

Metro

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



Agenda - Final

Wednesday, July 18, 2018

2:00 PM

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

Planning and Programming Committee

**Jacquelyn Dupont-Walker, Chair*

Mark Ridley-Thomas, Vice Chair

Mike Bonin

Janice Hahn

Ara Najarian

Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

**Via Telephone*

Renaissance Hotel

9495 W. Coyotes Blvd.

Glendale, AZ 85305

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item(s): 14, 15, 16, 17

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

CONSENT CALENDAR

14. SUBJECT: PARKING MANAGEMENT PROGRAM ADDITIONAL LOCATIONS

[2018-0139](#)

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the implementation of the Parking Management Program at eight (8) high priority locations as recommended by the adopted Supportive Transit Parking Program Master Plan; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract No. PS6264800 with L&R Auto Parks, dba Joe's Auto Parks (Joe's) to provide parking management services at an additional eight (8) locations, in the amount of \$1,588,390, increasing the total contract value from \$9,657,758 to \$11,246,148.

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

15. SUBJECT: SENATE BILL 1 ACCOUNTABILITY MEASURES

[2018-0291](#)

RECOMMENDATION

RECEIVE AND FILE report on Accountability Guidelines and the Baseline Agreements required by the California Transportation Commission (CTC) for seven projects awarded SB-1 grant funding on May 16, 2018.

Attachments: [Attachment A - SB 1 Projects Requiring Baseline Agreements](#)
[Attachment B - CTC Baseline Agreement Template](#)
[Attachment C - Provisions for Timely Use of Funds in SB-1 Program Guidelines](#)

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16. **SUBJECT: ADOPTION OF REVISED METRO SUBREGIONAL PLANNING AREA BOUNDARIES FOR THE LONG RANGE TRANSPORTATION PLAN** [2018-0308](#)

RECOMMENDATION

APPROVE the use of the Subregional Boundaries from the Measure M Ordinance as the Metro Subregional Planning Area Boundaries for the Long Range Transportation Plan (LRTP) Update to include the following exceptions:

- A. Changes to Metro Subregional Planning Area Boundaries for the LRTP Update will not affect previous or future Measure R funding allocations; and
- B. Regional facilities will continue to be separate for funding purposes, but will be displayed within the Metro Subregional Planning Area Boundaries for LRTP Update data purposes, including travel demand modeling and census-based population data.

Attachments: [Attachment A - Proposed New Subregional Boundaries](#)
 [Attachment B - 2009 LRTP Subregional Boundaries](#)
 [Attachment C - Locations of Subregional Boundary Changes](#)
 [Presentation](#)

17. **SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS** [2018-0387](#)

RECOMMENDATION

APPROVE an Addendum to the Final Environmental Impact Report for the Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Attachment A).

Attachments: [Attachment B - Project Map](#)
 [Attachment C - Funding Table](#)

NON-CONSENT

18. **SUBJECT: METRO BIKE SHARE** [2018-0441](#)

RECOMMENDATION

RECEIVE oral report on Metro Bike Share.

Attachments: [Presentation](#)

19. SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM

[2018-0104](#)

RECOMMENDATION

RECEIVE AND FILE report on the Transit Oriented Development Planning Grant Program.

Attachments: [Attachment A - TOD Planning Grants Status Report](#)

20. SUBJECT: COUNTYWIDE CALL FOR PROJECTS

[2018-0137](#)

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$161.1 million in existing Fiscal Year (FY) 2018-19 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$9.6 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. REALLOCATING \$5.3 million Call funds originally programmed to the City of Los Angeles: 1) Foothill Boulevard and Sierra Highway Intersection Improvement (#F3144), 2) Highland Avenue Widening-Odin Street to Franklin Avenue (#F3146), and 3) Sherman Way Widening Between Whitsett Avenue to Hollywood Freeway (#F7125) projects to the City of Los Angeles San Fernando Road Bike Path Phase IIIA and IIIB Construction Project (#F1524 and F3515);
- D. AUTHORIZING the CEO to:
 - 1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 - 2. amend the FY 2018-19 budget, as necessary, to include the 2018 Countywide Call Recertification and Extension funding in the Subsidies budget; and
- E. RECEIVING AND FILING:
 - 1. time extensions for the 56 projects shown in Attachment D;
 - 2. reprogram for the eight projects shown in Attachment E; and
 - 3. an update on future countywide Call considerations.

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- Attachments:** [Attachment A - FY 2018-19 Countywide Call Recertification](#)
[Attachment B - FY 2017-18 Countywide Call Deobligation](#)
[Attachment C - Background Discussion of Each Recommendation](#)
[Attachment D - FY 2017-18 Countywide Call Extension](#)
[Attachment E - FY 2017-18 Countywide Call Reprogram](#)
[Attachment F - Result of TAC Appeals Process](#)

21. **SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT [2018-0140](#)**
PROJECT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

- Attachments:** [Attachment A - Site Map](#)
[Attachment B - Development Progress Summary](#)
[Presentation](#)

22. **SUBJECT: MEASURE R AND MEASURE M COST MANAGEMENT [2018-0187](#)**
POLICY

RECOMMENDATION

ADOPT the revised Measure R and new Measure M Cost Management Policy (Attachment A).

- Attachments:** [Attachment A - Revised Cost Management Policy for Measure R and M Projects](#)

24. **SUBJECT: ORANGE LINE BUS RAPID TRANSIT (BRT) [2018-0246](#)**
IMPROVEMENTS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. A conceptual project description (the Project) including:
 - a. Gating at up to 35 at-grade crossings between the North Hollywood and Chatsworth Stations;

- b. Grade separation and Bus Rapid Transit (BRT) aerial station at Van Nuys Boulevard, with closure of Tyrone Avenue;
 - c. Grade separation and BRT aerial station at Sepulveda Boulevard;
and
 - d. Grade separated Class I bicycle/pedestrian overcrossings at Van Nuys and Sepulveda Boulevards, while maintaining an at-grade, Class I bicycle path facility with signalization across these streets.
2. A determination that the Project is Statutorily Exempt, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15275 (a); and
- B. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

Attachments: [Attachment A - Project Map](#)
 [Attachment B - NOE MOL Improvements](#)
 [2018-0246 MOL Presentation Planning and Programming](#)

25. SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT

[2018-0339](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Airport Van Rental, PS10754400051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed \$18,000,000, with three, one-year options, each in an amount not to exceed \$9,000,000, for a total not-to-exceed amount of \$45,000,000 effective August 1, 2018, subject to resolution of protest(s) if any; and
- B. INCREASING the maximum subsidy from \$400 per month to \$500 per month for Metro Vanpool Program users.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Average Lease Fare Analysis](#)

26. SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

[2018-0262](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING programming \$11,528,416 of Measure R funds for professional services;
- B. APPROVING Design Revisions due to East San Fernando Valley Transit Corridor in the amount of \$1,078,584; and
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary third-party and other related agreements.

Attachments: [Attachment A - B2R Double Track Project](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0446](#)

RECEIVE General Public Comment

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

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

Adjournment

**Board Report**

File #: 2018-0139, **File Type:** Contract**Agenda Number:** 14.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018****SUBJECT: PARKING MANAGEMENT PROGRAM
ADDITIONAL LOCATIONS****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS**

CONSIDER:

- A. AUTHORIZING the implementation of the Parking Management Program at eight (8) high priority locations as recommended by the adopted Supportive Transit Parking Program Master Plan; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract No. PS6264800 with L&R Auto Parks, dba Joe's Auto Parks (Joe's) to provide parking management services at an additional eight (8) locations, in the amount of \$1,588,390, increasing the total contract value from \$9,657,758 to \$11,246,148.

ISSUE

In January 2018, as part of the Supportive Transit Parking Program Master Plan (STPP Master Plan) adoption, the implementation of the Parking Management Program (Program) at locations exceeding 70% occupancy was recommended. The release of a comprehensive Request for Proposals is needed for implementation of all locations outlined in the STPP Master Plan. Staff is planning to prepare and release an extensive procurement for up to 50 Metro stations inclusive of all existing operating locations. This procurement requires sufficient time to plan and be implemented before the contract expires in December 2020.

Eight (8) high priority locations have been identified as having an immediate need for implementation. High priority locations are determined by a combination of proximity to Program locations, occupancy levels and ridership needs.

To properly manage facility utilization and to prevent occupancy disparity between the neighboring stations, as seen along the Gold and Expo Lines and explained in the STPP Master Plan, staff is recommending an immediate implementation of the Program at eight (8) locations along the Green, Gold, Expo and Blue Lines.

BACKGROUND

The Parking Management Pilot Program (Pilot Program) was developed to manage anticipated parking demand and enhance the transit customer's experience. The Board approved the Pilot Program in March 2016 and implementation started in May 2016 at three (3) locations along Expo II line. The Program has expanded to eleven (11) locations with high parking demand in 2017. Currently, the Program has been implemented at fifteen (15) locations along Gold Line, Expo Line, Red Line and Green Line.

The goal of the Program is to implement a parking solution which retains and improves parking resources for Metro patrons throughout the day. A parking occupancy rate of 85% is typically defined as "practical capacity" meaning that it has reached a balance point between supply and demand where there are sufficient empty spaces to assure parking availability throughout the day. As occupancy rates reaching 100% at capacity, transit users will resort to continuously driving through the facility searching for parking or may be tempted to park illegally. The STPP Master Plan survey also indicated that transit users spending more than six (6) minutes seeking a parking space will most likely drive to their destination instead of using transit. Additionally, the Program prioritizes parking spaces at Metro stations for transit patrons by using the TAP Ridership Verification System (RVS).

DISCUSSION

Staff is proposing to expand the Program to the Metro Blue Line Willow and Wardlow stations, the Metro Green Line Hawthorne/Lennox station, the Metro Expo Line Expo/Crenshaw station and the Metro Gold Line Indiana, Arcadia, Duarte and Downtown Azusa stations (collectively referred to as the "Proposed Stations"). Refer to Table A for location, pricing and number of spaces as below.

Table A.

Parking Management Program Expansion Stations		
Stations	Daily Rate	Parking Spaces
Willow	\$3.00	853
Wardlow	\$3.00	121
Hawthorne/Lennox	\$3.00	362
Expo/Crenshaw	\$3.00	225
Indiana	\$3.00	42
Arcadia	\$3.00	300
Duarte	\$3.00	125
Downtown Azusa	\$3.00	237
Total Expansion Spaces		2265

Joe's Auto Parks currently manages the fifteen (15) locations identified in the Pilot Program. Joe's is

responsible for the daily parking operations, including the collection of revenue, maintenance of revenue control equipment and parking permit management. Joe's deducts approved expenses from the revenue collected and submits the net revenue to Metro.

The Board is asked to authorize the implementation of the Program at the Proposed Stations and approve Joe's Auto Parks Contract Modification No. 3, supporting the execution of the Program as recommended by the adopted STPP Master Plan. Pending approval, the implementation of the Program at the eight locations is anticipated for fall 2018.

Indiana, Arcadia, Duarte and Downtown Azusa Parking

Staff has assessed parking utilization at the Indiana, Arcadia, Duarte and Downtown Azusa Gold Line Stations, which have reached 90% occupancy levels since the implementation of the Pilot Program to surrounding stations.

The STPP Master Plan addresses key findings of the Pilot Program's implementation at stations without consideration of adjacent locations. The findings show that neighboring stations along transit lines need to be analyzed and implemented simultaneously to balance out transit parking occupancy at all stations along the line.

Since the implementation of the Pilot Program at Monrovia, we have confirmed disproportionate parking usage along the Gold Line. Indiana, Arcadia, Duarte and Downtown Azusa are experiencing consistent over-capacity situations, whereas Irwindale, Monrovia and Sierra Madre are under-utilized.

Willow and Wardlow Station Parking

With the upcoming Blue Line modernization (the New Blue), there is a pressing need to implement the Program at both the Willow and Wardlow stations, initializing parking demand management prior to the line overhaul.

The Wardlow parking facility has parking occupancy rates that continuously surpass the practical parking utilization, consistently over 90% occupancy. Despite the redesign of the parking facility which increased the number of spaces, the parking occupancy remains unchanged.

The Willow Station parking facility also currently surpasses practical occupancy levels with rates consistently over 90% occupancy. By utilizing the TAP RVS, it is anticipated that additional parking resources will be available exclusively for transit patrons. The execution of the Program will reduce occupancy levels and more evenly distribute transit patrons by utilizing available parking at neighboring stations.

During the New Blue construction period, the Program will be suspended at the Willow and Wardlow locations to ease inconvenience level for transit users. It will be reinstated after the entire Blue Line returns to normal operating level.

Expo/Crenshaw Station Parking

The Expo/Crenshaw Station parking facility at the West Angeles Church has exceeded the daily practical utilization rates since the implementation of the Pilot Program at the La Cienega/Jefferson station.

The STPP Master Plan findings identify and address the challenges of intermittent implementation of the Program, showing shifting occupancy levels at stations that are not yet inducted into the Program. It is anticipated that Program execution along the entire Expo Line will generate parking occupancy stability at each location in the future. Staff has already obtained concurrency with the West Angeles Church to implement the Program.

Hawthorne/Lennox Station Parking

Daily occupancy levels at the Hawthorne/Lennox parking facility have increased and reached its capacity after the implementation of the Program at the Aviation/LAX and Crenshaw Stations parking facilities.

During the course of the Pilot Program, staff has observed that occupancy gaps occur when program implementation is not simultaneous at adjacent stations with parking facilities.

DETERMINATION OF SAFETY IMPACT

Implementation of the Program at the Proposed Stations will not create any safety impacts since it will operate within the existing infrastructure. Program execution will require the purchase and installation of equipment and signage. Parking ambassadors will be available on-site at the beginning of the Program to provide assistance to patrons during heavier commute hours and report incidents to Metro Security, who with their presence will improve safety at the facilities by discouraging theft and vandalism.

FINANCIAL IMPACT

Implementation of the Program at the eight (8) Proposed Stations will not have an impact on Metro's expense budget. Staff anticipates the additional Proposed Stations will generate \$1.9 million in gross revenue and \$1.6 million in operating costs (primarily equipment and labor) over the remaining twenty-eight (28) months of the current parking operator contract. The additional Proposed Stations are projected to generate additional net revenues of approximately \$300,000 over the remaining term of the contract.

Contract No. PS6264800 is a net revenue generating contract. Metro receives the net revenue collected from the contractor. Metro does not use any local, state or federal funding to pay expenses on this Contract.

Impact to 2019 Budget

Staff estimates the above additions to the Program will generate approximately \$108,000 in FY19, after deductions for equipment and labor costs, in Account 40707 for Parking Revenue. However, please note the overall parking management department is still currently operating at a deficit.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize staff to move forward with the implementation of the Program at the Proposed Stations. This is not recommended as the Proposed Stations are components of the STPP Master Plan, approved by the Board as a long-term strategy for managing parking demand

through an affordable parking pricing program and the creation of a self-sustaining system. The positive effects of the Program will not be equally beneficial to Metro patrons unless all adjacent facilities are implemented.

NEXT STEPS

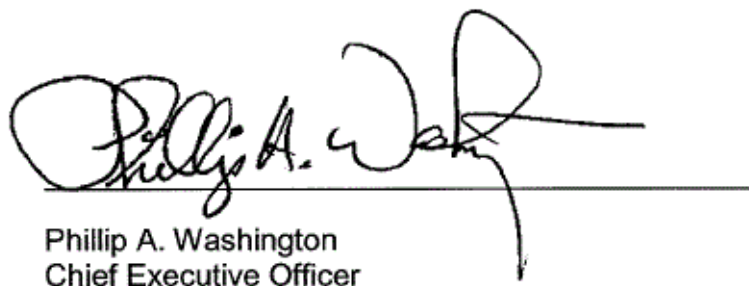
Upon approval by the Board, staff will implement the Program at the Proposed Stations in FY2019 and execute Modification No. 3 to Contract No. PS6264800 with L&R Auto Parks, dba Joe's Auto Parks, to provide parking management services at an additional eight (8) locations.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Stacie Endler, Principal Transportation Planner, (213) 922-2538
Shannon Hamelin, Senior Manager, Planning, (213) 418-3076
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARKING MANAGEMENT PROGRAM ADDITIONAL LOCATIONS/PS6264800

1.	Contract Number: PS6264800		
2.	Contractor: L&R Auto Parks dba Joe's Auto Parks		
3.	Mod. Work Description: To provide parking management services at eight additional locations.		
4.	Contract Work Description: Parking Management Program Services		
5.	The following data is current as of: 6/1/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	12/2/2016	Contract Award Amount: \$8,388,277
	Notice to Proceed (NTP):	12/2/2016	Total of Modifications Approved: \$1,269,481
	Original Complete Date:	12/31/2020	Pending Modifications (including this action): \$1,588,390
	Current Est. Complete Date:	12/31/2020	Current Contract Value (with this action): \$11,246,148
7.	Contract Administrator: Angela Mukirae		Telephone Number: (213) 922-4156
8.	Project Manager: Stacie Endler		Telephone Number: (213) 922-7441

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 issued in support of parking management services at an additional eight locations.

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

On December 2, 2016, the Board awarded firm fixed price Contract No. PS6264800 to L&R Group of Companies dba Joe's Auto Parks in the amount of \$8,388,277 for the Parking Management Program.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the existing contract rates, an independent cost estimate (ICE), technical analysis, cost analysis and fact finding. All direct labor rates and fee remain unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,612,391	\$1,596,000	\$1,588,390

CONTRACT MODIFICATION/CHANGE ORDER LOG

PARKING MANAGEMENT PROGRAM ADDITIONAL LOCATIONS/PS6264800

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Incorporation of contract recitals and reflection of actual legal contractor name which is L&R Auto Parks, Inc., dba Joe's Auto Parks.	Approved	7/14/17	\$0
2	To provide improved functions for all 15 Metro parking facilities and additional parking management services at two (2) facilities (Gold Line Monrovia Station and Green Line Crenshaw Station).	Approved	12/4/17	\$1,269,481
3	To provide additional parking management services at eight additional locations.	Pending		\$1,588,390
	Modification Total:			\$2,857,871
	Original Contract:	12/2/16		\$8,388,277
	Total:			\$11,246,148

DEOD SUMMARY

PARKING MANAGEMENT PROGRAM ADDITIONAL LOCATIONS / PS6264800

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) determined that a goal is not applicable to this revenue generating procurement. Notwithstanding, L&R Group of Companies DBA Joe’s Auto Parks made a 2.38% Small Business Enterprise (SBE) commitment. The project is 17% complete. L&R Group of Companies DBA Joe’s Auto Parks is exceeding their commitment with a current SBE participation of 4.48%.

