
Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)	Federal	United States Department of Transportation	Eligible planning activities include environmental analysis, feasibility studies, or other pre-construction activities. Eligible capital grants include highway, bridge, or other road projects.	Metro and local jurisdictions may apply	2023 Notice of Funding Opportunity (NOFO) released in December 2022	2024	20%	Safety, Environmental Sustainability, Quality of Life, Improves Mobility and Community Connectivity, Economic Competitiveness and Opportunity, State of Good Repair, Partnership and Collaboration, Innovation	2022 Award - \$15M to City of Inglewood for Inglewood Transit Connector Project 2022 Award - \$15M to City of Fontana for Building A Better Connected Inland Empire Project, which includes many complete streets improvements such as bike lanes
Active Transportation Program (ATP)	Federal/State	California Transportation Commission & Caltrans	<ol style="list-style-type: none"> 1) Infrastructure Projects (including environmental, design, ROW, and construction phases of active transportation elements) 2) Plans (development of community-wide bike, pedestrian, Safe Routes to School, or active transportation plans) 3) Non-Infrastructure (NI) Projects (education and encouragement programs) 4) Infrastructure with NI components 5) Quick Build: interim capital infrastructure 	Metro and local jurisdictions may apply	Cycle 7 CFP scheduled for Spring 2024	Summer 2024	N/A for statewide competition	Benefits to Disadvantaged Communities, Need, Safety, Public Participation & Planning, Scope and Plan Layout Consistency and Cost Effectiveness, Scope and Plan Layout Consistency, Context Sensitive & Innovation, Transformative Projects, Evaluation and Sustainability, Leveraging, Implementation & Planning	Cycle 6 award, statewide component - \$9.864M to Los Angeles County for "Metro A Line Connections for Unincorporated Los Angeles County" Cycle 6 award, statewide component - \$2.109M to City of Commerce for "Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements"
California Natural Urban Greening Grant Program	State	California Natural Resources Agency	<p>All projects must do at least one of the following:</p> <ol style="list-style-type: none"> (1) acquire, create, enhance, or expand community parks and green spaces, and/or; (2) use natural systems or systems that mimic natural systems to achieve multiple benefits. <p>Up to 25% of the grant request can be used for pre-construction (CEQA/NEPA, design, permitting, outreach, etc.).</p>	Metro and local jurisdictions may apply	Latest cycle application deadline was March 2022, award announcement anticipated in February 2023	TBD	N/A	Reduction in GFG emissions; acquires, creates, enhances, or expands community parks and green spaces; uses natural systems or systems that mimic natural systems to achieve multiple benefits, provide park or recreational benefits to a critical underserved community or disadvantaged community;	2021 Award - \$342,850 to City of Baldwin Park for Big Dalton Wash Trail Pocket Trail 2021 Award - \$346,408 to City of Bell Gardens for Trees for BG Planting Project
Measure W	Local	County of Los Angeles (through Dept of Public Works)	Infrastructure projects must have multiple benefits and be watershed-based. Eligible expenditures include design and planning, preparation of environmental documents, obtaining permits, construction, operations and maintenance, and inspection. Project is required to be included in a water management plan.	Metro and local jurisdictions may apply with a completed Feasibility Study per the Safe, Clean Water guidelines.	Year 4 FY23-24 Call for Projects was August 2021 and deadline for consideration was July 31, 2022. Call for Projects is open year-round and deadline to apply for current cycle is typically July 31st of each year.	Expected 7/31/2023	N/A	Water quality benefits (in dry weather only or in both wet and dry water), significant water supply benefits, community investment benefits, nature-based solutions, leveraging funds and community support	FY22 infrastructure project - \$2.2M to City of South Gate for Urban Orchard Project FY22 infrastructure project - \$3.1M to City of El Monte for Merced Ave Greenway
Measure M Metro Active Transport Program (MAT)	Local	LA Metro	Eligible expenditures can include pre-environmental, environmental, final design, and construction. Eligible projects include a range of bicycle, pedestrian, transit-related, and traffic calming elements.	Local jurisdictions, County of Los Angeles, Caltrans and other transportation related public Joint Powers Authorities (must be sponsored by one of the aforementioned public agencies).	Cycle 1 Letters of Interest were due 4/30/2020 Cycle 1 awards were approved 1/28/2021	Cycle 2 N/A	N/A	Clear scope and support for program outcomes, project support/partnerships, process assurances and reasonableness of schedule, funding strategy, other factors, equity Focused Communities, equity, safety, mobility/connectivity	Cycle 1 award, \$6.7M to City of Commerce (in partnership with Huntington Park, Bell, LACPW) for Randolph Corridor Cycle 1 award, \$4.5M to LA County for Slauson Station FLM
Local Return	Local	LA Metro	Depending on the fund source, there may be some restrictions, but in general local return can be used to implement active transportation. Eligible expenditures are outlined in the Metro's Adopted Local Return Program Guidelines.	Cities	Local Return funds are allocated and distributed monthly to jurisdictions on a "per capita" basis by Metro.	N/A	N/A	N/A	N/A
Reconnecting Communities/Highway to Boulevards Program (new)	State	Caltrans	Planning grants include community engagement, planning or feasibility studies, environmental review, project plans and design documents, and other planning activities eligible under the federal RCP program. Capital grants include detailed design, permitting, right of way (ROW) certification, construction activities, etc.	Metro and local jurisdictions are eligible to apply for Planning Grants. Capital Grant applicants must be the owner(s) of the facility that is creating the barrier to the community.	TBD	Summer/early fall 2023	N/A	TBD	This is first cycle of funding; no examples of awarded projects

Grant Program	Type	Agency	Eligible Uses	Eligible Applicants	Schedule	Upcoming Application Deadline	Local Match Requirement	Evaluation Criteria	Examples of Awarded Projects
Reconnecting Communities Program (new)	Federal	United States Department of Transportation	Planning grants include public engagement, planning and feasibility studies, environmental review, and other transportation planning activities. Capital construction grants include certain preconstruction design activities and environmental studies, permitting activities, and the removal, retrofit, mitigation or replacement of an existing eligible facility with a new facility that restores community connectivity.	Metro and local jurisdictions are eligible to apply for Planning Grants. Local jurisdictions are eligible for the Capital Construction Grants as facility owners; however, Metro must submit a joint application with the facility owner(s) to be eligible.	Notices of Funding Opportunity released annually	TBD	20%	Equity, Environmental Justice, and Community Engagement; Mobility and Community Connectivity; Community-based Stewardship, Management, and Partnerships; Equitable Development and Shared Prosperity	Cycle 1 award, \$30 million to City of Long Beach for the Shoreline Drive Gateway project. Cycle 1 award, \$2 million to City of Pasadena for the SR-710 Northern Stub Re-envisioning project
Neighborhood Access and Equity Grant Program (new)	Federal	Federal Highway Administration	Removing, replacing, or retrofitting highways and freeways or other transportation facilities that create barriers to community connectivity, and for planning and capacity building to increase community involvement in transportation planning and related activities.	TBD	TBD	TBD	TBD	TBD	This is first cycle of funding; no examples of awarded projects



RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B

Planning and Programming Committee

April 19, 2023

Legistar File 2023-0026

ISSUE

- ❑ Staff directed to return to the Board in April 2023 with details on three new state/federal grant programs, including:
 - eligible uses of the funds,
 - agency responsible for managing the funds,
 - next funding cycle and grant application due dates,
 - evaluation criteria, and
 - examples of local projects that have been funded through these programs.

Grant Programs

- ❑ The staff report provides a brief description and summary of each of the three new grant programs that could potentially serve as additional funding sources for the Rail to River Active Transportation Corridor - Segment B Project, including:
 - State's "*Reconnecting Communities/Highway to Boulevards Program*"
 - Cities are eligible applicants as owners of the ROW
 - Federal "*Reconnecting Communities*"
 - Cities are eligible applicants as owners of the ROW
 - Federal "*Neighborhood Access and Equity Grant Program*"
 - Eligibility requirements still being developed
- ❑ Based on information available to date, Rail to River is likely eligible for all three grant programs

NEXT STEPS

- ❑ Metro staff will continue advancing Segment B into the next phase of environmental review, including project development work that can support potential future grant applications.
- ❑ Staff is currently seeking technical assistance in support of this work and anticipates awarding a contract for these services in late summer 2023.
- ❑ Staff will continue to monitor all potential funding opportunities and grant application deadlines. Metro has a program to provide technical grant writing assistance to small cities as well.
- ❑ As project development activities advance, Metro staff will support local jurisdictions in submitting grant applications as appropriate to meet grant program criteria and schedule.



Thank you



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

Board Report

File #: 2023-0028, **File Type:** Oral Report / Presentation

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE APRIL 19, 2023

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

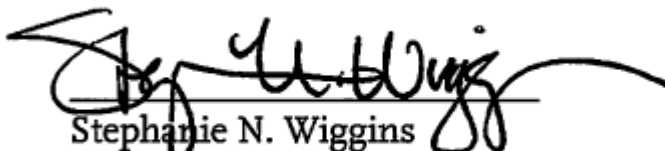
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Prepared by: Allison Yoh, Executive Officer, Countywide Planning & Development,
(213) 922-4812
Ernesto Chaves, Executive Officer, Countywide Planning & Development,
(213) 547-4362
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213)
922-3040
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

April 19, 2023

Presented By

Allison Yoh

Executive Officer

Transit and Active Transportation

Ernesto Chaves

Executive Officer

Complete Streets and Highways

Transit and Active Transportation Projects



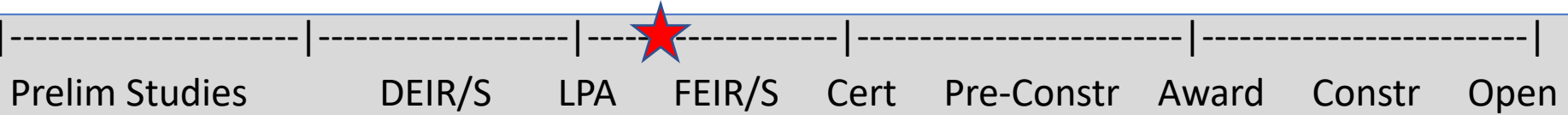
> Major Pillar Projects

- A) West Santa Ana Branch
- B) Eastside Transit Corridor Phase 2
- C) Sepulveda Transit Corridor
- D) C (Green) Line Extension to Torrance

> Other Projects in Planning

- North Hollywood to Pasadena*
- N. San Fernando Valley BRT*
- Los Angeles River Path
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- E. San Fernando Valley Shared ROW
- K Line Northern Extension
- Centinela Grade Separation
- Arts District/6th Street Station

West Santa Ana Branch Transit Corridor



Recent Activities

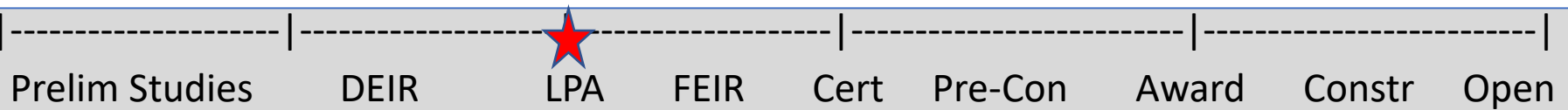
- Reaching 15% design (project definition) for Final EIS/R
 - Critical Path: Finalizing responses to UPRR/Ports & Caltrans CEQA Assessment for I-105 Historic District
- Board motion (March) to re-evaluate Project name
- \$10M federal earmark received

Next Actions

- April (tent.): MOU w/ Ports/UPRR; FTA to appoint PMOC for Project Development phase of New Starts
- May: Public outreach meetings on Final EIS/R project definition (design) updates; Board action on COG, Eco-Rapid and Cities Funding agreement amendment
- October: Finalize technical reports on design changes
- Metro Board certification of Final EIR in Spring 2024; FTA ROD in Summer 2024



Eastside Transit Corridor Phase 2



Recent Activities

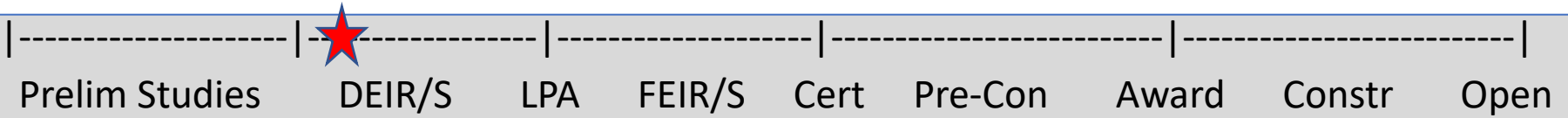
- Coordination with FTA to begin the NEPA process
- Preparing request to enter Project Development phase in advance of CalSTA's April announcement of AB180 TIRCP
- Developing Cooperative Agreements with cities; recent meeting with Washington Coalition (March 8)