Small Business Commitment	2.38% SBE	Small Business Participation	4.48% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Park Consulting	2.38%	4.48%
	Total	2.38%	4.48%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this Contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

**Board Report**

File #: 2018-0291, **File Type:** Policy**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018****SUBJECT: SENATE BILL 1 ACCOUNTABILITY MEASURES****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on Accountability Guidelines and the Baseline Agreements required by the California Transportation Commission (CTC) for seven projects awarded SB-1 grant funding on May 16, 2018.

ISSUE

At its May 2018 meeting the CTC awarded grant funding from the first cycle of three new discretionary funding programs created by Senate Bill 1 (SB-1)-the Trade Corridor Enhancement (TCEP), Solutions for Congested Corridors (SCCP), and Competitive Local Partnership (LPP) Programs. Metro received \$703 million in SB-1 grant awards across all eight of its project applications submitted for the LPP, SCCP, and TCEP competitions. Receipt of an SB-1 funding award by the CTC through these three discretionary programs triggers a requirement for Metro to enter into a Baseline Agreement with the CTC and commit to, and comply with, accountability measures and reporting requirements as outlined in the SB-1 Accountability and Transparency Guidelines (Accountability Guidelines). In recognition that these projects must remain on schedule to receive and maintain their SB-1 funding awards, staff will develop an SB-1 accountability report that provides a comprehensive, unified overview of the status of each project that has received an SB-1 discretionary grant award.

BACKGROUND

Following the adoption of guidelines for each of the three SB-1 discretionary programs (TCEP, SCCP, and LPP) in March 2018, the CTC announced a Call for Project Applications for each program. In response to this opportunity, Metro Planning staff worked across departments and with key stakeholders (e.g., Caltrans, Ports of Los Angeles and Long Beach) to (1) identify candidate projects through the Evaluative Criteria Framework, (2) develop and confirm project schedules, costs, and cashflow assumptions, and (3) create competitive grant applications for the three programs (Attachment A).

Staff submitted grant applications to TCEP, SCCP, and LPP for eight projects, as follows:

- Interstate 5 (I-5) Golden State Chokepoint Relief Project,
- State Route (SR) 71 Freeway Conversion Project,
- SR 57/60 Confluence: Chokepoint Relief Program,
- I-605/SR 91 Interchange Improvement: Gateway Cities Freight Crossroads Project,
- Rosecrans / Marquardt Grade Separation Project (as part of the America's Global Freight Gateway: Southern California Rail Project application),
- Airport Metro Connector 96th Street Transit Station Project,
- La Cañada Flintridge Soundwalls Project; and
- Metro Orange Line Bus Rapid Transit Improvements Project.

On April 25, 2018, CTC staff announced funding recommendations for these three programs- including recommended awards for each one of Metro's eight candidate projects totaling \$703 million. The CTC approved the recommendations and adopted grant awards for Metro's eight projects at their May 16, 2018 meeting.

DISCUSSION

Pursuant to the Accountability Guidelines, Metro must enter into Baseline Agreements for seven of the eight projects that were awarded SB-1 funding through the LPP, SCCP, and TCEP. The eighth project-the La Cañada Flintridge Soundwalls project-does not require a Baseline Agreement as its LPP award and total project cost fall below the \$10 million award and \$25 million total cost thresholds triggering a Baseline Agreement established for the LPP. Attachment A shows the award funding for the seven projects requiring Baseline Agreements. The CEO or designated staff will execute the required Baseline Agreements under the authority provided by the Board through its October 2016 Board resolution providing the CEO signature authority and delegation for all federal, state, and local grant-related documents and correspondence for Board-approved transportation projects and activities.

Baseline Agreements

Baseline Agreements commit project applicants and the respective implementing agencies to project scope, benefits, cost, and schedule for any projects receiving SB-1 grant funding. These project elements that are reflected in the Baseline Agreement are part of the CTC award language and are based upon the final application submitted by Metro as developed with input from and vetted by Metro staff across multiple departments. Subsequent to the initial Baseline Agreement, comprehensive reporting is required at various intervals including on the front-end of implementation, while in progress, and at completion as a form of follow-up accountability. **Per the adopted Accountability Guidelines, all projects are required to have a Baseline Agreement in place within four months of the program adoption (May 16, 2018), otherwise projects will not be able to seek funding allocations and funding awards could be deleted from the program.**

The required parties entering into a Baseline Agreement include the project sponsor ("Applicant"), or the agency delivering the project ("Implementing Agency"), Caltrans, and the CTC. Commitments identified within the Baseline Agreement include the following elements:

- Project cost, schedule, scope and anticipated benefits;
- Verification that the match funding sources are committed; and
- Confirmation that the costs, scope and benefits are representative of best estimates.

Further provisions require that the parties adhere to the respective funding program and the SB-1 Accountability Guidelines, including project reporting requirements and project document disclosure for auditing purposes. Attachment B includes the CTC's Project Baseline Agreement template detailing all the agreement recitals and provisions.

Reporting Requirements

Comprehensive reporting is mandated through the Accountability Guidelines, and the Baseline Agreements provide a basis and benchmark for assessing the projects through the Commission's in-progress and follow-up accountability reporting. Quarterly progress reports are to be prepared by Caltrans with input from the Applicant and Implementing Agency through Fiscal Year (FY) 2019, beginning with the first progress report due to the CTC in October 2018. Starting in FY 2020, reporting will become semi-annual with presentations to the CTC in March and October.

Follow-up reporting consists of completion and final delivery reports. The Implementing Agency is required to submit a Completion Report to Caltrans within six months of construction contract acceptance or project operation. Additionally, a Final Delivery Report is to be submitted within 180 days of the project closeout when all activities on the project are concluded and all expenditures are paid and reconciled.

Implementing Agencies that do not comply with the Accountability Guidelines could be subject to adverse actions including, but not limited to:

- Written warning identifying deficiencies and timeline for correction;
- Appearance before CTC to explain the deficiencies and the timeline for correction; and
- Placement on a watch list.

For the most egregious situations, the Implementing Agency may be subject to further actions, including the following:

- Deemed ineligible for future allocations or programming actions; and
- Reduced reimbursements on all invoices until the noncompliance issues are corrected. This penalty shall remain in effect until the reporting cycle after the noncompliance has been resolved.

SB-1 Program Requirements per Adopted Accountability Guidelines

In addition to the reporting requirements for the Accountability Guidelines, the CTC also adopted within each set of Guidelines for the TCEP, SCCP, and LPP explicit accountability measures governing the timely use of funds and approval of extensions for project award or delivery. These additional requirements are found in Attachment C.

The accountability measures provided within each set of Program Guidelines share similar features:

- Timely Use of Funds requires allocation requests be made in the fiscal year in which the

funding is programmed and contract awards made within six months afterwards.

- Time Extensions will only be granted by the CTC for unforeseen, extraordinary circumstances beyond the control of the implementing agency.
- Penalties for delays beyond a Program deadline or approved extension period include the deletion of the project-and its funding-from the Program.
- Cost overruns are the responsibility of the Project sponsor.

Development of an SB-1 Accountability Report

To support Metro's efforts to monitor and maintain project schedules and costs and provide oversight by the Board, staff will develop an SB-1 Accountability Report that provides a comprehensive, unified overview of the status of each project that has received an SB-1 discretionary grant award from the CTC. This report will be presented to the Board on a quarterly basis, with the understanding that staff will come to the Board as needed to provide updates on the progress of these projects and their ability to meet the requirements of the Accountability Guidelines and the respective Program Guidelines under which they were awarded SB-1 funding. This is part of a larger portfolio of monitoring and reporting actions staff is undertaking to maintain our fiduciary stewardship of grant funds and ensure timely obligation and expenditure to deliver projects.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees. However, as these projects include safety enhancements, avoiding potential risks to maintaining the grant funding helps to ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Entering into the required Baseline Agreements for the SB-1 grant funded projects retains the \$698 million in SB-1 funding awarded to these seven projects. Further, committing to the reporting requirements and the project scope, benefits, costs and schedule demonstrate effective project delivery and high accountability and transparency around the utilization of SB-1 funds.

Impact to Budget

The approval of this item has no impact to the FY 2018 Budget.

NEXT STEPS

Metro will:

- Work internally and coordinate with its partnering implementing agencies, including Caltrans, the Ports of Los Angeles and Long Beach and/or the San Gabriel Valley Council of Governments (Alameda Corridor-East Project), to furnish the project scopes, anticipated benefits, costs schedules and other items needed to develop and execute the Baseline

Agreements in a timely manner.

- Develop a comprehensive quarterly accountability report to track the development and implementation of these SB-1 program-funded projects in support of monitoring of project advancement to meet the deadlines provided for in the Accountability Guidelines and in each of the Program Guidelines.
- Develop an augmented accountability report to include other state and federal grant-funded projects (e.g. Infrastructure for Rebuilding America [INFRA], Better Utilizing Investments to Leverage Development [BUILD], Transit Intercity Rail Capital Program [TIRCP]) that can provide the Board with a unified and comprehensive report to track all projects receiving state and/or federal discretionary funds.

ATTACHMENTS

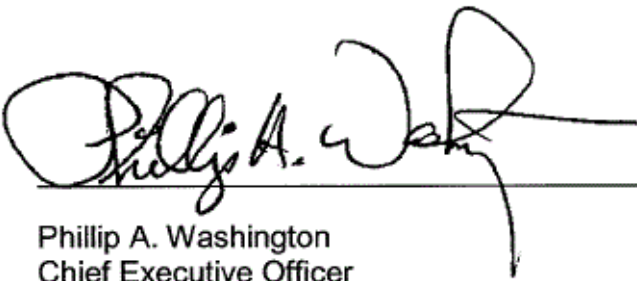
Attachment A - SB-1 Projects Requiring Baseline Agreements

Attachment B - CTC Baseline Agreement Template

Attachment C - Provisions in SB-1 Guidelines for the Timely Use of Funds, Time Extensions, and Penalties for Funding Awarded by the CTC

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Phillip A. Washington
Chief Executive Officer

SB 1 Awards from TCEP, SCCP, and LPP Subject to Baseline Agreements (\$ in millions)*

TCEP Projects	Project Cost (YOE)	SB-1 TCEP Award	Notice of Determination (Required by November 2018)	Fiscal Year of Programmed Allocation			Contract Award Date (Required by December following end of fiscal year of programmed allocation)			Substantial Completion	
				FY 18	FY 19	FY 20	Design (PS&E)	Right-of Way	Construction		
I-5 Golden State Chokepoint Relief Project	\$ 539.2	\$ 247.0	April 2018	-	-	\$ 247.0	June 2016	Jan. 2017	Sept. 2019	Jan. 2023	
SR 71 Freeway Conversion Project	\$ 175.5	\$ 44.0	January 2018	-	-	\$ 44.0	July 2016	July 2017	Feb. 2020	July 2024	
SR 57/60 Confluence: Chokepoint Relief Program	\$ 288.6	\$ 22.0 ¹	December 2013	-	\$ 22.0	-	June 2018	Sept. 2018	Jan. 2021	Dec. 2024	
I-605/SR 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	\$ 187.8	\$ 32.0 ²	November 2018	-	\$ 32.0	-	Feb. 2019	Nov. 2018	Nov. 2020	Dec. 2023	
Rosecrans/Marquardt Grade Separation Project (as part of Southern California Rail Project)	\$ 155.3	\$ 9.0	March 2018	-	-	\$ 9.0	May 2015	Sept. 2017	April 2020	June 2022	
				¹ \$17 million awarded for PS&E; \$5 million awarded for Right-of-Way			² \$3 million awarded for PS&E; \$29 million awarded for Right-of-Way				

*Shaded items represent critical milestones linked to SB 1 funding as required by CTC in each program's guidelines

SCCP Project	Project Cost (YOE)	SB-1 SCCP Award	Notice of Determination	Fiscal Year of Programmed Allocation			Contract Award Date (Required by December following end of fiscal year of programmed allocation)			Substantial Completion
				FY 18	FY 19	FY 20	Design (PS&E)	Right-of Way	Construction	
Airport Metro Connector/ 96th Street Transit Station Project	\$ 525.2	\$ 150.0	N/A	-	-	\$ 150.0	May 2017	April 2017	Dec 2019	June 2023

LPP Projects	Project Cost (YOE)	SB-1 LPP Award	Notice of Determination	Fiscal Year of Programmed Allocation			Contract Award Date (Required by December following end of fiscal year of programmed allocation)			Substantial Completion
				FY 18	FY 19	FY 20	Design (PS&E)	Right-of Way	Construction	
Orange Line Bus Rapid Transit Improvements	\$ 320.3	\$ 75.0	N/A	-	-	\$ 75.0	March 2020	Oct. 2018	March 2020	Aug. 2023
La Cañada Flintridge Soundwalls Project	\$ 10.7	\$ 5.0	N/A	-	-	\$ 5.0	July 2018	April 2019	June 2020	Nov. 2021

*Shaded items represent critical milestones linked to SB 1 funding as required by CTC in each program's guidelines

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PROJECT BASELINE AGREEMENT

[insert Project Name]

Resolution _____

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the [insert Project Name], effective on [insert date Commission approved baseline], is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, [insert Name of Project Applicant], and the Implementing Agency, [insert Name of Implementing Agency], sometimes collectively referred to as the “Parties”.

3. RECITAL

- 3.2 Whereas at its [insert meeting date Commission programmed project] meeting the Commission approved the [insert Funding Program] and included in this program of projects the [insert Project Name], the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *[insert number]*, “Adoption of Program of Projects for the Active Transportation Program”, dated *[insert date]*.
 - Resolution *[insert number]*, “Adoption of Program of Projects for the Local Partnership Program”, dated *[insert date]*
 - Resolution *[insert number]*, “Adoption of Program of Projects for the Solutions for Congested Corridors Program”, dated *[insert date]*
 - Resolution *[insert number]*, “Adoption of Program of Projects for the State Highway Operation and Protection Program”, dated *[insert date]*
 - Resolution *[insert number]*, “Adoption of Program of Projects for the Trade Corridor Enhancement Program”, dated *[insert date]*
- 4.3 All signatories agree to adhere to the Commission’s *[insert Funding Program(s)]* Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission’s SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The *[insert agency(s)]* agrees to secure funds for any additional costs of the project.
- 4.6 The *[insert agency(s)]* agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The *[insert agency(s)]* agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission’s SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing

Agency, and any consultant or subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request . Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

[insert Project Name]

Resolution _____

Name _____ Date _____
Title _____
Project Applicant _____

Name _____ Date _____
Title _____
Implementing Agency _____

Laurie Berman _____ Date _____
Director _____
California Department of Transportation

Susan Bransen _____ Date _____
Executive Director _____
California Transportation Commission

**Provisions in SB-1 Program Guidelines for the Timely Use of Funds, Time Extensions,
and Penalties for Funding Awarded by the CTC**

FY 2018-2020 Trade Corridor Enhancement Program (TCEP)¹

Major criteria for determining eligibility

Two requirements determined eligibility for FY 2018-2020 TCEP projects – the deadlines for a project to execute a Notice of Determination and a Construction Contract Award.

Notice of Determination (NOD): Capital costs will only be programmed if a NOD is filed, in accordance with CEQA, within six months of program adoption, which occurred on May 16, 2018.

Construction Contract Award: The construction contract award must be made within six months of the end of the fiscal year in which the CTC has programmed funding for construction. As the end of the fiscal year is June 30th, the award must be made by December 30th of the same calendar year. As the final fiscal year programmed in this TCEP cycle is FY 2020, a project must be able to award a construction contract by December 30th, 2020 to be eligible for programming consideration in this cycle of TCEP.

Timely Use of Funds

Allocations: Allocations must be requested in the fiscal year of project programming, and construction allocations are valid for six months from the date of allocation unless the CTC approves an extension.

Project Development or Right-of-Way: Funds allocated for project development or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

¹ <http://catc.ca.gov/programs/sb1/tcep/docs/sb1-tcep-final-guidelines-v2-101817.pdf>

ATTACHMENT C

Projects that receive funds for capital costs (Right-of-Way and Construction) will only be programmed if a Notice of Determination (NOD) is filed by November 16, 2018 (six months after the program adoption).

For projects that are receiving funds in fiscal year 2019, allocation requests must be made by June 2019, and if the construction component is receiving funds, a construction contract award must be made by December 2019.

For projects receiving funds in the fiscal year 2020, allocation requests must be made by June 2020, and a construction contract award must be made by December 2020.

Time extensions

Allocations: The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

Contract Awards: The CTC may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

Expenditures: The CTC may extend the deadlines for expenditures for project development or right-of-way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 20 months for project completion and 12 months for expenditure.

ATTACHMENT C

Penalties for delays and cost overruns

If the NOD is not filed by November 16, 2018 for a project that received capital funds, the project will be deleted from the program.

If the project schedule slips to the point that programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved allocation extension, the project will be deleted from the program.

Cost Overruns

Any cost overruns are at the expense of the project sponsor.

FY 2018-2021 Solutions for Congested Corridors Program (SCCP)²

Major criteria for determining eligibility

The main criterion for determining project eligibility in the FY 2018-2021 SCCP was that a project must meet the latest possible timely use of funds deadlines for construction within this funding cycle, which require the allocation of construction funds by June 2021 and construction contract award by December 2021.

Timely Use of Funds

Funding allocations must be requested in the fiscal year of project programming, and are valid for award for six months from the date of allocation unless the CTC approves an extension.

After award of contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

Penalties for delays and cost overruns

When programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved extension, the project will be deleted from the Program. Failure to meet either of the aforementioned deadlines will result in loss of SCCP funds.

To allocate construction funds by June 2021, projects must be ready-to-advertise and committed local funds must be available by April 2021. Delays in the environmental, design, and/or right-of-way phases threaten project readiness. Once funds are allocated, Metro is required to award a construction contract within six months. Cost overruns that contribute to project delay or jeopardize availability of committed funds may lead to loss of funds.

² <http://www.catc.ca.gov/programs/sb1/sccp/docs/sb1-sccp-final-adopted-guidelines-and-resolution-120617.pdf>

Time extensions

Time extensions can only be granted once for each stage of delivery if an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.

The CTC may extend a deadline for allocation and award upon the request of the implementing agency for a period no longer than 12 months and only if the delay is attributable to an extraordinary circumstance beyond the control of the implementing agency.

The CTC may provide an extension for the deadline for expenditure and for project completion only due to an extraordinary circumstance. The time of extension cannot exceed more than 12 months for expenditure and 20 months for project completion.

Cost Overruns

Any cost overruns are at the expense of the project sponsor.

FY 2018-2020 Local Partnership Program – Competitive Program (LPP)³

Major criteria for determining eligibility

The main criterion for determining project eligibility in the 2018 LPP Competitive Program was whether a project could meet the latest possible timely use of funds deadlines for construction within this funding cycle which are to allocate construction funds by June 2020 and award a construction contract by December 2020.

Timely Use of Funds

Allocations: Allocations must be requested in the fiscal year of project programming. Construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension.

Contract Award: After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the CTC may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

Project development or right-of-way: Funds allocated for project development or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

Time extensions

Time extensions can only be granted once for each phase of the project as follows:

- **Allocation:** If the CTC determines that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed 12 months.
- **Contract Award:** If the CTC determines that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed 12 months.

³ <http://catc.ca.gov/programs/sb1/lpp/docs/sb1-lpp-revised-final-guidelines-and-resolution-120617.pdf>

ATTACHMENT C

- **Expenditures for project development or right-of-way, or for contract completion:** If the CTC determines that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 12 months for expenditure and 20 months for project completion.

Penalties for delays and cost overruns

Any funds for which a contract has not been awarded within six months or prior to the expiration of an extension to the period of allocation will be deallocated.

Failure to meet either of the aforementioned deadlines will result in loss of LPP funds. To allocate construction funds by June 2020, projects must be ready-to-advertise and committed local funds must be available by April 2020. Delays in the environmental, design, and/or right-of-way phases threaten project readiness.

Once funds are allocated, Metro is required to award a construction contract within six months. Cost overruns that contribute to project delay or jeopardize availability of committed funds may ultimately lead to the loss of funds.

Cost Overruns

Any cost overruns are at the expense of the project sponsor.



Board Report

File #: 2018-0308, File Type: Plan

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

**SUBJECT: ADOPTION OF REVISED METRO SUBREGIONAL
PLANNING AREA BOUNDARIES FOR THE
LONG RANGE TRANSPORTATION PLAN**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the use of the Subregional Boundaries from the Measure M Ordinance as the Metro Subregional Planning Area Boundaries for the Long Range Transportation Plan (LRTP) Update to include the following exceptions:

- A. Changes to Metro Subregional Planning Area Boundaries for the LRTP Update will not affect previous or future Measure R funding allocations; and
- B. Regional facilities will continue to be separate for funding purposes, but will be displayed within the Metro Subregional Planning Area Boundaries for LRTP Update data purposes, including travel demand modeling and census-based population data.

ISSUE

There have been two significant changes to the subregional planning area boundaries since the 2009 LRTP adoption (original boundaries included in Attachment A). During the Measure M development process, cities were asked to identify the subregion in which they wanted to participate for Multi-year Subregional Program (MSP) funding purposes. As a result, two cities, formerly of the San Gabriel Valley subregion, shifted to Arroyo Verdugo subregion. Additionally, regional facilities, such as airports and ports were removed from subregions to isolate the funding needs of these facilities that have regional significance. Staff recommends formalizing the use of the Measure M subregional boundaries for the LRTP Update (as depicted in Attachment B), as this change had not been formally adopted for LRTP purposes.

DISCUSSION

In previous LRTPs, subregional planning areas have been established for plan analysis purposes. These subregions are not intended or required to coincide with any specific subregional agency boundaries. As such, they have always varied from the subregional

boundaries used by the Southern California Association of Governments (SCAG) because of differences in how SCAG and Metro conduct transportation planning analyses.

In January 2015, the Board approved an item that assigned major airports and seaports (including LAX, Long Beach Airport, Burbank Bob Hope Airport, Palmdale Regional Airport, and the Ports of Los Angeles and Long Beach), and Los Angeles Union Station into a Regional Facilities Planning Area. This was because airport and port facilities projects are “regional” in nature and are not the responsibility of any specific subregion; improvements to these regional facilities benefit the entire county.

During the Measure M development process, cities were able to select which subregions they wanted to participate in as part of the MSP funding. As a result, two cities (Pasadena and South Pasadena) formerly of the San Gabriel Valley subregion opted to participate in the Arroyo Verdugo subregion (as depicted in Attachment C). Because Measure M MSP funds are programmed to the Measure M subregions, aligning those boundaries and LRTP subregional boundaries together allows administrative consistency between the MSP funding framework and the LRTP analytical framework, which facilitates understanding and comparison. While the Measure R Ordinance also programmed funds to Arroyo Verdugo subregion, this action will not change the cities eligible to share in any Measure R subregional funds.

DETERMINATION OF SAFETY IMPACT

This Board action will have no adverse impact on safety standards for Metro because it is an administrative change.

FINANCIAL IMPACT

There is no financial impact based on this action, as the boundary changes will not result in additional project cost increases. There is also no impact to the FY 19 budget.

ALTERNATIVES CONSIDERED

Metro could retain the existing subregions for the LRTP Update, although this could result in a potentially confusing inconsistency by having two sets of subregional boundaries.

NEXT STEPS

Upon Board approval, staff will proceed in developing the LRTP Update utilizing the new subregional boundaries.

ATTACHMENTS

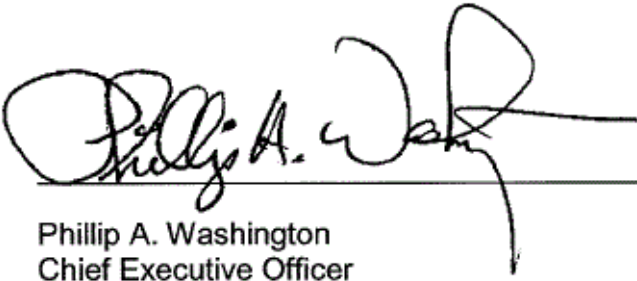
Attachment A - Subregional Boundaries from 2009 Long Range Transportation Plan

Attachment B - Proposed updated LRTP Subregional Boundaries

Attachment C - Locations of Subregional Boundary Changes

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Chief Executive Officer

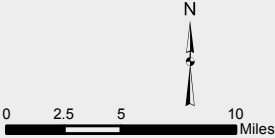
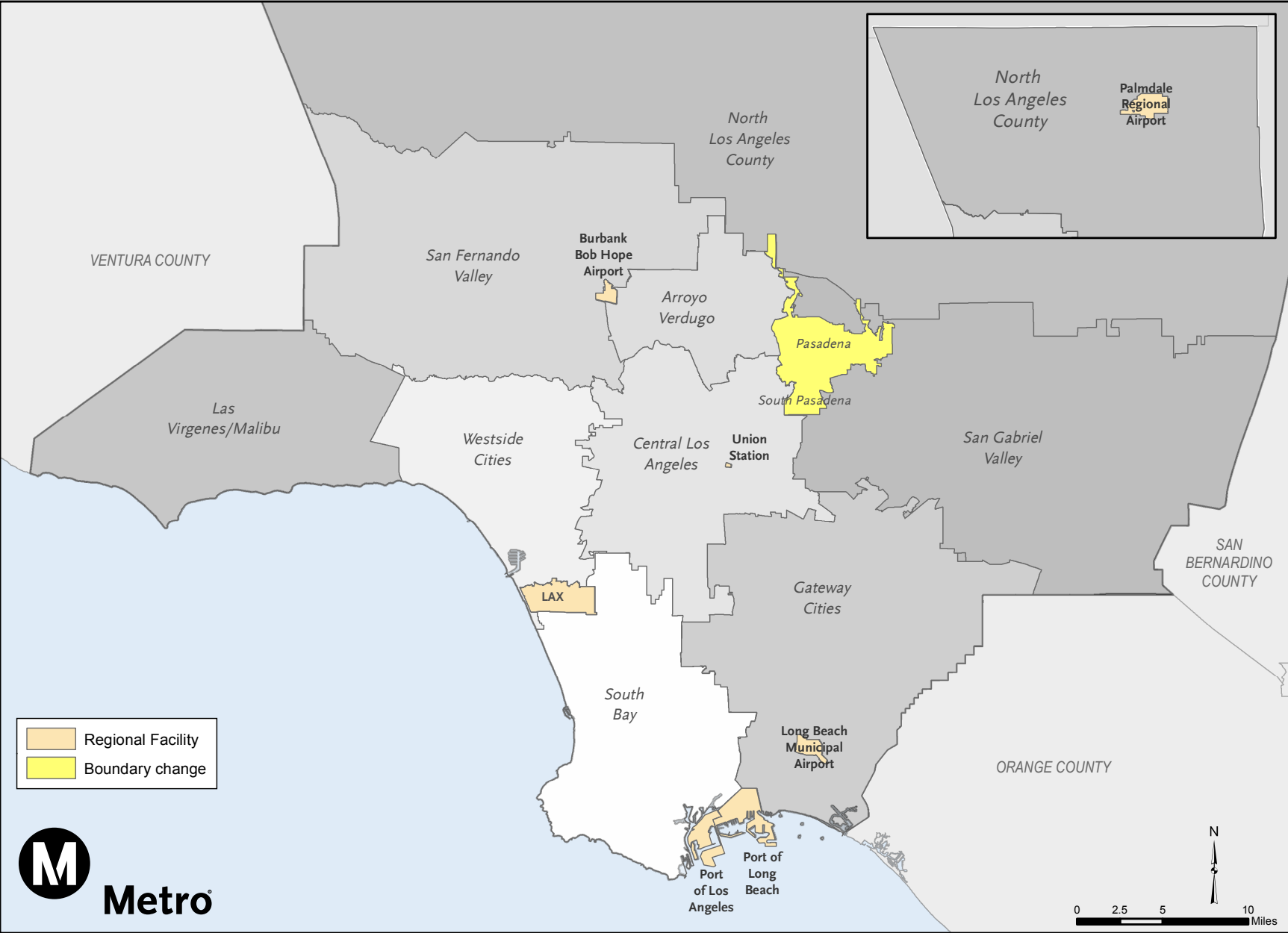
Attachment B – Proposed new Metro Planning areas



Attachment A – Subregional Boundaries from 2009 Long Range Transportation Plan



Attachment C - Locations of subregional boundary changes





Subregional Planning Area Boundaries

Board Meeting

July 26, 2018

Legistar File 2018-0308



Metro

Background

- Pasadena and South Pasadena joined Arroyo Verdugo
- Airport and port facilities projects are “regional”; not part of any specific subregion
- Measure M Multi-Year Subregional (MSP) funds are programmed to Measure M subregions over the next 40 years
- Will not change the cities eligible to share in any Measure R subregional funds

Subregional Boundaries from 2009 LRTP



Proposed New Metro Planning Areas



**Board Report**

File #: 2018-0387, **File Type:** Project**Agenda Number:** 17.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018****SUBJECT: LOS ANGELES UNION STATION FORECOURT
AND ESPLANADE IMPROVEMENTS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE an Addendum to the Final Environmental Impact Report for the Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Attachment A).

ISSUE

The Metro Board of Directors certified the LAUS Forecourt and Esplanade Improvements (Project) Final Environmental Impact Report (FEIR) on March 1, 2018. Since then, staff has initiated design, stakeholder engagement and interagency coordination with the City of Los Angeles. The project team has identified project-related clarifications and/or additions that are documented and evaluated in an Addendum to the Final Environmental Impact Report. As a result of the analysis undertaken in Addendum No. 1 to the EIR, the proposed refinements will not result in new or substantially more adverse impacts than those previously documented.

BACKGROUND

The Project will reconfigure the public right-of-way in front of Union Station and the LAUS forecourt to expand pedestrian and bike facilities on Alameda and Los Angeles Street and create a civic plaza in front of the station (Attachment B, Project Map). Staff has secured approximately \$20M in grant and matching funds (Attachment C, Funding Table) to design and implement all of the Project improvements with the exception of construction funds for the forecourt.

The Project elements include:

- **Alameda Esplanade**: Roadway configuration on Alameda Street between Arcadia Street and Cesar E. Chavez Avenue to narrow the roadway and widen pedestrian and bicyclist facilities.
- **Los Angeles Crossing**: Consolidated raised intersectional crossing at Alameda and Los Angeles Street, closure of a portion of Los Angeles Street north of the raised median (while maintaining two-way travel on Los Angeles Street in the portion south of the median) and closure of the northern LAUS driveway and a two-way bike path within the extended El Pueblo

Plaza.

- LAUS Forecourt: Repurposing the existing surface parking lot as a new civic plaza with sustainable features.
- Arcadia Street: Repurposing the northern travel lane as a dedicated El Pueblo Plaza tour bus parking zone.

DISCUSSION

The Addendum to the Final EIR provides clarifications and analysis on: the need to advance geotechnical and utility investigations to an earlier stage in order to inform the design phase; an increased depth of excavation from 15 feet to 20 feet; and clarification on transit improvements, such as a potential consolidation of bus stops that are within 500 feet from each other on Alameda Street. This information is important to ensure that the design is comprehensively informed by existing conditions and constraints.

The analysis undertaken in Addendum No. 1 finds that these proposed refinements will not result in new or substantially more adverse impacts than those previously documented.

Stakeholder Engagement

Eblasts were sent out on July 3, 2018 notifying stakeholders of the preparation of the Addendum and of the Board meeting dates. Additionally, staff notified El Pueblo de Los Angeles management, Metropolitan Water District, First 5LA, and Mozaic at Union Station Apartments of this action and will coordinate in advance of initiating the investigations.

Staff will coordinate geotechnical investigations and utility assessments with the City of Los Angeles, Metro Service Planning, and other transit agencies. Metro Community Relations will develop and implement a public outreach plan to notify stakeholders and the public in advance of performing geotechnical and utility assessments. Briefings will be held with adjacent stakeholders and the Westside/Central Service Council to explain timing, process and anticipated construction, service and traffic impacts.

Additionally, stakeholders will continue to be engaged as the project progresses through workshops, focus group meetings, and pop-up events.

DETERMINATION OF SAFETY IMPACT

The Addendum includes clarifications to the Final EIR that will allow for the project design to advance better informed by existing conditions. The Project will create safer connections for Metro transit patrons, including transit connections as well as connections to the surrounding neighborhood destinations and job centers.

FINANCIAL IMPACT

The cost of preparing the Addendum was covered in the FY18 budget.

Impact to Budget

The actions contained herein provide clarifications of work that was already anticipated in the Certified Final EIR. Project design and construction is funded with General Fund and ATP grant funds. General Fund revenues are eligible for bus/rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board may consider not allowing the Addendum to the Final EIR. This is not recommended.

The revisions, additions, and clarifications included in this Addendum will ensure that the Project's design is informed by existing conditions and constraints, provides staff with greater flexibility to advance design and respond to feedback from stakeholders, including the City of Los Angeles.

In particular, advancing design without this critical information could result in design that may need to be revised, via a change order, after the construction contractor is on board. Change orders are costly and cause delays. The Addendum will allow for the appropriate level of clarification that will allow for the studies to move forward in the near-term.

NEXT STEPS

Upon Board approval, staff will continue to engage stakeholders on design and will coordinate with the City of Los Angeles and stakeholders on the appropriate processes to advance geotechnical and utility assessments in the public right of way.

ATTACHMENTS

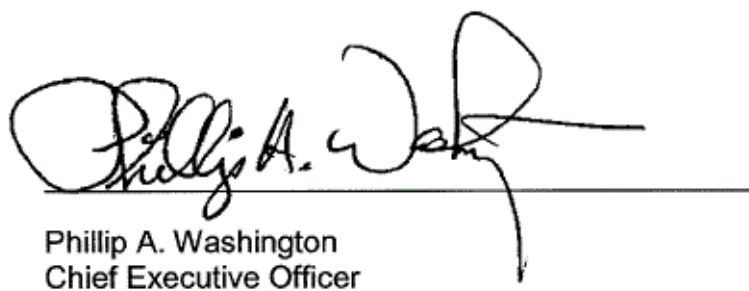
Attachment A - Addendum ([hyperlink <http://media.metro.net/about_us/union_station/addendum_LAUS_FEIR_07_2018.pdf>](http://media.metro.net/about_us/union_station/addendum_LAUS_FEIR_07_2018.pdf))

Attachment B - Project Map

Attachment C - Project Funding

Prepared by: Elizabeth Carvajal, Senior Director, Transit Oriented Communities, (213) 922-3084
Jenna Hornstock, Executive Officer, Transit Oriented Communities, (213) 922-7437