Next Actions

- Engineering field work to begin along the alignment (Summer)
- Community Rail Tours to be scheduled in April/May (tentative)
- FTA to determine the appropriate level of NEPA documentation for the project in coordination with Metro staff

Sepulveda Transit Corridor



Recent Activities

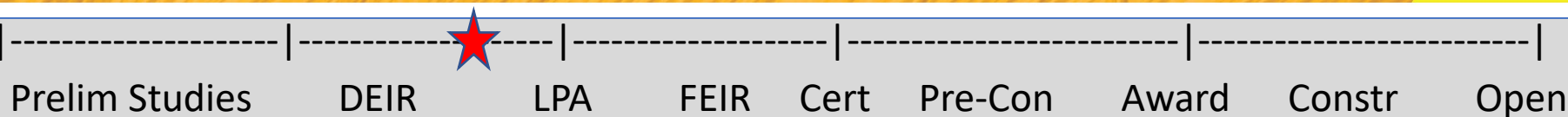
- Ongoing coordination between alternative designs and environmental analysis
- Continued engagement with other projects and with third party agencies
- Began Planning and Environmental Linkages (PEL) meetings with agencies

Next Actions

- Continue to develop designs and prepare environmental technical studies
- Late May: Community meetings re: performance of alternatives including travel time and ridership



C (Green) Line Extension to Torrance



Recent Activities

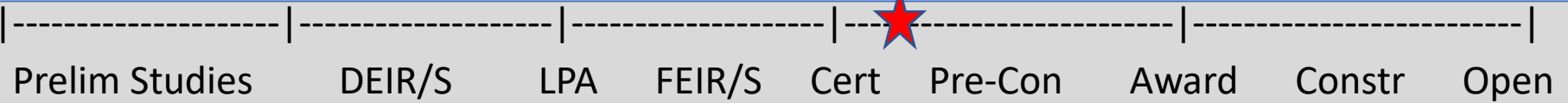
- Released Draft EIR and technical reports (cost, ridership, outreach) on January 26.
- Held five public hearings in February
- Briefing key stakeholders on Draft EIR and collecting public comments until March 27 (close of 61-day comment period)

Next Actions

- Review public comments
- Prepare staff recommendation based on project objectives
- Summer 2023: Board selection of Locally Preferred Alternative (LPA)
 - Maximized comment period
 - Develop staff recommendation



North Hollywood to Pasadena BRT



Recent Activities

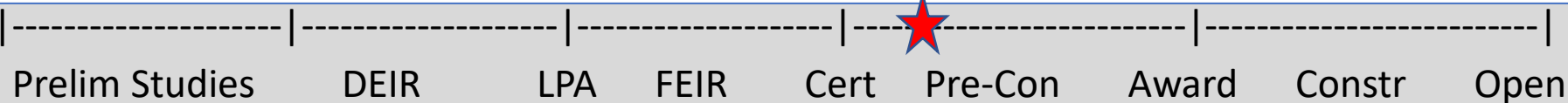
- Preliminary engineering
- Meetings with each city on corridor to discuss project design
- Advancing project design (e.g., bus lanes, stations, transit signal priority)



Next Actions

- Mid-2023: Procure technical services to develop a First/Last Mile Plan
- Spring/Summer 2023 – Release RFPs for project management support services and final design (transition to Program Management)

North San Fernando Valley BRT Improvements



Recent Activities

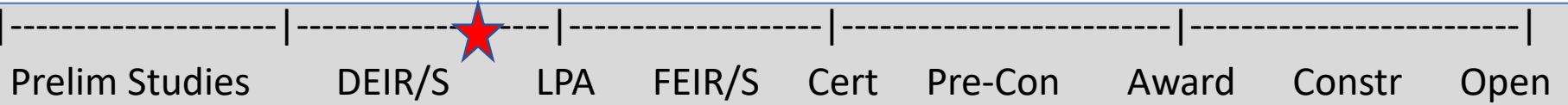
- Developed design of bus bulbs at select locations
- Initiated procurement of battery electric buses and charging infrastructure under Metro Operations
- Continuing to engage key stakeholders

Next Actions

- Initiate design of peak period bus only lanes
- Continue coordination with Streets LA on bus shelter implementation
- Continue transition of Project Implementation to Metro Service Development
- Continue key stakeholder engagement



Los Angeles River Path



Recent Activities

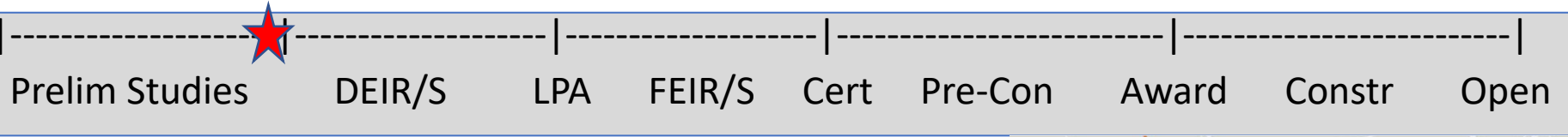
- Technical work for Draft EIR
- Legal reviews of tech reports & chapter
- Developing DEIR Communications Plan in preparation for Fall 2023 release
- Updating project fact sheet and FAQ

Next Actions

- Upcoming meeting with the Mayor's Office, CD 14 on Bike/Ped bridge over US-101
- Coordination with Metro Outreach to provide project briefing to new council member Eunisses Hernandez (CD 1)