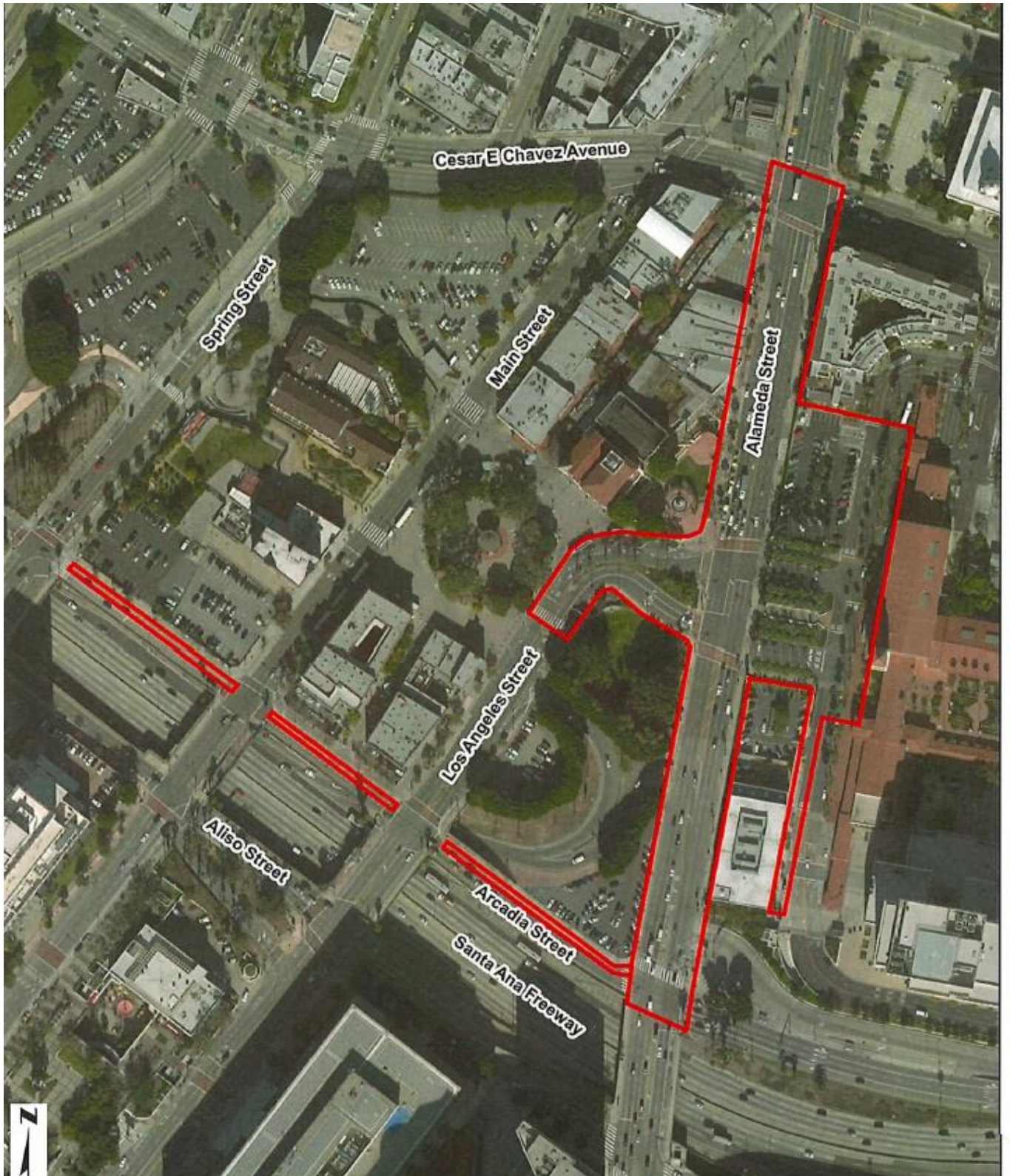
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077




Phillip A. Washington
Chief Executive Officer

Attachment B: Project Map

Los Angeles Union Station Forecourt and Esplanade Improvements



 LAUS Forecourt and Esplanade Improvements

Attachment C: Funding Table**Los Angeles Union Station Forecourt and Esplanade Improvements**

Project Cost \$	\$20,162,925.00 (does not include Forecourt construction)
Cost Type	Design and construction

Revenue

Funding Source	Type	Amount	Status
Federal	Active Transportation Program (FHWA) Cycle 2 and Cycle 3	\$17,666,464.00	Committed
State			
Local	Proposition A (LA County Open Space District Grant)	\$1,000,000	Committed
	Metro Local	\$1,496,461.00	Committed
Total Revenue		\$20,162,925.00	



Board Report

File #: 2018-0441, File Type: Oral Report / Presentation

Agenda Number: 18.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018**

SUBJECT: METRO BIKE SHARE

RECOMMENDATION

RECEIVE oral report on Metro Bike Share.

DISCUSSION

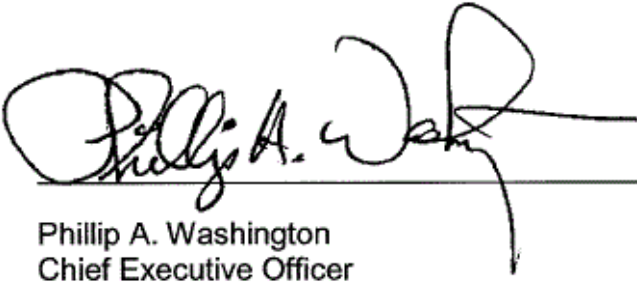
Receive oral report on Metro Bike Share Program Board Motion related to item 17 (Metro Bike Share Business Plan and Fare Structure) approved at the May 2018 Board meeting requesting staff to pursue qualifying MTA's bicycle programs (i.e. bike share) legislatively as a transit transportation mode which reduces trips and greenhouse gas emissions, therefore making the programs eligible for Cap-and-Trade funds or other state or federal funding.

Staff has reviewed current state and federal funding programs that are available for bike share. Under both federal and state requirements, funds are restricted to capital only expenditures. Per the Federal Transit Administration (FTA), capital expenses cannot include the purchase of bicycles specifically. Currently bicycles and bike share programs are not qualified as a transit transportation mode per se but viewed instead as complementing the existing transit system (bus or rail) to provide first and last mile access. State eligibility requirements are very similar to those at the federal levels; however, bicycles themselves can be purchased with state funds. On-going operations and maintenance are not eligible for federal or state funding at this time.

Staff will monitor state and federal programs for any changes to current eligibility guidelines and will pursue legislation efforts to take advantage of any funding opportunities as they come available in the future.

Prepared by: Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer



Planning and Programming Committee
July 18, 2018
Legistar File 2018-0441

Motion Response
July 2018

Background

Total Trips



473,318

Passes Sold



16,559

Calories Burned



34,977,826

Miles Traveled



1,407,326

Emissions Reduced

Pounds of CO₂



1,336,960

60% of users are making first/last mile connections to transit

* Data illustrates performance between July 7, 2016 to June 30, 2018



*Program inception date – July 7, 2016

Metro Bike Share Program Cost Summary

	Total	Grants	Fare Box Revenue	Cost Reimbursement from Cities	Metro Costs
Capital	\$ 8,582,740	\$ (6,796,521)		\$ (716,494)	\$ 1,069,725
Pre-Launch	\$ 3,184,068			\$ (2,069,644)	\$ 1,114,424
O&M	\$ 9,857,575		\$ (1,327,686)	\$ (5,544,428)	\$ 2,985,461
Total	\$ 21,624,383	\$ (6,796,521)	\$ (1,327,686)	\$ (8,330,566)	\$ 5,169,610

- Cumulative since inception of the program to May 2018
- Metro Capital and Pre- Launching Cost was funded by Measure M 2% and General Fund.
- Metro Operating and Maintenance Cost was funded by Prop C 25% and General Fund.



Motion Response

- Motion directive: “pursue qualifying MTA’s bicycle programs as transportation mode, which should be eligible for funding from State or Federal funds” and “report back to the Board in 60 days with an update on staff efforts/information and a path forward with next steps.”



Motion Response

- Foundational Background:
- Under both federal and state regulation, pedestrian and bicycle investments are currently recognized as transportation modes
 - Titles 23 and Title 49 of USC; bike and pedestrian transport eligible for funding in numerous categories.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

- Restrictions do apply; for example, funding largely limited to capital, not operations.



Motion Response

- No legislative or regulatory actions are needed to receive state or federal funding; however, changes would be needed to expand specific eligibilities.
- In March of 2016 – Metro board approved a SUPPORT position for H.R. 4343 (Earl Blumenauer)
 - if enacted, adds bikeshare projects to the formal definitions of transit projects
 - makes clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding
 - Staff recommends in 2018 a Board adopted SUPPORT position for H.R. 3305 (Blumenauer)-same as H.R. 4343



Motion Response

- Metro's 2018 State Legislative Program includes staff direction to advocate for and support funding for Metro's first/last mile, bike and pedestrian safety projects under the State's Active Transportation and Local Planning Grants programs
- At the June meeting, CTC allocated state grant funding for capital expenditures to expand bike share to the communities around USC/Expo Park.
- Cycle 4 of state Active Transportation Program Grants due July 2018; next cycle in roughly 2 years.

Motion Response

- Note that major state and federal bike/ pedestrian dedicated funding is programmatically combined in CA; administered by Caltrans
- The May motion was too late to implement bills in 2018 legislative sessions; staff will recommend proposals to address expanded investment authorities, to include in the Board's 2019 legislative program (adopted January).
- Staff will pursue legislative changes, beginning with Cap and Trade, as well as current state and federal program eligibility guidelines that will provide other funding opportunities for the program.





Board Report

File #: 2018-0104, File Type: Informational Report

Agenda Number: 19.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

**SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING
GRANT PROGRAM**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the Transit Oriented Development Planning Grant Program.

ISSUE

At the February 2018 Metro Board meeting, the Board directed staff to report back on lessons learned, best practices, and options for future rounds of the Transit Oriented Development (TOD) Planning Grant Program (Program). Existing funds for the TOD Planning Grant Program were largely exhausted with Round 5, which awarded \$3,080,500 to eight projects in March 2018. To date, the Board has awarded funds totaling \$24.6 million which is summarized in Attachment A.

This report provides an update on the Program's accomplishments to date and recommends staff further analyze the outcomes of the program to determine if, and in what form, the Program should continue.

DISCUSSION

Program Overview

Metro developed the Program in 2011 to spur the adoption of transit-supportive regulatory plans that advance thoughtful integration of land use and transportation planning, with a goal of increasing transit ridership. The Program's other goals and objectives include:

- Support municipalities in implementing complementary transit-supportive infrastructure projects and affordable housing.
- Improve local and regional efforts for equitable integration of transportation and community planning.
- Improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines.
- Further the reduction in greenhouse gases by encouraging in-fill development along transit

corridors and transit use.

- Support and implement sustainable development principles.
- Increase opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities, in advancing transit-supportive planning efforts across the region.

The Program was developed to respond to a lack of funding and initiative for cities to pursue transit-supportive land use planning around Metro's rapidly expanding transit system. With the passage of Measure R, Metro began its work of doubling the rail system. Land use planning is typically funded by cities through general funds, or was often funded and undertaken by redevelopment agencies. In 2011, while Measure R projects were moving ahead, cities were deep in a recession and the State eliminated redevelopment agencies - leaving a lack of funding and staff resources for land use planning not to mention a lack of focus on this issue due to other pressing municipal needs.

Transit-supportive regulatory plans include but are not limited to new or amended specific plans, ordinances, overlay zones or general plan amendments, transit village development districts, and environmental studies required for adopting new or amended regulatory documents. By creating a transit-supportive regulatory environment that aligns with Metro's goals of creating Transit Oriented Communities (TOCs), the projects funded by the Program will, in the long term, increase the accessibility and utilization of public transit.

In addition to funding land use plans, in Round 5, Metro introduced the Transit Oriented Communities Tax Increment Financing Pilot (TOC TIF Pilot) Program. The TOC TIF Pilot funds feasibility studies for eligible cities and/or the County to consider tax increment financing districts around transit stations. Three cities were awarded TOC TIF Pilot grants in Round 5.

Eligible applicants for the Program have been the County and all cities with regulatory jurisdiction within a one-half mile radius of Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors.

Program Accomplishments and Lessons Learned to Date

Since Program inception, Metro has funded 43 projects in 32 jurisdictions across all five supervisorial districts of the County, totaling \$24.6 million dollars in five rounds of the Program. These plans are impacting the land use around 95 Metro, Metrolink and Bus Rapid Transit Stations. (See Attachment A)

As a grant administrator and a stakeholder with a vested interest in the Program's success, staff has identified the following lessons learned from Rounds 1-5:

- **Release a new funding cycle every other year.** This allows adequate time for staff to update the program, conduct outreach during pre- and post-release of the grant application, develop statements of work with new grantees, train new grantees in the Metro grant reporting and invoicing system, manage existing grants (including provision of technical assistance and ensuring compliance with Metro Program goals and objectives). In addition, in past rounds that were released more frequently, interested cities expressed inability to respond to rounds

at such high frequencies. Many grant programs follow biennial application format both to manage staff resources, allow applicants the ability to prepare meaningful responses and ensure adequate competition for funds.

- **Coordinate with other Metro programs/projects** that are working on issues related to land use and TOC. Examples include:
 - West Santa Ana Branch Project
 - Joint Development Projects
 - First/Last Mile planning
 - Systemwide design
 - Transit Corridors planning
- **Streamline administration** through updates to guidelines, grant agreements, and quarterly reporting procedures.
- **Collect lessons learned, challenges and outcomes** through quarterly briefings with grant recipients and an assessment of grant-funded work once each grant-funded plan is completed. Quarterly briefings are critical to ensure that grantees' work efforts are aligned with Metro's goals, for learning how best to leverage grant funds to enable TOCs, and for refining the Program guidelines and administration in future rounds. They also help Metro understand the outcomes of the Program. These briefings have been on hold due to limited staff resources for the Program.
- **Align resource requirements to reflect program expectation.** The Board has on several occasions noted that technical assistance should be provided to capacity-challenged local jurisdictions to assist them in competing for grant opportunities on par with larger cities. When the TOD Planning Grant Program was originally introduced, no new staffing resources were identified. While existing departmental resources were directed to this effort, a more robust technical assistance objective appears warranted given the interest in TOC overall. To the extent that the Board elects to continue the program, sufficient resources must be put in place to support both administrative requirements, including technical assistance, as well as desired strategic outcomes.
- **Update the Program Guidelines to advance strategic opportunities and partnerships** to further Metro's goals and objectives. For example, in 2016, Metro developed the Transit Supportive Planning Toolkit, which includes a wealth of Los Angeles County-relevant transit-supportive planning best practices and case studies that will guide the development of regulatory plans. Additionally, in Round 5, staff introduced the TOC TIF Pilot Program which will fund grantees to explore the feasibility of creating TIF districts. The TOC TIF pilot program was developed through interagency coordination with Southern California Association of Governments and the Los Angeles County Office of the Chief Executive Officer. If TIF districts are found to be viable and are pursued, they could result in funding mechanisms for affordable housing, first/last mile improvements, and other TOC activities.

Any future rounds of the Program offer opportunities to cross-reference and incentivize the

goals of new policies, in particular the Equity Platform (adopted in February 2018), the TOC Policy (adopted June 2018) and the Vision 2028.

Program Outcomes

The lessons learned above focus largely on grant management and administration, largely because Metro has little data at this time as to whether the Program is achieving the desired outcomes. These outcomes could include understanding the impact of the plans adopted as a result of the program (i.e., higher densities allowed, reductions in parking requirements, equity provisions included, etc.) and whether the plans are aligned with other core Metro goals with respect to equity and transit-supportive land use. This assessment requires a commitment of staff resources that to date has not been available. It is staff's view that broad interest across the County is not sufficient to commit another round of multiyear funding, absent an evaluation of program effectiveness.

Funding Outlook

Funding for Rounds 1-5 was programmed through the Short Range Transportation Plan (SRTP) with \$24.6 million from Fiscal Year (FY) 13 through FY 19. The Program was funded by a combination of Measure R 2% (Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars) and Measure R 3% (Metrolink Capital Improvement Projects within Los Angeles County - Operations, Maintenance, and Expansion). Round 5 largely exhausted SRTP funds for the Program. Metro has not allocated or programmed any funding for additional, future rounds of the Program, and funding for future rounds is not in the Long Range Transportation Plan Financial Forecast that was last updated in October 2017.

It is important to acknowledge that since 2011, additional sources of funding have become available for municipalities seeking to pursue transit-supportive land use plans. These include:

- FTA TOD Pilot Program: the FTA will fund transit agencies partnered with municipalities up to \$2 million to pursue comprehensive planning efforts around new transit lines. In a prior round, Metro successfully partnered with EcoRapid and the City of South Gate to secure \$2 million for the West Santa Ana Branch TOD Strategic Implementation Plan.
- SB2: provides funding for municipalities to update/create General Plans/Community Plans and Specific Plans. Program guidelines are still under development through the State's Office of Planning and Research;
- Measure M Local Return: with the June 2018 Metro Board adoption of the Transit Oriented Communities (TOC) Policy, Local Return funds can be spent by municipalities on land use planning that removes regulatory barriers to achieving TOCs.
- Municipalities: Now out of recession, and with the passage of Measure M, municipalities are renewing commitment to proactive land use planning around existing and planned transit stations. For example, the County of Los Angeles recently adopted a motion directing a comprehensive TOD planning process around transit stations, and the City of Los Angeles has committed to updating all 35 of its Community Plans within 6 years.

Recommendations Moving Forward

Based on the lessons learned from Rounds 1-5, availability of new funding sources for land use planning, and new policies (TOC Policy, Equity Platform and Vision 2028) directing Metro's work and influence around land use leadership in the County, staff will pursue the following next steps to assess the viability of a future Planning Grant program:

- Assess outcomes: perform a deeper assessment of completed land use plans and studies funded by the Program, as well as those plans at least 50% complete, to determine the outcomes for transit-supportive land use planning. The assessment will also survey cities on their willingness/commitment to undertaking transit-supportive land use planning and identify barriers to this work;
- Alternative funding: track the funding opportunities created by SB2, along with other state and federal sources, to determine whether Metro's direct funding of land use planning is required;
- Land Use Leadership: working with municipal partners, educational institutions, advocacy groups and other stakeholders, and based on Metro's TOC Policy, Equity Platform and Vision 2028, develop an approach for Metro to exercise transit-supportive land use leadership across LA County.

This additional analysis will take 12 months and will result in a report to the Metro Board.

NEXT STEPS

Staff will continue to monitor the TOC TIF Pilot Program, implement the recently-approved Round 5 applications, and provide support to grantees from Rounds 1-4. Staff will begin work on the recommended studies and assessment of Program outcomes and report to the Board in 12 months with a recommended approach to demonstrating transit-supportive land use leadership in LA County.

ATTACHMENTS

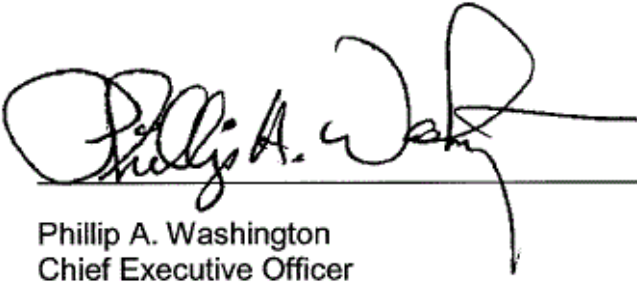
Attachment A - TOD Planning Grants Status Report: Rounds 1-5

Prepared by: Desiree Portillo-Rabinov, Manager, Countywide Planning & Development, (213) 922-3039

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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

TOD PLANNING GRANTS STATUS REPORT

 Completed
 In Progress

PROJECT BACKGROUND

Recipient Agency	Project Description	Metro Grant Amount	Stations #	Grant Funds Dispersed (%)
ROUND 1				
City of Duarte	Duarte Gold Line Station Area Specific Plan and related environmental clearance.	\$400,000	1	100%
City of Inglewood	TOD Overlay or Zoning District, new TOD Design Guidelines, and related environmental clearance for the Crenshaw/LAX Florence/La Brea and Florence/West stations.	\$700,000	2	100%
City of Los Angeles	Transit Neighborhood Plans for 10 stations along the Exposition and Crenshaw/LAX Light Rail Lines.	\$3,105,000	10	95%
City of Santa Monica	EIR for Downtown Santa Monica Specific Plan.	\$601,000	1	100%
Round 1 Subtotal		\$4,806,000	14	98%
ROUND 2				
Burbank Airport Authority	Evaluation of development opportunities and TOD planning requirements around existing and proposed Bob Hope Airport Metrolink stations.	\$289,700	2	100%
City of Glendale	Urban design plan, zoning designations, and parking standards for Tropico District surrounding the Glendale Metrolink station as part of the South Glendale Community Plan.	\$225,000	1	95%
City of Lancaster	TOD Overlay Zone for areas adjacent to the Lancaster Metrolink station, as well as General Plan updates.	\$136,000	1	100%
City of Lawndale	TOD Overlay Ordinance to direct development surrounding the Marine Avenue Green Line Station.	\$73,300	3	100%
Orange Line Development Authority	TOD Guidebook identifying areas of regulatory change in order to promote sustainable transit oriented design and development along the PE ROW/West Santa Ana Branch corridor.	\$276,000		100%
Round 2 Subtotal		\$1,000,000	7	95%
ROUND 3				
City of San Fernando	TOD Overlay Zone for area immediately south of the Sylmar/San Fernando Metrolink station and related environmental clearance.	\$282,392	1	95%
City of Baldwin Park	TOD Specific Plan for Downtown area surrounding the Baldwin Park Metrolink Station and related environmental clearance.	\$289,670	1	100%
City of El Monte	Transit District Specific Plan for area just south of the El Monte Metrolink Station and related environmental clearance.	\$400,400	1	95%
City of Huntington Park	Amendment to City's General Plan (Land Use, Circulation, and Housing Elements), identification of associated zoning code sections, and related environmental clearance.	\$319,000	2	95%
City of Lynwood	Amendment to Long Beach Blvd Specific Plan, new TOD Specific Plan for the Long Beach Green Line Station area, and related environmental clearance.	\$800,000	1	100%
City of Long Beach	TOD Pedestrian Master Plan and related environmental clearance along the Metro Blue Line corridor, and amendment to the General Plan Mobility Element.	\$183,500	8	100%
Los Angeles County Department of Regional	TOD Specific Plan around Willowbrook Blue/Green Line station and related environmental clearance.	\$546,035	12	100%
Los Angeles Department of City Planning (DCP)	Transit Neighborhood Plans for 14 stations in Downtown, the Wilshire Corridor, and Valley.	\$4,480,000	1	65%
City of Azusa	TOD Specific Plan for areas surrounding Alameda Avenue and Citrus Avenue Gold Line stations, General Plan and Development Code update, and related environmental	\$653,000	2	100%
City of Monterey Park	South Garfield Transit Village Specific Plan for proposed Garfield Gold Line station through amendment of South Garfield Specific	\$250,000	1	100%
City of Palmdale	TOD Overlay Zone and related environmental clearance for area surrounding the Palmdale Metrolink station.	\$400,000	1	95%
City of Glendale	South Glendale Community Plan EIR for Glendale Metrolink station.	\$250,000	1	80%
Los Angeles World Airports	Streetscape Plan for area surrounding the Aviation/Century Crenshaw/LAX Transit Corridor station and related environmental clearance.	\$590,000	1	90%
Round 3 Subtotal		\$9,443,997	33	78%

STATUS SUMMARY

Agreement Execution	Consultant Procurement	Public Outreach	Draft Deliverable(s)	Final Deliverable(s) /Adoption	Grant Close Out
ROUND 1					
City of Duarte					
City of Inglewood					
City of Los Angeles					
City of Santa Monica					
Round 1 Subtotal					
ROUND 2					
Burbank Airport Authority					
City of Glendale					
City of Lancaster					
City of Lawndale					
Orange Line Development Authority					
Round 2 Subtotal					
ROUND 3					
City of San Fernando					
City of Baldwin Park					
City of El Monte					
City of Huntington Park					
City of Lynwood					
City of Long Beach					
Los Angeles County Department of Regional					
Los Angeles Department of City Planning (DCP)					
City of Azusa					
City of Monterey Park					
City of Palmdale					
City of Glendale					
Los Angeles World Airports					
Round 3 Subtotal					

TOD PLANNING GRANTS STATUS REPORT



PROJECT BACKGROUND

STATUS SUMMARY

Recipient Agency	Project Description	Metro Grant Amount	Stations	Grant Funds Dispersed (%)
ROUND 4				
City of Compton	Specific Plan, Master Plan, and amendment to General Plan for area surrounding the Blue Line Artesia Station.	\$450,000	1	35%
City of Irwindale	Specific Plan for areas surrounding the Metrolink Irwindale Station and northeast of the Metrolink Baldwin Park Station.	\$460,000	2	40%
City of Duarte	Specific Plan, Zone Change Entitlement, and General Plan amendment for area north of the Gold Line Duarte Station.	\$325,000	1	100%
City of Pasadena	Amendment to Specific Plans, creation of Citywide Design Guidelines and Zoning Code updates for six Pasadena Gold Line Stations.	\$1,500,000	6	35%
City of Claremont	Specific Plan and amendment to General Plan and Zoning Code for area southwest of the Metrolink Claremont Station.	\$418,000	1	40%
County of Los Angeles Department of Regional Planning	Specific Plan, Design and Development Standards, and amendments to General Plan Land Use Policy Map, Community Plan, Zoning Map, and Zoning Code for area surrounding the Green Line Vermont/Athens Station.	\$471,000	1	45%
City of Covina	Specific Plan update and Overlay Zone for area surrounding the Metrolink Covina Station.	\$342,000	1	45%
City of Burbank	Specific Plan and General Plan amendment for areas surrounding two Bob Hope Airport Metrolink Stations.	\$389,000	2	35%
City of Downey	Specific Plan for area surrounding the West Santa Ana Branch Transit Corridor Gardendale Station.	\$425,000	1	45%
City of Pomona	Amendment to Specific Plan and Zoning Ordinance for area surrounding the Metrolink Downtown Pomona Station.	\$220,000	1	40%
City of Bellflower	Specific Plan for area surrounding West Santa Ana Branch Transit Corridor Bellflower Station.	\$400,000	1	65%
City of Inglewood	Overlay Zone, Design Guidelines, and amendment to General Plan Land Use and Circulation Elements for areas south and east of the Crenshaw Line Florence Hindry Station.	\$550,000	2	50%
City of Artesia	Specific Plan, Overlay Zone, and General Plan amendment for area surrounding the West Santa Ana Branch Transit Corridor Artesia Station.	\$375,000	1	20%
Round 4 Subtotal		\$6,325,000	21	49%

Agreement Execution	Consultant Procurement	Public Outreach	Draft Deliverable(s)	Final Deliverable(s) /Adoption	Grant Close Out
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
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Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed
Completed	Completed	In Progress	Completed	Completed	Completed

ROUND 5				
City of Compton	General Plan Amendments and updates to Zoning municipal codes for Compton Blue line station	\$410,000	1	0%
City of Burbank	Update its 20-year Burbank Center Plan with general plan amendments, market study, and an EIR.	\$410,000	1	0%
City of El Segundo	TOD specific plan for Aviation, Douglas, El Segundo and Mariposa Green line stations.	\$659,500	4	0%
City of Pico Rivera	TOD specific plan and general plan updates for a future Gold line station three of the Green line stations.	\$390,000	1	0%
Los Angeles	TOD specific plan for the Crenshaw line at Slauson station and blue and silver lines corridors along Slauson and Fairview Heights Stations.	\$580,000	4	0%
City of El Monte	TIF District Feasibility in the El Monte Downtown TOD Specific Plan area.	\$120,000	2	0%
City of Azusa	TIF Feasibility Study for the Azusa TOD Specific Plan	\$141,000	1	0%
Los Angeles	TIF Feasibility Study for City Center, and Center Industrial areas at Metro Blue, Gold, Red, Purple, Silver stations.	\$370,000	6	0%
Round 5 Subtotal		\$3,080,500	20	0.000%

Total All Rounds		\$24,655,497	95	
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Board Report

File #: 2018-0137, File Type: Program

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$161.1 million in existing Fiscal Year (FY) 2018-19 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$9.6 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. REALLOCATING \$5.3 million Call funds originally programmed to the City of Los Angeles: 1) Foothill Boulevard and Sierra Highway Intersection Improvement (#F3144), 2) Highland Avenue Widening-Odin Street to Franklin Avenue (#F3146), and 3) Sherman Way Widening Between Whitsett Avenue to Hollywood Freeway (#F7125) projects to the City of Los Angeles San Fernando Road Bike Path Phase IIIA and IIIB Construction Project (#F1524 and F3515);
- D. AUTHORIZING the CEO to:
 1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. amend the FY 2018-19 budget, as necessary, to include the 2018 Countywide Call Recertification and Extension funding in the Subsidies budget; and
- E. RECEIVING AND FILING:
 1. time extensions for the 56 projects shown in Attachment D;
 2. reprogram for the eight projects shown in Attachment E; and
 3. an update on future countywide Call considerations.

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. The Board must also approve the deobligation of

lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2018 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On May 2, 2018, TAC heard sponsor appeals on the deobligation of funding from 10 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

In August 2016, any future Call programming was put on hold due to the pending Measure M outcome and the update of the LRTP. The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. However, given the changed funding landscape, Metro staff would like to propose a comprehensive evaluation of the current Call process. This will include assessments of past and current recipient performance in project delivery, administrative challenges for both Metro and recipients, and the ability to address Board investment priorities in a post Measure M environment. Staff will solicit input from Metro advisory committees including the Municipal Operators and TAC, as well as the Council of Governments, and will develop recommendations for next steps in winter 2018.

DETERMINATION OF SAFETY IMPACT

The 2018 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's

employees or patrons.

FINANCIAL IMPACT

The amount of \$78.7 million is included in the FY 2018-19 Proposed Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

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

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

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

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2018-19 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

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

NEXT STEPS

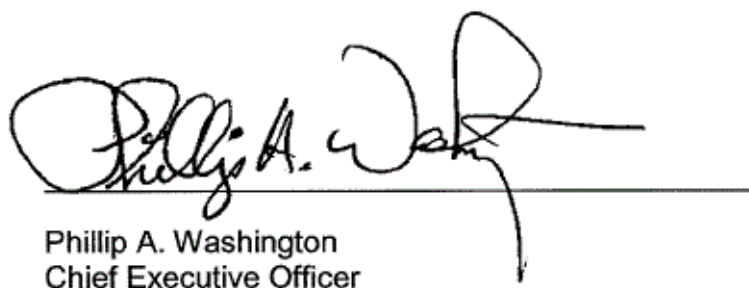
With Board approval of the 2018 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

- Attachment A - FY 2018-19 Countywide Call Recertification
- Attachment B - FY 2017-18 Countywide Call Deobligation
- Attachment C - Background/Discussion of Each Recommendation
- Attachment D - FY 2017-18 Countywide Call Extensions
- Attachment E - FY 2017-18 Countywide Call Reprogramming
- Attachment F - Result of TAC Appeals Process

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Phillip A. Washington
Chief Executive Officer



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS RECERTIFICATION
(000')

	PROJ	AGENCY	PROJECT TITLE	TOTAL
1	F7517	Arcadia	Bicycle and Facility Improvements	\$ 136
2	F9600	Avalon	City of Avalon Five-Corner Comprehensive Pedestrian Project	533
3	F9620	Baldwin Park	First/Last Mile Connections For The Baldwin Park Transit Center	641
4	F9804	Bellflower	Downtown Smart Park System And Program Implementation	268
5	F1502	Burbank	San Fernando Bikeway	5,834
6	F9315	Burbank	Midtown Commercial Corridors Improvement Project	1,530
7	F9626	Burbank	Midtown Commercial Corridors Improvement Project	763
8	4292	Caltrans	Widening, Orange County Line - Route 605	21,072
9	6376	Caltrans	Reconstruct Carmenita Rd Interchange on RTE. 5	1,133
10	8355	Caltrans	HOV Lanes on I-5 From Rte 170 To 134 Including Connector Ramp in Empire	14,225
11	F9301	Caltrans	I-210 Connected Corridors Arterial Systems Improvements	913
12	F9530	Compton	Central Avenue Regional Commuter Bikeway Project	1,423
13	F7311	Downey	Downey Citywide Transit Priority System Program	765
14	F9525	Downey	Downey Bmp Phase 1 Downtown/Transit Class Ii Implementation	905
15	F7321	Glendale	Regional Arterial Traffic Performance Measurement System	121
16	F9534	Glendale	Glendale-LA Riverwalk Bridge/Active Transportation Facility	3,070
17	F7101	Hawthorne	Signal Improvements On Prairie Ave From 118Th St. to Marine Ave.	1,740
18	F7312	Huntington Park	Huntington Park Signal Synchronization and Bus Speed Improvement	569
19	F7702	Huntington Park	Downtown Huntington Park "I-Park" System Implementation	462
20	F7319	Inglewood	ITS: Phase V Of Inglewood's Its Upgrades	931
21	F9202	Inglewood	Manchester And La Cienega Geometric Improvements	701
22	F9307	Inglewood	Inglewood Its Phase VI	731
23	F9131	Lancaster	Medical Main Street	1,023
24	F9310	Lancaster	City of Lancaster Transportation Management Center	251
25	F9101	Lawndale	Redondo Beach Boulevard Improvements	2,480
26	F7615	Long Beach	Market Street Ped Enhancements	2,400
27	F9130	Long Beach	Artesia - Great Boulevard	1,279
28	F9314	Long Beach	Mid-City Signal Coordination In Long Beach	216
29	F9628	Long Beach	1st. Street Pedestrian Gallery	1,344
30	F9808	Long Beach	Park or Ride	171
31	F7402	Long Beach Transit	LBT Clean Fuel Bus Replacement Project	1,202
32	8046	LA City	Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave	3,126
33	F1141	LA City	Victory Blvd. Widening From Topanga Cyn Blvd To De Soto Aver	2,700
34	F1520	LA City	Imperial Highway Bike Lanes	1,506
35	F3516	LA City	Los Angeles River Bike Path Phase IV - Construction	1,827
36	F3647	LA City	Menlo Ave/MLK Vermont Expo Station Pedestrian Improvements	1,350
37	F3656	LA City	Central Avenue Historic Corridor Streetscape	424
38	F5207	LA City	Alameda Street Downtown La: Goods Movement, Phase I	3,767
39	F5624	LA City	Washington Blvd Pedestrian Transit Access(Hooper/Alameda) II	1,314
40	F7125	LA City	Sherman Way Widening Between Whitsett Ave To Hollywood Fwy	62
41	F7423	LA City	Downtown Bus Maintenance Facility	4,636
42	F7424	LA City	Purchase Dash Replacement Clean Fuel Vehicles	1,160
43	F7539	LA City	Pedestrian And Bicycle Neighborhood Intersection Enhancements	733
44	F7622	LA City	Lani - West Boulevard Community Linkages Project	276
45	F7624	LA City	Walk Pico! A Catalyst For Community Vitality & Connectivity	1,619
46	F7636	LA City	Broadway Streetscape Implementation (8th-9th)	1,958
47	F7707	LA City	Last Mile Folding Bike Incentive Program	170
48	F7708	LA City	Interactive Bicycle Board Demo Project	264



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS RECERTIFICATION
(000')**

	PROJ	AGENCY	PROJECT TITLE	TOTAL
49	F9123	LA City	Complete Streets Project for Colorado Blvd. in Eagle Rock	1,407
50	F9206	LA City	Intersection Improvements On Hyperion Avenue And Glendale Boulevard	853
51	F9207	LA City	Alameda St Widening - North Olympic Blvd to I-10 Freeway	988
52	F9308	LA City	ATSAC ATCS/TPS/LRT/HRI/CMS System Reliability and Eff.	853
53	F9309	LA City	Traffic Signal Rail Crossing Improvement Project	1,151
54	F9311	LA City	ATSAC Traffic Surveillance Video Transport System Enhan.	1,066
55	F9422	LA City	Dash Clean Fuel Vehicles - Headway Reduction	1,000
56	F9527	LA City	Chandler Cycletrack Gap Closure Project	2,718
57	F9621	LA City	Melrose Avenue -Fairfax Avenue To Highland Avenue Pedestrian Improvements	416
58	F9803	LA City	Building Connectivity With Bicycle Friendly Business Districts	302
59	8150	LA County	San Jose Creek Bicycle Trail - Phase II	1,243
60	F1310	LA County	Information Exchange Network Phase II	479
61	F1311	LA County	South Bay Forum Traffic Signal Corridors Project	1,280
62	F1321	LA County	San Gabriel Valley Forum Traffic Signal Corridors Project	736
63	F3308	LA County	San Gabriel Valley Forum Traffic Signal Corridors Project	472
64	F3309	LA County	Gateway Cities Forum Traffic Signal Corridors Proj, Phase VI	2,740
65	F3310	LA County	South Bay Forum Traffic Signal Corridors Project	1,414
66	F3519	LA County	North County Bikeways	820
67	F3521	LA County	Willowbrook Area Bikeway Improvements	457
68	F5310	LA County	Ramona Boulevard/Badillo Street/Covina Boulevard TSSP/BSP	998
69	F5315	LA County	San Gabriel Valley Forum Traffic Signal Corridors Project	600
70	F5316	LA County	South Bay Forum Traffic Signal Corridors Project	460
71	F7115	LA County	The Old Road-Lake Hughes Rd To Hillcrest Pkwy Phase I	2,746
72	F7306	LA County	Foothill Boulevard Traffic Signal Corridor Project	430
73	F7307	LA County	San Gabriel Valley Forum Traffic Signal Corridor Project	340
74	F7308	LA County	East Los Angeles Traffic Signal Corridor Project.	460
75	F7310	LA County	ITS: Improvements on South Bay Arterials	160
76	F7512	LA County	West Carson Community Bikeways	645
77	F7700	LA County	Willowbrook Interactive Information Kiosks	88
78	F7701	LA County	East Los Angeles Demonstration Bicycle Sharing Program	824
79	F7806	LA County	Vermont Avenue Streetscape Improvement Project	41
80	F9302	LA County	SSgt Forum 2015 Traffic Signal Corridors Project	1,770
81	F9412	LA County	Athens Shuttle And Lennox Shuttle Transit Vehicles	750
82	F9800	LA County	Bike Aide Stations	426
83	F9502	Monterey Park	Monterey Pass Road Complete Streets Bike Project	1,395
84	F1300	Palmdale	North County Traffic Forum Its Expansion	1,500
85	F7121	Palmdale	Rancho Vista Blvd Widening	960
86	F7304	Palmdale	North County ITS -Palmdale Extension	2,699
87	F7317	Pasadena	Pasadena Area Rapid Transit System - Transit Signal Priority	703
88	F7318	Pasadena	Adaptive Traffic Control Network - Phase II	1,006
89	F9516	Pasadena	Pasadena Bicycle Program-Union Street 2-Way Cycle Track	555
90	F9122	Pico Rivera	Telegraph Road Bridge Replacement	1,976
91	F7204	Port of Long Beach	Pier B Street Freight Corridor Reconstruction	7,464
92	F9203	Port of Long Beach	Pier B Street Freight Corridor Reconstruction Project	4,264
93	F1505	San Fernando	San Fernando Pacoima Wash Bike Path	1,513
94	F9313	San Fernando	San Fernando Citywide Signal Synch And Bus Speed Imprv.	613
95	F1804	San Gabriel	Las Tunas Drive Streetscape Enhancement Project	641
96	F7301	Santa Clarita	Intelligent Transportation Systems (ITS) Phase V	1,261