Vermont Transit Corridor

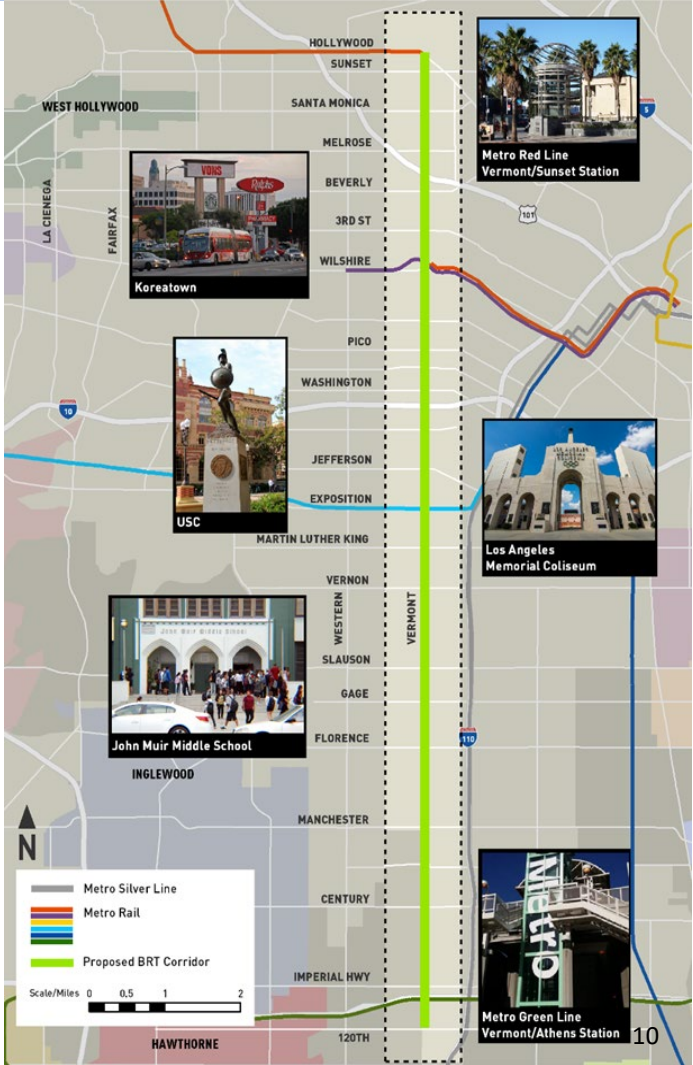


Recent Activities

- Continued community/stakeholder engagement
- Released RFP for planning & environmental studies for mid-term BRT and long-term rail improvements (February 2023)

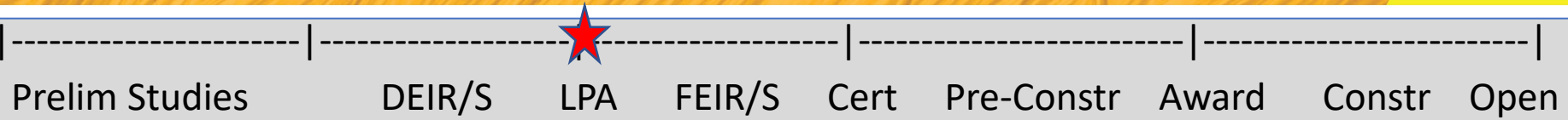
Next Actions

- Issue RFP for communications and outreach services (anticipated April 2023)
- Coordinate with Service Planning on near-term bus service improvements



Rail to River Active Transportation Corridor

Segment B

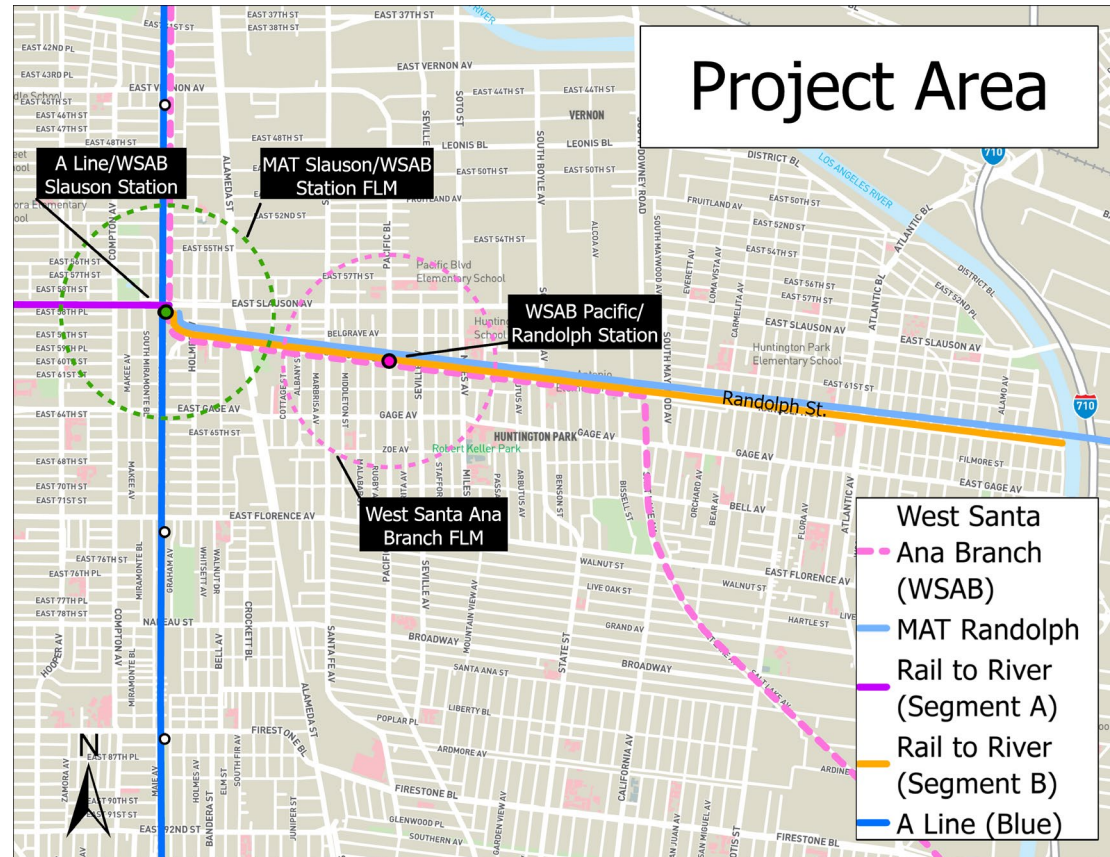


Recent Activities

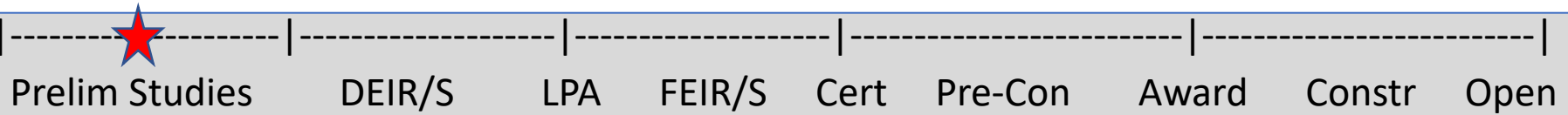
- Preparing to procure technical support for advanced design and environmental clearance
- Continued coordination with related projects in study area
- April Board report on funding and delivery (response to October 2022 Board motion)