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS RECERTIFICATION
(000')**

	PROJ	AGENCY	PROJECT TITLE	TOTAL
97	F9414	Santa Clarita	Vista Canyon Metrolink Station	1,041
98	F9513	Santa Clarita	Railroad Avenue Class I Bike Path	2,126
99	F7514	Santa Monica	Expo Bicycle Path Extension	1,927
100	F9807	Santa Monica	Santa Monica Expo And Localized Travel Planning Assistance	126
101	6347	South Gate	I-710/Firestone Blvd. Interchange Reconstruction	80
102	F7309	South Gate	Tweedy Boulevard And Signal Synchronization Project	799
103	F9601	West Hollywood	West Hollywood - Melrose Avenue Complete Street Project	1,249
104	F5314	Whittier	Gateway Cities Forum Traffic Signal Corridors Project	340
TOTAL				\$ 161,095



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2017-18 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

PROJ. ID #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR						\$ EXPD/OBLG	TOTAL DEOB	REASON	
					Prior	FY 17	FY 18	FY 19	FY 20	FY 21				
1	F1197	ARCADIA	HUNTINGTON DR CAPACITY IMPROVEMENTS	PC25	RSTI	\$ 1,463						\$ 834	\$ 629	AUDIT SAVINGS
2	F1332	ARCADIA	ARCADIA ARTERIAL ITS DEVELOPMENT PROJ	PC25	SS	1,976						1,975	1	AUDIT SAVINGS
3	F3119	CARSON	I-405 AVAKIB BLVD ACCESS & CONGESTION RELIEF PROJ	PC25	RSTI	6,771						4,275	2,496	AUDIT SAVINGS
4	F7405	GARDENA	PURCHASE OF ALTERNATIVE FUEL REPLACEMENT BUSES	CMAQ	TC	1,052	1,093					-	471	SCOPE CHANGE
5	F1306	GLENDALE	FIBER OPTIC COMMUNICATION GAP CLOSURE FOR IEN EXPANSION	PC25	SS	1,433						1,223	210	AUDIT SAVINGS
6	F3303	INDUSTRY	INDUSTRY-ATMS SIGNAL UPGRADE/CCTV VIDEO SURVEILLANCE SYSTEM	PC25	SS	803						648	155	AUDIT SAVINGS
7	F3130	INGLEWOOD	FLORENCE AVENUE REGIONAL TRANSPORTATION CORRIDOR IMPROVEMENT	PC25	RSTI	2,051						1,685	366	AUDIT SAVINGS
8	F7539	LA CITY	PEDESTRIAN AND BICYCLE NEIGHBORHOOD INTERSECTION ENHANCEMENTS	CMAQ	BIKE				733			-	733	ATP AWARD SAVINGS
9	F7500	LAWNDALE	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES	LTF	BIKE	16		171				-	187	CANCELLED
10	F1334	LONG BEACH	ATLANTIC AVE SIGNAL SYNCHRONIZATION & ENHANCEMENT PROJECT	PC25	SS	2,706						1,832	874	AUDIT SAVINGS
11	F1531	LONG BEACH	LONG BEACH CITYWIDE BICYCLE SAFETY AND AWARENESS PROGRAM	LTF	BIKE	270						249	21	AUDIT SAVINGS
12	4221	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE II	PC25	SS	15,195						15,055	140	AUDIT SAVINGS
13	6294	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	SS	9,024						9,001	23	AUDIT SAVINGS
14	8121	LA COUNTY	SAN GABRIEL VALLEY TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	SS	9,571						9,455	116	AUDIT SAVINGS
15	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT	RSTP	PED		1,800					-	558	SCOPE CHANGE
16	F1219	NORWALK	FIRESTONE BOULEVARD WIDENING OVER SAN GABRIEL RIVER PROJECT	PC25	RSTI	1,580						1,533	47	AUDIT SAVINGS
17	F3702	PASADENA	FOLD-N-GO PASADENA - FOLDING BICYCLE DEMONSTRATION PROGRAM	LTF	TDM	260						238	22	AUDIT SAVINGS



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2017-18 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

PROJ. ID #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR						\$ EXPD/OBLG	TOTAL DEOB	REASON	
					Prior	FY 17	FY 18	FY 19	FY 20	FY 21				
18	F3709	PASADENA	ZERO EMISSION VEHICLE CHARGING STATIONS	LTF	TDM	574						260	314	AUDIT SAVINGS
19	F9516	PASADENA	PASADENA BICYCLE PROGRAM-UNION STREET 2-WAY CYCLE TRACK	CMAQ	BIKE		745		1,313			-	1,313	ATP AWARD SAVINGS
20	F7523	ROSEMEAD	ROSEMEAD/SOUTH EL MONTE REGIONAL BICYCLE CONNECTOR PROJECT	LTF	BIKE			73	851			-	924	CANCELLED
21	F5404	SIGNAL HILL	CITY-WIDE BUS SHELTER UPGRADES W/ ELECTRONIC KIOSKS	LTF	TC	37						-	37	CANCELLED
TOTAL						\$ 54,782	\$ 3,638	\$ 244	\$ 2,897	\$ -	\$ -	\$ 48,263	\$ 9,637	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 3,538
TRANSIT CAPITAL (TC)	508
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	1,519
BICYCLE IMPROVEMENTS (BIKE)	3,178
PEDESTRIAN IMPROVEMENTS (PED)	558
TRANSPORTATION DEMAND MANGEMENT	336
TOTAL	\$ 9,637

Background/Discussion of Each Recommendation

A. Recertify

The \$161.1 million in existing FY 2018-19 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to insure that funding continues in FY 2018-19 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$9.6 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$1 million in project downscales, \$1.2 million in cancelled projects, and \$7.4 million in project savings.

C. Reallocate

The City of Los Angeles requested to cancel the following three Call grants originally programmed to:

- 1) #F3144 – Foothill Boulevard and Sierra Highway Intersection Improvement;
- 2) #F3146 – Highland Avenue Widening-Ordin Street to Franklin Avenue; and
- 3) #F7125 – Sherman Way Widening Between Whitsett Avenue to Hollywood Freeway.

And reallocate total of \$5.312 million cancelled funds to fund the City of Los Angeles San Fernando Road Bike Path Phase IIIA and IIIB Construction (#F1524 and F3515). The Call grant funds along with City's local match of \$688,000 will be used to fulfill the funding gap on the construction portion of the San Fernando Road Bike Path Project. The City of Los Angeles concurs with the recommendations.

D. Authorize

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

E. Receive and File

1. During the 2001 Countywide Call Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:
 - 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
 - 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and

- 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 55 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year (latest to FY 2020-21). Reprograms for the eight projects shown in Attachment E are being granted.

Reason for Extensions:

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2017-18 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2018
(\$000)**

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
1	F3607	ARCADIA	ARCADIA GOLD LINE STATION PEDESTRIAN LINKAGE PROJ	CMAQ	2016	1,546	-	1,546	12	1	6/30/2019
2	F5309	AZUSA	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM	PC25	2016	3,508	245	3,263	20	3	2/29/2020
3	F3509	BURBANK	BURBANK CHANNEL BIKEWAY REGIONAL GAP CLOSURE	CMAQ	2015	2,721	2,658	63	12	3	6/30/2019
4	F5508	BURBANK	LOS ANGELES RIVER BRIDGE	CMAQ	2016	680	-	76	12	1	6/30/2019
5	F7516	CALABASAS	MULHOLLAND HIGHWAY GAP CLOSURE	LTF	2016	436	47	17	24	3	6/30/2020
6	F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	PC25	2016	529	11	246	12	1	6/30/2019
7	F5108	COMMERCE	WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016	538	22	217	12	1	6/30/2019
8	F5302	CULVER CITY	CULVER CITY ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) PROJ	PC25	2016	1,180	551	629	20	3	2/29/2020
9	F7507	CULVER CITY	BALLONA CREEK BIKE PATH CONNECTIVITY PROJECT AT HIGUERA BRIDGE	LTF	2016	616	-	231	24	1	6/30/2020
10	F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	PC25	2016	1,407	116	557	24	1	6/30/2020
11	F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016	2,787	-	2,553	12	3	6/30/2019
12	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016	1,917	-	944	12	3	6/30/2019
13	F3125	EL MONTE	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT	CMAQ	2014 2015	7,651	1,121	6,530	12	1	6/30/2019
14	F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016	316	-	17	12	1	6/30/2019
15	F7405	GARDENA	PURCHASE OF ALTERNATIVE FUEL REPLACEMENT BUSES	CMAQ	2015 2016	2,145	-	1,052	12	1	6/30/2019
16	F3609	HUNTINGTON PARK	PACIFIC BOULEVARD PEDESTRIAN IMPROVEMENT PROJ	LTF	2014	2,676	2,299	377	12	3	2/28/2019
17	F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	PC25	2016	996	7	500	12	1	6/30/2019
18	F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJ	CMAQ	2016	1,366	-	1,366	12	1	6/30/2019
19	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2010	1,061	212	849	12	3	6/30/2019

Reason for Extensions:

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2017-18 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2018
(\$000)**

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
20	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2011	1,605	297	1,308	12	1	6/30/2019
21	F1708	LA CITY	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	CMAQ	2009 2010 2011	1,682	274	1,408	12	3	6/30/2019
22	F3168	LA CITY	BURBANK BLVD. WIDENING AT HAYVENHURST AVE.	PC25	2013	464	310	154	12	3	2/28/2019
23	F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	LTF	2016	1,390	78	117	12	1	6/30/2019
24	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2019
25	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJ	CMAQ	2014 2015	1,339	268	1,071	12	3	6/30/2019
26	F3632	LA CITY	WESTERN AVE BUS STOP & PEDESTRIAN IMPROVEMENT PROJ	CMAQ	2013 2014	1,178	236	942	12	3	6/30/2019
27	F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013 2014 2015	844	-	844	12	1	6/30/2019
28	F3653	LA CITY	PASADENA AVE PED CONNECTION TO GOLD LINE HERITAGE SQ STATION	CMAQ	2014 2015	2,053	200	1,853	12	1	6/30/2019
29	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	821	492	12	1	6/30/2019
30	F5519	LA CITY	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	586	-	586	12	1	6/30/2019
31	F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH	CMAQ	2016	972	-	247	12	1	6/30/2019
32	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT *	PC25	2016	6,056	197	4,766	12	1	6/30/2019
33	F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM	LTF	2016	695	-	170	36	1	6/30/2021
34	F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013 2014 2015	2,391	1,311	1,080	12	1	6/30/2019
35	F5110	LA COUNTY	FULLERTON ROAD AT PATHFINDER ROAD, ET AL.	PC25	2016	459	-	459	20	3	2/29/2020
36	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	CMAQ	2015 2016	4,423	-	4,423	12	1	6/30/2019
37	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	2015 2016	4,797	-	3,298	12	1	6/30/2019
38	F5412	LA COUNTY	ARROW HIGHWAY BUS STOP IMPROVEMENT PLAN	LTF	2016	302	-	56	12	1	6/30/2019

Reason for Extensions:

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2017-18 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2018
(\$000)**

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
39	F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	CMAQ	2016	396	-	77	12	1	6/30/2019
40	F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2019
41	F3174	LANCASTER	10TH STREET WEST CAPACITY IMPROVEMENTS	PC25	2012 2013	1,596	384	1,212	12	3	2/28/2019
42	F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	PC25	2016	1,009	143	533	12	1	6/30/2019
43	F5803	LANCASTER	AVENUE I CORRIDOR IMPROVEMENTS, 20TH ST W TO 10TH ST W	LTF	2015 2016	372	8	364	20	3	2/29/2020
44	F7313	LONG BEACH	LONG BEACH'S METRO BLUE LINE SIGNAL PRIORITIZATION	PC25	2015 2016	993	219	774	20	3	2/29/2020
45	F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	PC25	2016	1,920	-	212	24	1	6/30/2020
46	F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	PC25	2016	1,827	-	196	24	1	6/30/2020
47	F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	1,440	5,373	12	1	6/30/2019
48	F3522	PASADENA	CORDOVA STREET ROAD DIET PROJECT	CMAQ	2016	2,115		2,115	12	1	6/30/2019
49	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	1	6/30/2019
50	F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	2016	939	-	105	12	1	6/30/2019
51	F5303	SANTA CLARITA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE V	PC25	2016	1,637	183	1,454	20	3	2/29/2020
52	F7404	SANTA CLARITA	VISTA CANYON REGIONAL TRANSIT CENTER	PC25	2015 2016	2,809	254	2,555	20	1	2/29/2020
53	F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/ STATION ACCESS	LTF	2016	1,290	-	364	24	1	6/30/2020
54	8002	SGV COG	ALAMEDA CORRIDOR EAST - PHASE I (PLUS ADVANCE FOR PHASE II)	PC25	2015 2016	255,730	235,483	4,772	12	3	6/30/2019
55	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	CMAQ	2016	485	-	485	12	1	6/30/2019
56	F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	CMAQ	2016	2,458	-	2,458	12	1	6/30/2019
					TOTAL	\$ 355,271	\$ 251,127	\$ 71,881			

* Project previously known as "SOTO STREET WIDENING FROM MULTNOMAH ST TO MISSION RD"



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2017-18 CALL FOR PROJECTS REPROGRAMMING
(\$000)**

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE								TOTAL	FUND SOURCE
			2016 & Prior	2017	2018	2019	2020	2021			
F3729	Culver City	Real-Time Bus Arrival Information System	\$ 1,874						\$ 1,874	LTF	
					<i>\$ 1,874</i>				<i>\$ 1,874</i>		
8046	LA City	Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave.	\$ 8,169						\$ 8,169	RSTP/PC25	
					<i>\$ 5,043</i>	<i>\$ 3,126</i>			<i>\$ 8,169</i>		
8075/ F1209	LA City	Cesar Chavez Ave./Lorena St.Indiana St Intersection Improvements	\$ 3,864						\$ 3,864	PC 25	
					<i>\$ 3,864</i>				<i>\$ 3,864</i>		
F1205	LA City	Olympic Blvd and Mateo Street Goods Movement Imp-Phase II	\$ 712						\$ 712	PC 25	
					<i>\$ 712</i>				<i>\$ 712</i>		
F3656	LA City	Central Avenue Historic Corridor Streetscape			\$ 1,697				\$ 1,697	CMAQ	
						<i>\$ 424</i>		<i>\$ 1,273</i>	<i>\$ 1,697</i>		
F1609	LA City	Main Street Bus Stop and Pedestrian Improvements	\$ 528						\$ 528	CMAQ	
							<i>\$ 528</i>		<i>\$ 528</i>		
F1198	Lawndale	Inglewood Ave Corridor Widening Project	\$ 596						\$ 596	PC 25	
					<i>\$ 596</i>				<i>\$ 596</i>		
F7105	Santa Clarita	Lyons Avenue/Dockweiler Drive Extension			\$ 104	\$ 5,795			\$ 5,899	PC 25	
							<i>\$ 104</i>	<i>\$ 5,795</i>	<i>\$ 5,899</i>		

ORIGINAL PROGRAMMED AMOUNT	\$ 15,743	\$ -	\$ 1,801	\$ 5,795	\$ -	\$ -	\$ 23,339
<i>REPROGRAMMED AMOUNT</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 12,089</i>	<i>\$ 3,550</i>	<i>\$ 632</i>	<i>\$ 7,068</i>	<i>\$ 23,339</i>
DELTA	15,743	-	(10,288)	2,245	(632)	(7,068)	-

RESULT OF MAY 2018 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS

Sorted by Agency and Number of Years Extended



PROJ ID#	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	METRO Prog \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC Recommendation	Metro Response
1	F9600	Avalon		2018 2019 2020	\$ 1,736	2018 2019 2020	\$ 1,736	0	Need to execute Funding Agreement	Allow Project Sponsor until June 30, 2018 to fully execute the Funding Agreement. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Funding Agreement is executed on 5/18/2018.
2	F3175	Culver City		2014 2015	2,856			2	Project Status Update per May 2017 TAC appeal	This was a status update as required per the 2017 TAC Appeals. No further action was taken.	No further action is needed.
3	F3125	El Monte		2012 2013 2014 2015	7,651	2014 2015	6,530	2	Did not meet Lapsing Policy	One-year extension to June 30, 2019. Project Sponsor must provide an update at the May 2019 TAC meeting and demonstrate full project funding.	Concur with TAC recommendation.
4	F3653	LA City		2013 2014 2015	2,053	2014 2015	1,853	2	Did not meet Lapsing Policy	One-year extension to June 30, 2019.	Concur with TAC recommendation.
5	F3514	LA City		2013 2014 2015	4,416	2014 2015	2,684	3	Did not meet Lapsing Policy Project Status Update per May 2017 TAC Appeal	One-year extension to June 30, 2019. Project Sponsor must provide an update at the May 2019 TAC meeting and demonstrate full project funding.	Concur with TAC recommendation.
6	F3640	LA City		2013 2014 2015	844	2013 2014 2015	844	3	Did not meet Lapsing Policy	One-year extension to June 30, 2019.	Concur with TAC recommendation.
7	F1612	LA City		2009 2011	1,605	2011	1,308	5	Did not meet Lapsing Policy	One-year extension to June 30, 2019.	Concur with TAC recommendation.