Next Actions

- Procure technical services for advanced design and environmental work



East San Fernando Valley Shared ROW Study



Recent Activities

- Completed Phase 1 of the study and presented initial findings to Metro Board (November 2022)
- Commenced work on Phase 2 of the study
- Technical coordination with Metrolink, City of San Fernando and LADOT

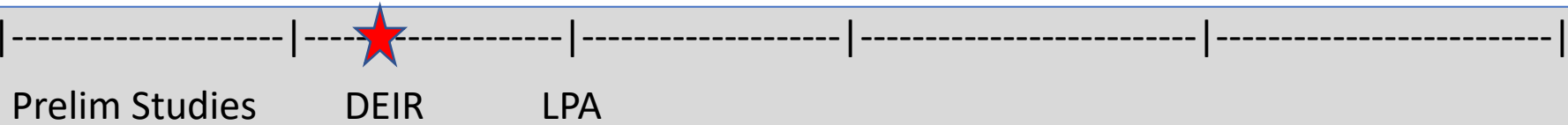
Next Actions

Spring/Summer 2023

- Refine and confirm study scenario definitions
- Confirm grade crossing analysis approach and initiate additional analysis
- Continue coordination with Metrolink, City of San Fernando



K Line (Crenshaw) Northern Extension

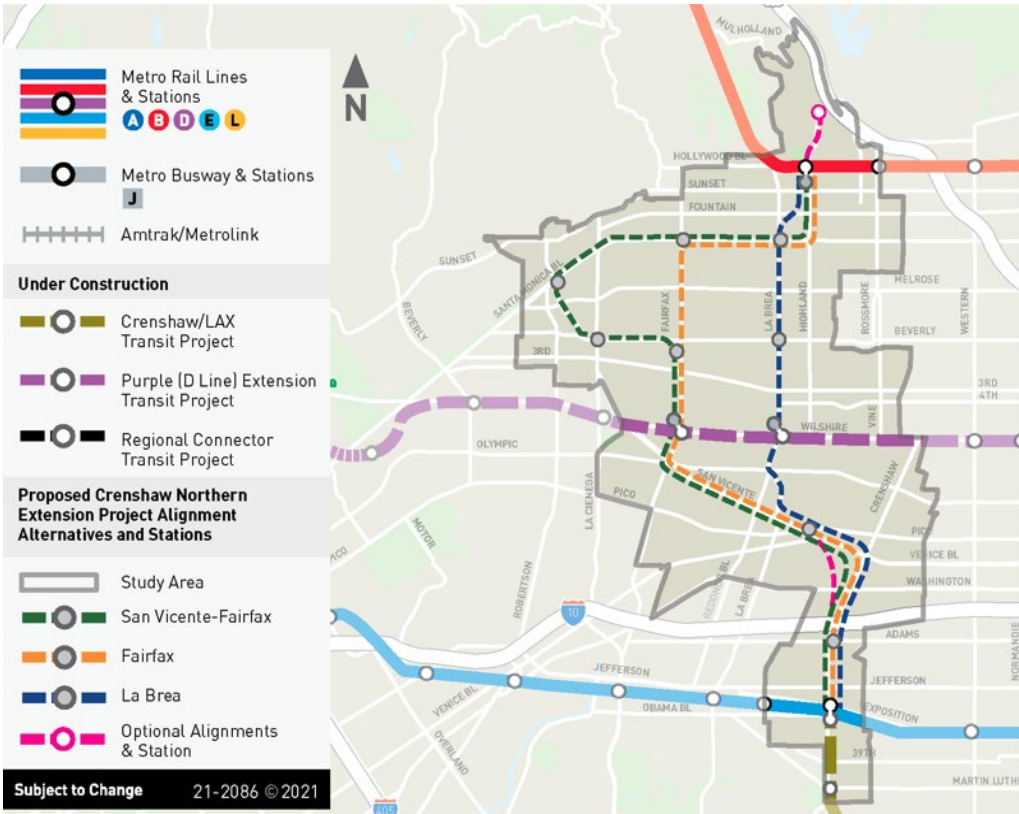


Recent Activities

- Travel demand forecasting, environmental analysis in preparation of Draft EIR
- Reviewing real estate, capital & operating cost estimates
- Developing DEIR engineering concepts for three alternatives

Next Actions

- Advance environmental impact analysis & prepare technical reports
- Planning for community meetings (anticipated Summer 2023)



Centinela Grade Separation



Recent Activities

- Completed Draft Final 30% Plan Set (December 2022)
- Design and utility coordination
- Construction coordination with Crenshaw/ LAX project and Airport Metro Connector

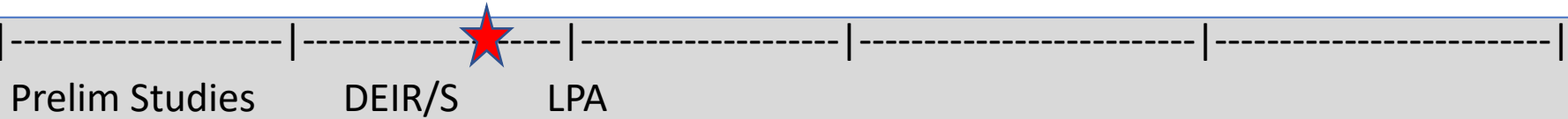
Next Actions

- Coordinate with SBCCOG and City of Inglewood on next steps for Measure M funding



Sample Rendering of Centinela Grade Separation (Source: HDR)

Arts District / 6th Street Station



Recent Activities

- Board Action (December 2022) authorizing amendment to funding agreement with City of LA
- Ongoing conceptual station design and coordination with Division 20 Rail Operations
- Developing ROM capital cost and ridership estimates

Next Actions

- Coordination with BNSF and Amtrak is critical to Draft EIR release
- 2023: Release of Draft EIR

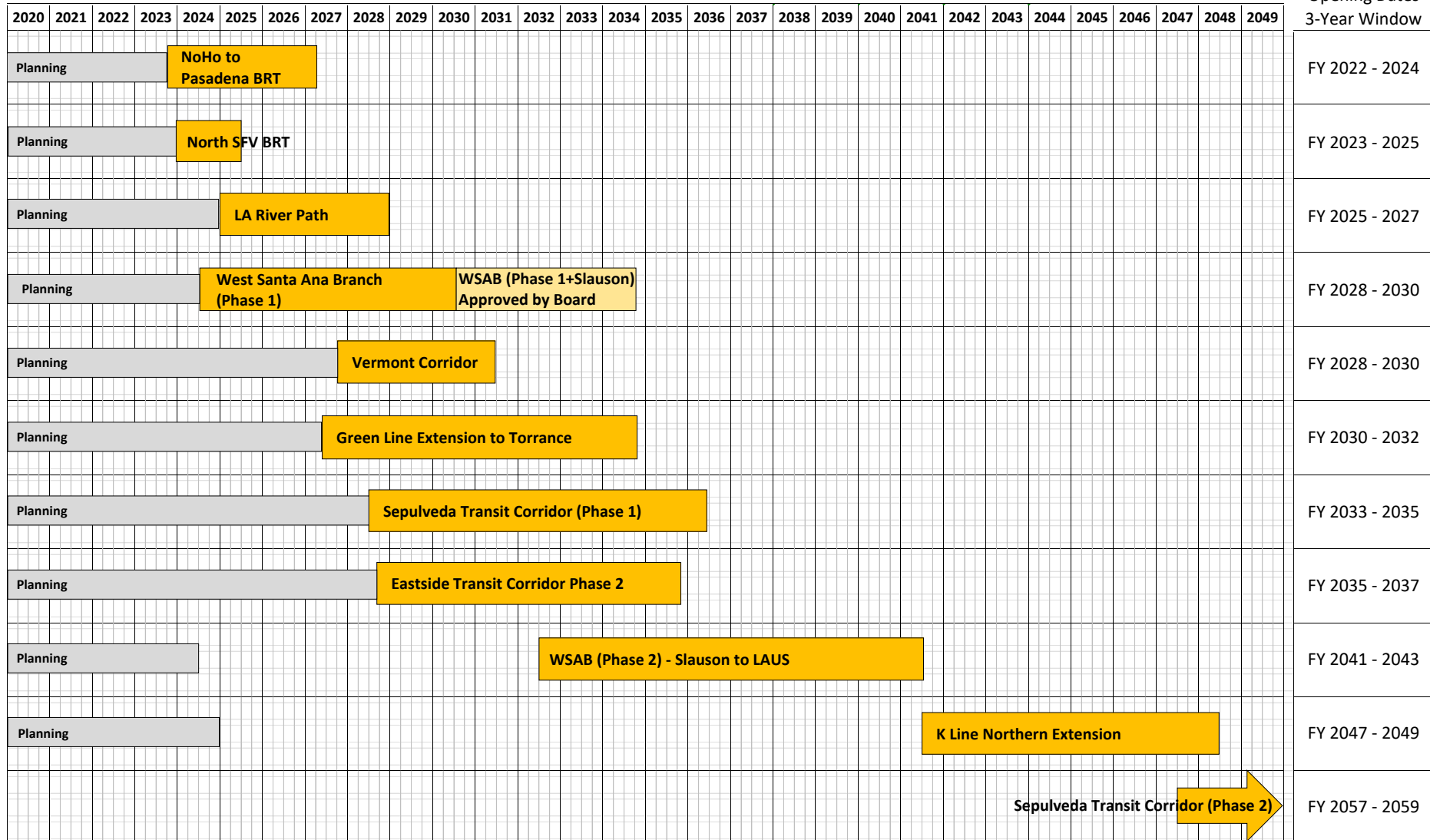
Arts District/6th St Station
Study Area



Measure M Expenditure Plan

Groundbreaking to Opening Dates

Measure M
Opening Dates
3-Year Window



Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Ernesto Chaves
Executive Officer, Complete Streets & Highways

April 19, 2023

91/605/405 Hot Spots Program (Part 1)

605 Corridor Improvement Project



Purpose and Scope

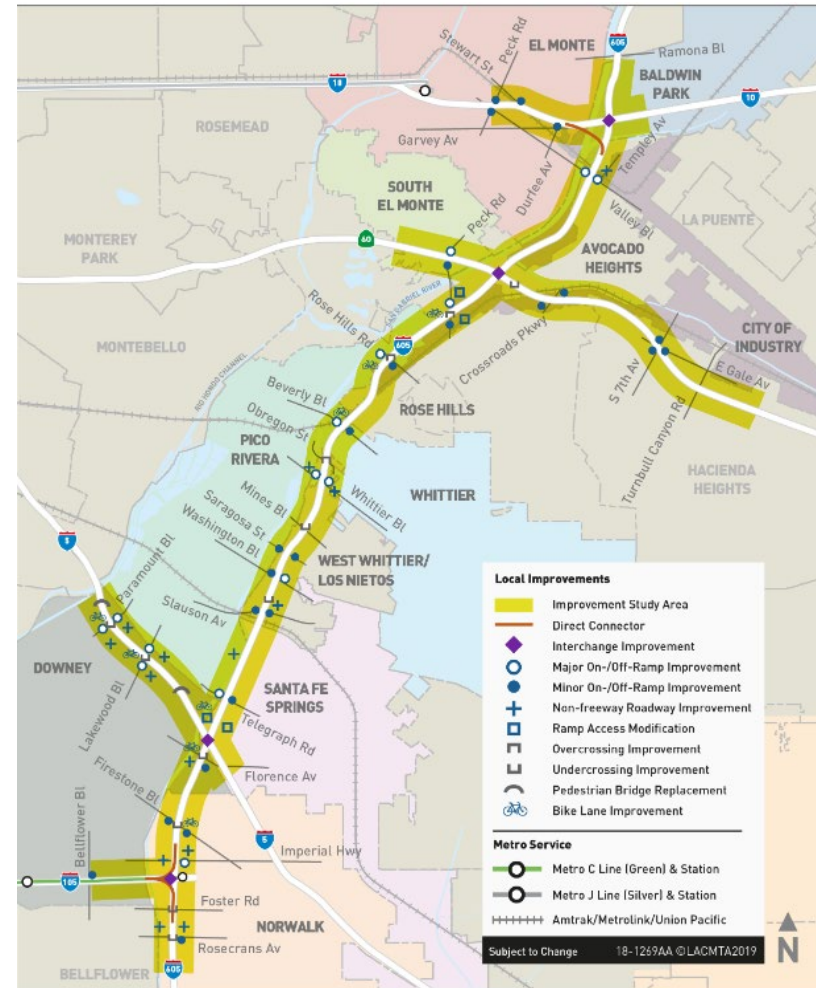
- Improve safety, operations, person throughput.
- Enhance regional connectivity, multimodal and local connections, and access.
- Evaluate multi-modal improvement alternatives.