PROJ ID#	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	METRO Prog \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC Recommendation	Metro Response	
8	F5111	LA County	Colima Road - City Of Whittier Limits To Fullerton Road	CMAQ	2015 2016	4,423	2015 2016	4,423	1	Did not meet Lapsing Policy	One-year extension to June 30, 2019. Project Sponsor must provide an update at the May 2019 TAC meeting.	Concur with TAC recommendation.
9	F3311	LA County	Information Exchange Network Phase III	CMAQ	2013 2014 2015	2,391	2013 2014 2015	1,080	3	Did not meet Lapsing Policy	One-year extension to June 30, 2019.	Concur with TAC recommendation.
10	F9101	Lawndale	Redondo Beach Boulevard Improvements	PC25	2018 2019	3,363	2018 2019	3,363	0	Need to execute Funding Agreement	Allow Project Sponsor until December 31, 2018 to fully execute the Funding Agreement. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation.
11	F3112	Lawndale	Inglewood Avenue Corridor Widening	PC25	2014 2015	1,315			2	Project Status Update per May 2017 TAC appeal	This was a status update as required per the 2017 TAC Appeals. No further action was taken.	No further action is needed.
12	F3139	Manhattan Beach	Sepulveda Boulevard Bridge Widening Project	RSTP	2012 2013 2014	6,813	2012 2013 2014	5,373	4	Did not meet Lapsing Policy	One-year extension to June 30, 2019. Project Sponsor must provide an update at the May 2019 TAC Meeting.	Concur with TAC recommendation.
13	F1168	Santa Clarita	Via Princessa Extension-Golden Valley Road to Rainbow Glen	PC25	2015	11,577			1	Project Status Update per May 2017 TAC appeal	This was a status update as required per the 2017 TAC Appeals. No further action was taken.	No further action is needed.



Board Report

File #: 2018-0140, File Type: Agreement

Agenda Number: 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 19, 2018

SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

ISSUE

Following Metro Board of Directors (Metro Board) and County Board of Supervisors (County Board) authorization, on February 5, 2018, Metro and the County entered into a six-month Short Term Exclusive Negotiation Agreement and Planning Document (Short Term ENA) with the Developer for the Expo/Crenshaw Joint Development Project (Project). The Short Term ENA provided an interim period before executing a full term ENA so that the community could provide input on the Project and refinements could be considered. The Developer was also required to identify and enter into a letter of intent (LOI) with a community-based organization for its participation in the development of the Project.

In the Short Term ENA period, the Developer worked in good faith with Metro and County staff and performed pursuant to the requirements of the Short Term ENA, including executing a LOI with the West Angeles Community Development Corporation (WACDC).- Staff is now recommending entering into a full term ENA, which will enable the Developer to continue outreach and project scoping, advance Project design, pursue entitlements/California Environmental Quality Act clearance, and negotiate key terms of Joint Development Agreements and Ground Leases with Metro and the County.

BACKGROUND

In January 2017, Metro and the County released a Request for Proposals (RFP) for joint development of Metro- and County-owned parcels at the Expo/Crenshaw Station. On April 20, 2017,

Metro and the County received four proposals, and following evaluations, staff recommended entering into a Short Term ENA with WIP-A, LLC, a wholly-owned subsidiary of Watt Companies, a Southern California-based owner/manager/developer with over 70 years of real estate experience. The Short Term ENA was approved by the Metro Board in November 2017 and the County Board of Supervisors in January 2018 and was executed on February 5, 2018.

Expo/Crenshaw Station Opportunity Site

The Site incorporates two properties in the City of Los Angeles: (1) a County Probation Department facility located at 3606 W. Exposition Boulevard (southwest corner of Exposition and Crenshaw Boulevards) which the County plans to vacate to repurpose for transit-oriented development; and (2) a Metro-owned property on the southeast corner of Exposition and Crenshaw Boulevards that currently serves as construction staging for the Crenshaw/LAX Transit Project (see Attachment A - Site Map). The community-driven Development Guidelines for the Site identify the opportunity for a culturally distinct gateway destination and pedestrian-scaled community serving residents and visitors with high quality and local-serving retail uses and a range of housing types, both market rate and affordable. It also identifies opportunities to foster job growth with attractive retail and/or business incubator space, among other goals.

DISCUSSION

Community-Based Partner

In March 2018, the Developer and WACDC (collectively, the “Development Team”) executed an LOI which outlines WACDC’s equity position in the Project and funds a WACDC staff position to support the Project. WACDC is a respected and established non-profit organization with strong ties to the local community. As they have done for other affordable housing projects in the Crenshaw area, WACDC will assist in outreach, marketing, and lease-up of the Project’s affordable component, and will deliver social services for the affordable housing units once the Project is operational. WACDC will also help the Developer identify opportunities for local job seekers and contractors in the construction and operation of the Project.

Community Outreach and Input

In March 2018, the Development Team and Metro staff hosted two community roundtable discussions with key Expo/Crenshaw stakeholder representatives from resident and homeowners associations, business groups, faith-based organizations, and other community-based organizations. Two larger community workshops were held in April 2018, and were promoted through the distribution of 5,000 flyers within one-half mile of the Site, e-blasts, social media, phone calls, and a Project website. Collectively, these four meetings attracted over 325 participants who engaged with the Development Team and Metro staff and provided input on the Project.

The Developer’s original proposal contemplated a total of 492 residential units dispersed over both sites, with 15% of those units restricted to households earning 50% or less of area median income (AMI). In the community meetings, many stakeholders expressed a desire for an increase in the number of affordable housing units in the Project. They also requested that the Project serve a greater range of household incomes. In response, the Developer has committed to providing a minimum of 400 total units in the Project, and 20-25% of the units will be restricted to households earning between 30-80% of AMI. Consistent with the original proposal, a minimum of 15% of the

Project's units will be restricted to households earning 50% of AMI or less (see Attachment B - Development Program Summary). During the ENA period, the Development Team will pursue affordable housing financing sources to support the additional income-restricted units. One goal of the Metro Joint Development Program is that 35% of all residential units built on Metro-owned land are affordable to households earning 60% of AMI or less. Assuming the minimum number of total units (400) and the minimum affordable housing commitment (20%) for the Expo/Crenshaw Site, 38% of the total units completed, in construction and/or in negotiations in the Joint Development portfolio would be affordable.

The Developer's proposal also includes a minimum of approximately 40,000 square feet of commercial and retail space, envisioned with a grocery store and locally-owned and -operated restaurants identified as potential tenants. In the community workshops, stakeholders shared their priorities on the types of businesses they would like to see in the Project, opportunities for activating public space around the Site, and ideas on community programming and public art in these spaces. The commercial/restaurant and community uses in the Project will be further defined during the term of the ENA.

The Developer's proposal also preserves the opportunity for an additional station entrance on the County property to facilitate efficient connections between the Crenshaw/LAX and Expo lines. Under the terms of the ENA, the Developer, Metro, and the County will continue to work together to identify strategies for realizing the additional station entrance. The Developer has also agreed to contribute \$50,000 in funding for an Expo/Crenshaw Station First/Last Mile Plan, which will identify opportunities to improve multi-modal access to the Station.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on safety. Metro's operations staff will continue to review and comment on the proposed development to ensure that the Project will have no adverse impact on the station, portal and public areas on Metro's property. The eventual implementation of this joint development project at the Expo/Crenshaw Station will offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections and transfers between the Crenshaw/LAX and Expo lines.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the proposed Project is included in the FY19 budget in Cost Center 2210, Project 401045. In addition, the ENA will require a non-refundable fee of \$25,000 as well as a \$50,000 deposit to cover third party expenses during the negotiation, to be provided 90 to 150 days after the ENA execution.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from the Developer, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the ENA will not impact FY 2019 bus and rail operating and capital budget, Proposition A and C, TDA, Measure R or

M administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with the Developer, or (b) ~~continue communications regarding refinement of the Project with the Developer by extending the existing Short Term ENA,~~ or (c) not proceed with the proposed Project and seek new development options via a new competitive process. Staff does not recommend proceeding with these alternatives because the recommended action builds upon the significant community input and procurement process that has transpired thus far. The Short Term ENA will expired on August 5, 2018. A new RFP process would delay the development of the Site, and Metro and the County may fail to take advantage of currently favorable conditions in the real estate market. Further, if the outcome of the discussion during the ENA process does not create a project proposal suitable to the community, Metro, or the County, other options could still be considered.

NEXT STEPS

Upon Board approval of the recommended action and corresponding authorization by the County, the ENA will be executed. The Development Team, together with Metro and County staff, will continue to solicit community input to refine the Project. The Developer will advance Project design, begin the environmental clearance and entitlement process, and will pursue and begin to assemble financing for the Project including affordable housing resources. The Ground Lease terms under the initial proposal will likely be revised in order to accommodate the revised Project scope. Metro staff, with support from a financial consultant and County Counsel, will negotiate a term sheet for a Joint Development Agreement and Ground Lease. Staff will return to the Board with the terms of a recommended Joint Development Agreement and Ground Lease at the end of the ENA negotiation period.

ATTACHMENTS

Attachment A - Site Map

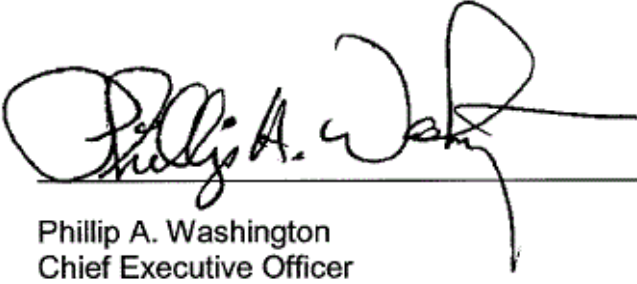
Attachment B - Development Program Summary

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

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

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

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A SITE MAP



SITE A

Owner: Los Angeles County
 Site: 1.66 acres
 Use: County Probation Department

SITE B

Owner: Metro
 Site: 1.77 acres
 Use: Construction staging

ATTACHMENT B

DEVELOPMENT PROGRAM SUMMARY*

Total Residential Units (#)	At least 400
<30-80% AMI	5-10% of total units
<50% AMI	At least 15% of total units
Total Affordable Units	20-25% of units
Commercial/Community Space	At least 40,000 square feet

* The Development Program is preliminary and subject to change during additional community outreach and scoping as well as the financial negotiation. The Board will consider final terms as part of the proposed Joint Development Agreement and Ground Lease approval.

Expo/Crenshaw Joint Development Project



Planning and Programming Committee

September 19, 2018

Agenda Item 11



Metro

Recommendation

- **Enter into a full term Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, dba WIP-A, LLC**
 - 18 months with an option to extend up to 30 months

Expo/Crenshaw Joint Development Site

County Property

Site: 1.66 acres

Use: County Probation
Department

Metro Property

Site: 1.77 acres

Use: Construction
Staging



Background

- **Late 2017/Early 2018** – Metro and County Boards approved Short-Term Exclusive Negotiation Agreement (ENA) with Watt Companies
 - Perform community outreach on proposed project and refine as necessary
 - Identify additional community-based partnerships and enter into a Letter of Intent (LOI) with community-based organization

Community Partner

- **March 2018** – Watt entered into an LOI with West Angeles Community Development Corporation (WACDC)
 - Outlines WACDC equity position
 - Funds a WACDC staff position to support project
 - Outreach, market, lease-up and social services for affordable housing units

Community Outreach

- **March 2018** – 2 roundtable discussions
- **April 2018** – 2 community workshops
- 325+ community stakeholders participated



Project Refinement

Uses	Original Proposal	Revised Proposal
Residential	492 units	Minimum of 400 units
≤50% Area Median Income (AMI)	15% of total units	15% of total units
30-80% AMI	0	5-10% of total units
Non-residential uses	47,500 square feet	Minimum of 40,000 square feet

- \$50,000 in developer funding for Metro First/Last Mile Plan

Next Steps

- **September 2018** – County Board to consider ENA
- **Late 2018/early 2019** – Additional outreach and project scope refinement
- **On-going through 2019**
 - Negotiate term sheet for Joint Development Agreements and Ground Leases with Metro and County
 - Environmental clearance and entitlements approval
 - Community engagement
- **Spring 2020** – Return to Metro and County Boards for consideration of final transaction terms



Board Report

File #: 2018-0187, File Type: Policy

Agenda Number: 22.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

**SUBJECT: MEASURE R AND MEASURE M
COST MANAGEMENT POLICY**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the revised Measure R and new Measure M Cost Management Policy (Attachment A).

ISSUE

The center of the expenditure plans for both Measure R and Measure M is the significant capital project portfolio. Managing a mix of projects - either several large or “mega” capital projects with multi-year timelines, or a multitude of small capital projects - comes with inherent uncertainties that can affect costs. To effectively manage the complex capital program, the Board adopted a cost management policy for Measure R; with the recent passage of Measure M, an update of the cost management policy is in order.

The revised Measure R and Measure M Cost Management Policy (Policy) updates the original Measure R Cost Management Policy to provide consistency between the existing policy and the Measure M Cost Management Policy in the Measure M Guidelines. The updated Policy also addresses ambiguity in the application of the Policy with projects that are between development phases.

BACKGROUND

The Metro Board adopted the original Measure R Cost Management Policy in 2011 to help document and address potential cost increases for the capital program. The Policy identifies key events in a project’s development when costs are to be evaluated and steps to address cost increases, including value engineering, local agency funding, shorter segmentation, cost reductions to other projects, and prioritizing the funding and scheduling of projects.

In 2015, the Metro Board amended the Policy to include regional facilities. Regional facilities are generally defined as airports, seaports, and Union Station. This amendment allowed Metro projects within the boundary of those facilities to be exempted from corridor and subregional cost reduction requirements.

Staff has applied the Policy to a number of potential cost increases since 2011 in both the Measure R highway and transit program. The Policy has been successful in providing clarity and transparency to the Board, Metro staff, and the public.

The Metro Board approved the Measure M Guidelines in 2017, which included a Cost Management Policy for Measure M. However, there has not been a unified cost management policy which applies to both Measure R and Measure M projects. Given the magnitude of investment in the coming years, staff believes it is appropriate to return to the Board to present an updated Policy that can better assist in the management of the capital program.

DISCUSSION

Summary of Revisions

The major focus of the update is to clarify as much as possible how and when the Policy is applied to projects. For example, a definition of “Transit or Highway Corridor” is included that clarifies the subregion where offsetting cost reductions would be evaluated. Additionally, Metro staff has amended the Policy to include both highway and transit projects in all steps.

Another significant change is the addition of a new review milestone. The new milestone requires updates to cost estimates resulting from specific actions (e.g., approved final environmental documents; completion of 30% design cost related to Measure M 3% local agency contribution policy). This will serve to ensure that public reporting and documentation of project specific costs are consistent throughout the life of the project since a number of projects are moving through the planning process. It is critical to maintain a clear and transparent process for documenting cost assumptions and estimates.

Lastly, staff further recommends updates to the Policy to incorporate the cost management policy from the Measure M Guidelines in order to provide consistency and added specificity. Going forward staff believes these additions and clarifications will strengthen the Policy and allow the Board to continue to make informed decisions.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety standards for Metro.

FINANCIAL IMPACT

Adoption of the revised Measure R and Measure M Cost Management Policy is intended to improve Metro’s financial management and cost controls. This update further reinforces tools the Metro Board and staff have to address cost increases.

Impact to Budget

There is no impact to the FY 18 Budget.

ALTERNATIVES CONSIDERED

The Board could elect not to make the recommended revisions to the Policy. Metro staff recommends against this approach as the revised Policy addresses some omissions which limit the ability to manage and control costs. The omissions addressed include clarification on milestones for project evaluation and providing more consistency between the existing policies.

NEXT STEPS

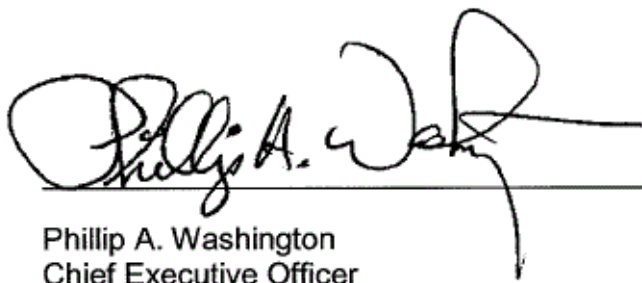
Approval of this item will allow staff to apply the new Policy going forward and will be in place for the update to the Long Range Transportation Plan and other future planning efforts.

ATTACHMENTS

Attachment A - Revised Unified Cost Management Policy for Measure R and Measure M Projects

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Phillip A. Washington
Chief Executive Officer

Attachment A
Measure R and Measure M Unified Cost Management Policy

**Unified Cost Management Policy
For Measure R and Measure M Projects
(July 2018)**

Introduction

The MTA Los Angeles County Metropolitan Transportation Authority (Metro) will follow a unified cost management ~~process and~~ policy (the "Policy") for the control ~~and minimization~~ of project costs for the Measure R and Measure M transit and highway projects. At the core of the ~~unified cost control management process and policy~~ Policy is a commitment to follow a ~~new~~ step-by-step evaluation of project costs against possible resources to address project shortfalls. Shortfalls that cannot be addressed at the project level by value engineering or other measures, such as changes in the scope of the project, will be subject to a ~~new~~ stepwise evaluation process. The initial Policy for Measure R was adopted March 2011, and amended January 2015.

The ~~new~~ step-by-step cost management ~~process policy~~ will require the MTA Metro Board to review and consider approval of project cost estimates against funding resources at key milestone points throughout the planning, environmental, design, and construction phases of the Measure R and Measure M transit and highway projects: included in the respective ordinance, or replaced, substituted, or added by subsequent Board action. At each milestone, MTA Metro staff is directed to: (1) submit a project that is consistent with the ~~budget~~ latest cost estimate; (2) identify any issues when a project is not consistent with the ~~budget~~ latest cost estimate; and (3) propose corrective actions before the project advances further, if it is not consistent with the ~~budget~~ latest cost estimate. The "latest cost estimate" is defined as the total project cost, as identified in documents submitted to the Board. The project costs should include all costs related to the project, including planning, environmental, other project development activities (e.g., project readiness, P3 delivery support), design, engineering, right of way, and construction.