Status

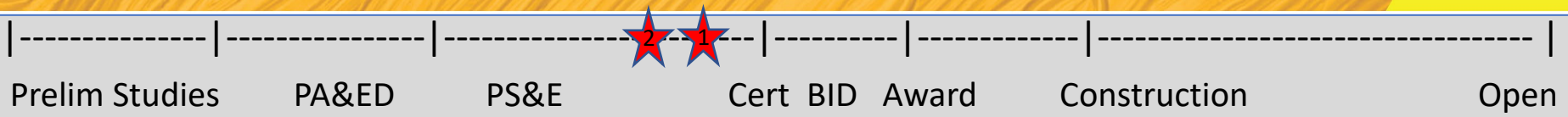
- Community Engagement:
 - Meetings with community groups and organizations (April-May 2023)
 - Corridor-wide community meetings (June-July 2023)
- Working with Caltrans on non-standard design to reduce project alternatives footprint
- Working with City of Pico Rivera to evaluate enhanced bus service alternatives on Lakewood Blvd.
- Revised suite of project alternatives to be brought back to the Board in Summer 2023

Challenges

- Minimization of property impacts.
- VMT analysis.
- Corridor needs greatly exceed available local funds.



91/605/405 Hot Spots Program (Part 2)



Purpose and Scope

1. Beverly Blvd Interchange

- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and provide all movements at off-ramp intersection and signalize.

2. Valley Blvd Interchange Improvements

- Improve mobility, reduce congestion, weaving conflicts, ramp queuing, accidents.
- Reconfigure and modify on/off ramps at interchange to alleviate mobility constraints, congestion, and adjacent local arterials; safety improvements to railroad crossing.

Multimodal Elements

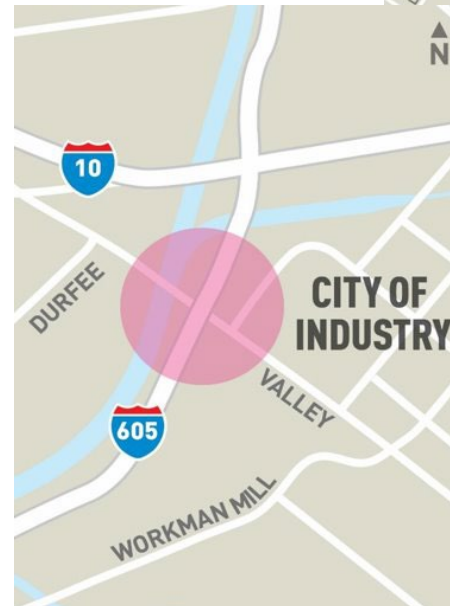
- Reconstruct sidewalks to ADA standards.

Status

- 1. 605 Beverly Interchange - design complete, construction anticipated to start in Fall 2024.
- 2. 605 Valley Interchange - design expected to complete in October 2023.

Challenges

- 605 Valley - Construction funding available in the outer years.



91/605/405 Hot Spots Program (Part 3)



Purpose and Scope

- Enhance regional mobility, connectivity and access.
- Highway improvements that address safety, congestion, and increase person throughput (e.g., interchange reconfigurations, auxiliary lanes).

Multimodal Elements

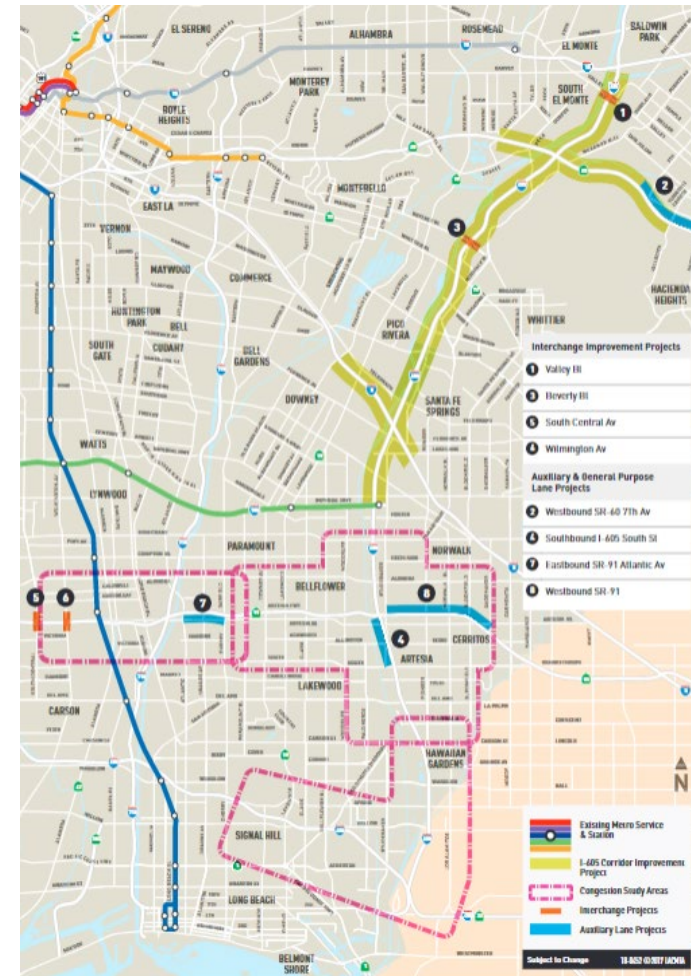
- Bike Lanes, ADA, Pedestrian, Sidewalk Improvements.

Status

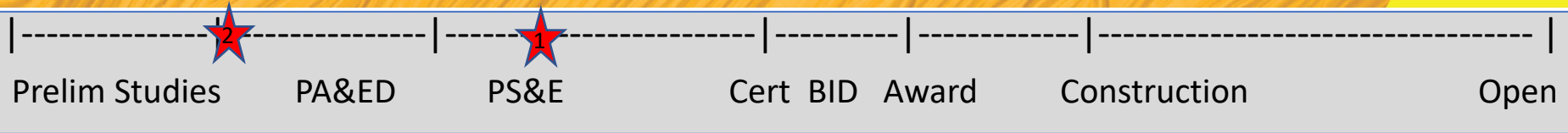
- 1. WB 91 Shoemaker to Alondra – design expected to complete in April 2023.
- 2. EB 91 Atlantic to Cherry – design complete, construction anticipated to start in Spring 2024.
- 3. SR-91 Central to Acacia – design expected to complete in Fall 2024.

Challenges

- Optimizing construction schedules for the three SR-91 projects



I-405 South Bay Curve Improvements

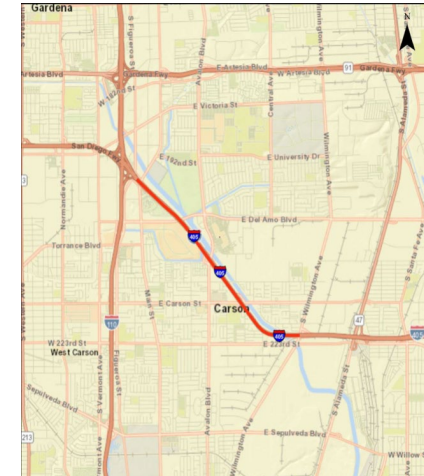
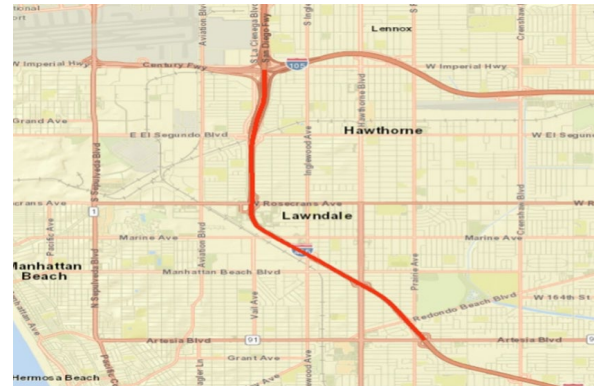


Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Northbound and Southbound Auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way.

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops.
- High visibility crosswalks.
- Pedestrian flashing beacons.
- Pedestrian and cyclist signage.



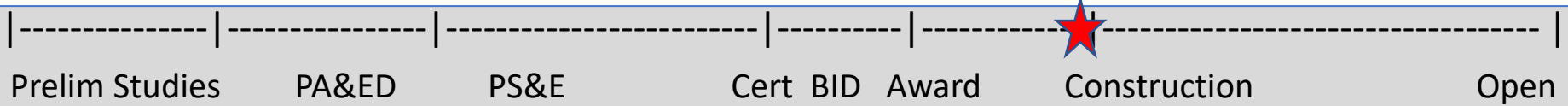
Status

- 1. I-405 (I-105 to Artesia Blvd) Auxiliary Lanes- 65% design plans submitted to Caltrans in April 2023.
- 2. I-405 (I-110 to Wilmington Ave) Auxiliary Lanes – Environmental phase expected to start in June 2023.

Challenges

- Leveraging local Measure R/M funds to fully fund construction.
- All expenditures spent to date are from Measure R; Measure M funds not yet expended.

SR-57/SR-60 Interchange Improvements



Purpose and Scope

- Major operational/capacity/safety improvements including new ramps at Grand Ave/Eastbound SR-60.
- Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight,

Multimodal Elements

- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Construction Funding Agreement in progress, with expected start date of April 2023.
- Golf course mitigation work, early action activity is progressing as scheduled.

Challenges

- Closing negotiations with three (3) property owners on monetary value of Right of Way impact.



SR-14 Improvements – North County



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

Purpose and Scope

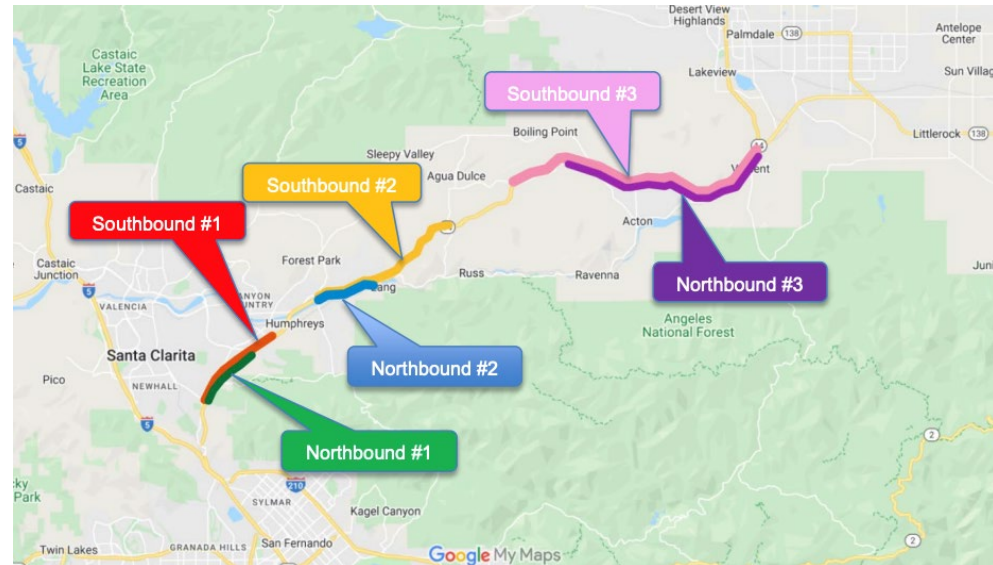
- Project Limits - Newhall Ave UC to Pearblossom Highway.
- Address safety concerns (higher than state average incident rates).
- Improvements may include lane additions (where there are gaps), realigning ramps, widening structures, constructing retaining walls and modifying drainage.

Multimodal Elements

- Environmental document will evaluate a broad range of alternatives that will be inclusive of multimodal elements (e.g., commuter rail, bike, ped improvements).

Status

- North County Transportation Commission allocated \$4.7M in Measure M funds for Environmental Phase.
- Environmental Phase expected to start in May 2023 using the Multimodal Highway On-Call.



Challenges

- VMT analysis and potential mitigation