For Measure R and Measure M funds, the total planned ~~funding resources from those resources~~ (including any prior Measure R and Measure M expenditures) shall not exceed the amount ~~shown specified~~ in the "New Sales Tax Total" column of the Measure R respective expenditure plan, plans and ordinances, as amended.

At each milestone, the latest cost estimate and corresponding planned funding resources shall ~~not exceed~~ be compared to the prior amounts shown ~~to the Board~~ (including amounts in the sales tax ordinances and expenditure plans). These key milestones include the following decision points:

- 1) Selection of conceptual design alternatives to be studied in the environmental phase;
- 2) Selection of the Locally Preferred Alternative and entrance into the Preliminary Engineering phase;

- 3) Approval of the final environmental document and entrance into the final design phase;
- 4) Establishment of a life-of-project budget prior to construction; and,
- 5) Any amendment to the life-of-project budget.

If increases in ~~cost estimates~~ the latest cost estimate occur, the MTA Metro Board must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. ~~Increases in cost estimates will be measured against the 2009 Long Range Transportation Plan as adjusted by subsequent actions on cost estimates taken by the MTA Board.~~ Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

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

The objective of the ~~cost management process and policy~~ Policy is to insure the prompt development and consideration of project cost alternatives that genuinely address the cost controls necessary to successfully deliver all Measure R and Measure M transit and highway ~~corridor~~ projects.

Process and Policy Detail

~~The unified cost management processes and policies that are proposed controls are as follows:~~

Metro staff will utilize the following policies to manage costs and funding changes over the course of the Measure R and Measure M programs:

- 1) A regional long-range transportation plan (covering at least 2040 years) for Los Angeles County shall be adopted and reflect current project cost estimates at least once every five years. For interim years, staff will prepare an update to the 40-year financial forecast, 10-year short range financial forecast, or otherwise report on changes affecting the major financial assumptions of the plan and progress toward the implementation of new projects and programs. The plan update report shall also highlight Board approved actions taken during the interim period that affect the plan outcomes or schedules (from Financial Stability Policy, Item #14, January 2007);
- 2) ~~MTA shall complete projects accelerated through the 30/10 Initiative in the same sequence as the adopted 2009 Long Range Transportation Plan (LRTP) (from 30/10 Initiative Position Statement);~~

~~3) MTA shall only utilize pledged federal assistance from the 30/10 Initiative if the construction and financing costs are less than the available funds (adjusted for inflation) planned in the adopted 2009 LRTP, unless those costs are being adjusted by the minimum necessary to accomplish an operable segment for the corridor (from 30/10 Initiative Position Statement);~~

4)2) Measure R and Measure M transit corridor and highway projects shall be presented separately for approval by the Board in a step-by-step cost control process that will evaluate project ~~cost estimates~~cost estimates against ~~funding resources~~prior amounts presented to the Board resulting from specific actions (e.g. approved final environmental documents; completion of 30% design cost related to Measure M 3% policy) for the ~~at key milestones points throughout the environmental, design, and construction phases of the 30/10 transit projects~~respective programs. This will serve not only to keep the Board apprised of key milestones, and the cost adjustments arising from related analyses— it also will ensure public reporting and documentation of project specific costs are consistent throughout the life of the project.

For Measure R and Measure M funds, the planned ~~funding resources~~expenditure (including any prior Measure R and Measure M expenditures) shall not exceed the amount shown in the "New Sales Tax Total" column of the Measure R expenditure plan or the "Measure M Funding 2015\$" column of the Measure M expenditure plan (adjusted for inflation, if permitted under the ordinance), as amended by the Board. These key milestones include the following decision points:

- a. Selection of conceptual design alternatives to be studied in the environmental phase;
- b. Selection of the Locally Preferred Alternative and entrance into the Preliminary Engineering phase;
- c. Approval of the final environmental document and entrance into the Final Design phase;
- d. Establishment of a life-of-project budget prior to construction; and,
- e. Any amendment to the life-of-project budget.

5)3) At any of the milestones above, the MTA Metro will seek to review and control ~~and minimize~~ Measure R and Measure M transit and highway project costs prior to taking any action necessary to permit the project to move to the next milestone. Cost minimization control efforts will be measured against ~~the 2009 Long Range Transportation Plan as adjusted by subsequent~~previous actions on budget-setting or total project cost estimates taken by the MTA Metro Board. Shortfalls (i.e., cost estimate increases in comparison to prior estimates) will first be addressed at the project level prior to evaluation for any additional resources.

Metro staff will evaluate the possibility of securing the necessary cost savings or revenues for the project. Within the parameters of the Metro Board's policy not to seek transit funds from highway resources, or vice-versa, staff will first seek to identify cost and/or additional funds using these methods in this order as appropriate:

- a. ~~Value engineering and/or s~~Scope reductions;
- b. New local agency funding resources;
- c. ~~Shorter segmentation;~~Value engineering;
- d. Other cost reductions within the same transit or highway corridor (see Attachment BA);
- e. Other cost reductions within the same sub-region (See Attachment BA); and,
- f. Countywide~~For Measure R projects, countywide~~ transit and highway cost reductions and/or other funds will be sought using pre-established priorities, as follows:

- i. Where applicable, Measure R Transit Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 2 of 4, Line 18);

- ~~ii.~~ Where applicable, Measure R Highway Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 3 of 4, Line 39); and,

- ~~iii.~~ Where Line 18 ~~or 39~~ is not applicable, the LRTP Near-Term Strategies and Priority Setting Criteria, ~~as amended~~, will be followed (Item 9, as Adopted by the Board of Directors in March 2010-), and available funding will be identified for the cost increase but not change the priority order of other Metro capital projects.

- ~~g.~~ For Measure M projects, countywide transit and highway cost reductions and/or other funds will be sought using pre-established priorities, as follows:

- i. Where applicable, Measure M Transit Contingency Subfund (Measure M ordinance, Page 12, Section 7.b.3.A.);

- ii. Where applicable, M Highway Contingency Subfund (Measure M ordinance, Page 12, Section 7.b.2.A.); and,

- iii. Where use of contingency subfunds is not applicable or sufficient, the LRTP Near-Term Strategies and Priority Setting Criteria, as amended, will be followed, and available funding will be identified for the cost increase but not change the priority order of other Metro capital projects.

h. No project will receive Measure M funds over and above the amount listed in the expenditure plan except under the following circumstances:

- i. The cost is related to inflationary pressures, and meets the requirements for the Inflation related Contingency Fund provisions provided under the Measure M ordinance. These are addressed in the Measure M Contingency Fund Guidelines Section VII of the Measure M Final Guidelines, June 2017 (the “Final Guidelines”).
- ii. Additional Measure M funds are provided for and consistent with amendments in tandem with the Ten-Year Comprehensive Program Assessment permitted under the ordinance. This process is addressed in the Measure M Comprehensive Program Assessment Process & Amendments Section III.
- iii. Redirection of Measure M subregional funds aligned with the project’s location, so long as the project satisfies all subregional program eligibilities and procedures consistent with the Final Guidelines, and with the agreement of jurisdictions otherwise eligible for those subregional funds.

A transit or highway “corridor” is defined here as the “study area” for a particular project or program. In the event a project has alternatives where the alignments are clearly defined or if a LPA has been determined, then the area defined as the Area of Potential Effect in the EIR/EIS will constitute a corridor for the purposes of this Policy.

Each Measure R and Measure M transit or highway project will be considered on a case-by-case basis at each milestone and a rationale developed if resources from the prior step above are insufficient or not recommended for good reason. The MTAMetro Board will be presented with all viable options and will have the sole authority to make any final funding and project delay decisions.

~~6)4)~~ At the time of awarding the construction contract, Measure R and Measure M transit corridor and highway projects shall be presented for approval by the Board for a “life of project” budget. Prior to inclusion in the annual budget, Measure R transit corridor and highway projects shall be presented separately for approval by the Board for a life-of-project budget. Subsequently, capital projects with life-of-project budget changes that cause the project to exceed \$1 million or if the change exceeds \$1 million shall be presented to the Board for approval (from Financial Stability Policy);

- a. Prior to life-of-project budget approval, the MTAMetro shall compare the ~~sum of the cost~~costs of the Measure R or Measure M transit and highway

projects ~~to date~~ and the proposed life of project budget ~~(as de-escalated)~~ to the most up-to-date LRTP funding forecast for Measure R or Measure M transit and highway projects. If the life-of-project budget is less than the anticipated funds available as compared to the up-to-date LRTP funding forecast, then MTA Metro staff can approve the life of project budget. If the life-of-project budget exceeds more than the available funds, then MTA Metro staff would not execute a construction contract unless the MTA Metro Board approved cost reductions, project delays or other funding to make up the difference ~~(modifies and would supersede language from the body of 30/10 Initiative Position Statement);~~

~~7) Prior to approval of a life-of-project budget that exceeds currently committed revenues and prior to approval of a life-of-project budget cost increase, MTA staff will evaluate the possibility of securing the necessary cost savings or revenues for the project. Within the parameters of the MTA Board's policy not to seek transit funds from highway resources, or vice-versa, staff will first seek to identify cost and/or additional funds in a step-by-step manner from:~~

- ~~a. Value engineering and/or scope reductions;~~
- ~~b. New local agency funding resources;~~
- ~~c. Shorter segmentation;~~
- ~~d. Other cost reductions within the same transit or highway corridor;~~
- ~~e. Other cost reductions within the same sub-region; and,~~
- ~~f. Countywide transit cost reductions and/or other funds will be sought using pre-established priorities, as follows:~~

~~Where applicable, Measure R Transit Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 2 of 4, Line 18);~~

~~Where applicable R Highway Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 3 of 4, Line 39); and,~~

~~Where Line 18 is not applicable, the LRTP Near-Term Strategies and Priority Setting Criteria will be followed (Item 9, as Adopted by the Board of Directors in March 2010).~~

~~8) A specific MTA Board action is required to re-program highway capital project funding for use on transit or highway capital projects as a result of 30/10, unless such re-programming does not result in a net decrease to the highway capital project funding (from 30/10 Initiative Position Statement);~~

~~9) Likewise, a specific MTA Board action is required to re-program transit capital project funding for use on highway capital projects as result of 30/10, unless such re-programming does not result in a net decrease to the transit capital project funding (from 30/10 Initiative Position Statement); and,~~

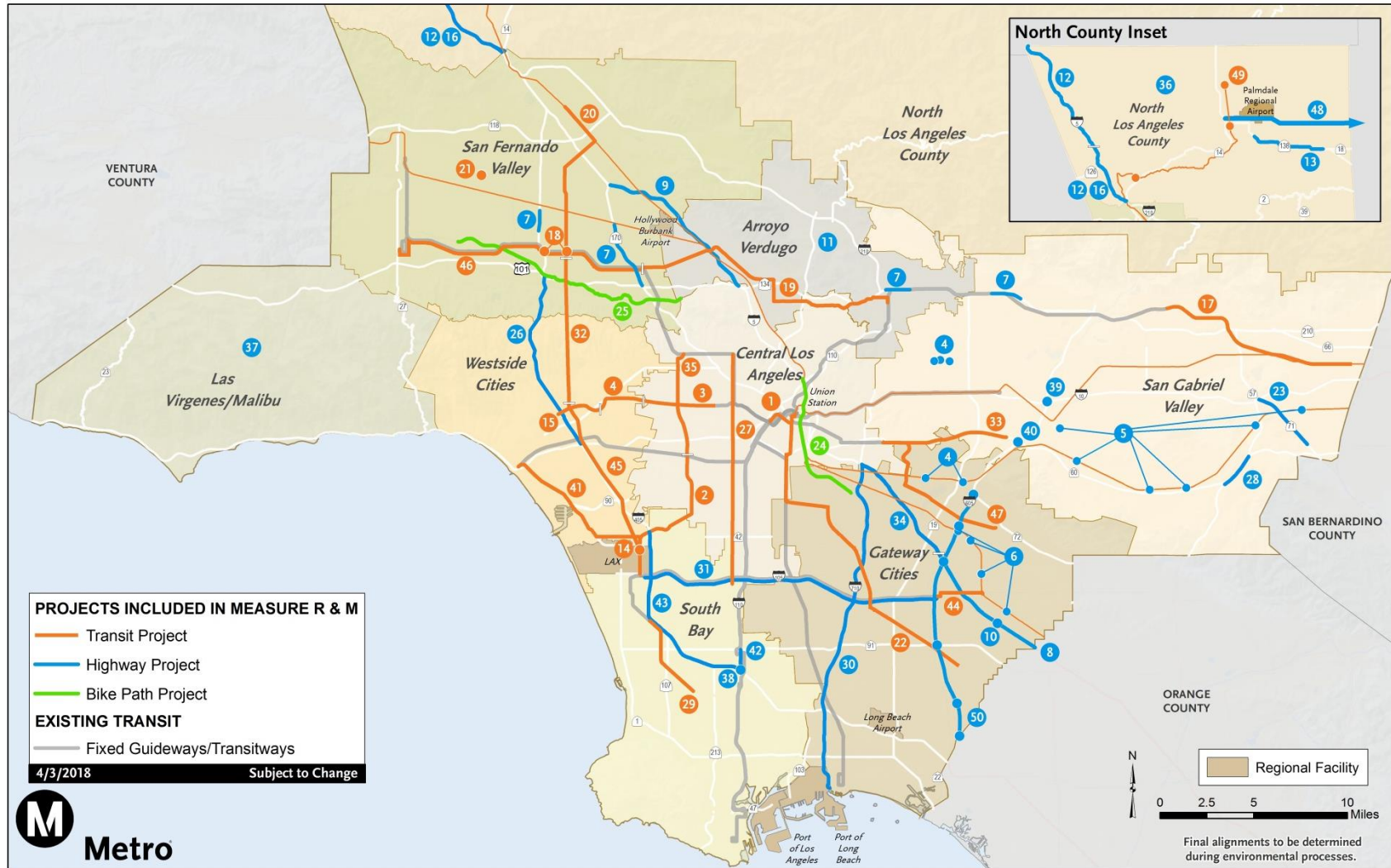
10)5) Any capital project savings above \$200,000 must return to the Metro Board for approval prior to the reprogramming or transfer of funds to other projects or programs (from Financial Stability Policy).

11)6) A Regional Facility Area has been established, separate from subregional planning areas, which include Los Angeles International Airport (LAX), Burbank Bob Hope Airport, Long Beach Airport, Palmdale Regional Airport; the Ports of Long Beach and Los Angeles; and Los Angeles Union Station. Any capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reduction requirements of 73(ee) and 73(ef) above. Cost increases regarding these projects will be addressed from the regional programs share.

7) System Connectivity Projects have been established in Measure M, separate from subregional planning areas. Any capital project cost increases to Measure M System Connectivity Projects are exempt from the corridor and subregional cost reduction requirements of 3(e) and 3 (f) above.

Attachment A – Measure R and Measure M Corridor and Subregional Boundaries Map

Map A-1: Measure R and Measure M Highway and Transit Corridor Map



Measure R and Measure M Highway and Transit Corridor Map Code

Highway Projects	
<u>5</u>	<u>Alameda Corridor East Grade Separations Phase II</u>
<u>6</u>	<u>BNSF Grade Separations in Gateway Cities</u>
	<u>Countywide Soundwall Construction (Metro regional list and</u>
<u>7</u>	<u>Monterey Park/SR-60</u>
<u>8</u>	<u>I-5 Capacity Enhancements from I-605 to Orange County Line</u>
<u>9</u>	<u>I-5 Capacity Enhancements from SR-134 to SR-170</u>
<u>10</u>	<u>I-5 Carmenita Road Interchange Improvements</u>
<u>11</u>	<u>Highway Operational Improvements in Arroyo Verdugo</u>
	<u>I-5 North Capacity Enhancements from SR-14 to Kern County</u>
<u>12</u>	<u>Line (Truck Lanes)</u>
<u>13</u>	<u>SR-138 Capacity Enhancements</u>
<u>16</u>	<u>I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)</u>
<u>23</u>	<u>SR-71 Gap from I-10 to Rio Rancho Rd</u>
<u>26</u>	<u>Sepulveda Pass Transit Corridor (Ph 1)</u>
<u>28</u>	<u>SR-57/SR-60 Interchange Improvements</u>
<u>30</u>	<u>I-710 South Corridor Project</u>
<u>31</u>	<u>I-105 Express Lane from I-405 to I-605</u>
<u>34</u>	<u>I-5 Corridor Improvements (I-605 to I-710)</u>
<u>36</u>	<u>North County Transportation Improvements</u>
<u>37</u>	<u>Las Virgenes/Malibu Transportation Improvements</u>
	<u>I-405/I-110 Int. HOV Connect Ramps & Interchange</u>
<u>38</u>	<u>Improvements</u>
<u>39</u>	<u>I-605/I-10 Interchange</u>
<u>40</u>	<u>SR-60/I-605 Interchange HOV Direct Connectors</u>
<u>42</u>	<u>I-110 Express Lane Ext South to I-405/I-110 Interchange</u>
<u>43</u>	<u>I-405 South Bay Curve Improvements</u>
<u>45</u>	<u>Sepulveda Pass Westwood to LAX (Ph 3)</u>
<u>48</u>	<u>High Desert Multi-Purpose Corridor - LA County Segment</u>
<u>50</u>	<u>I-505 Corridor "Hot Spot" Interchange Improvements</u>

Bike Path Projects	
<u>24</u>	<u>LA River Waterway & System Bikepath</u>
<u>25</u>	<u>Complete LA River Bikepath</u>

Transit Projects	
<u>1</u>	<u>Regional Connector</u>
<u>2</u>	<u>Crenshaw Transit Corridor</u>
<u>3</u>	<u>Westside Subway Extension Sec. 1</u>
<u>4</u>	<u>Westside Subway Extension Sec. 2</u>
<u>14</u>	<u>Airport Metro Connect 96th St. Station/Green Line Ext LAX</u>
<u>15</u>	<u>Westside Subway Extension Sec. 3</u>
<u>17</u>	<u>Gold Line Foothill Extension to Claremont</u>
<u>18</u>	<u>Orange Line BRT Improvements</u>
<u>19</u>	<u>BRT Connector Orange/Red Line to Gold Line</u>
<u>20</u>	<u>East SF Valley Transit Corridor Project</u>
<u>21</u>	<u>North SF Valley BRT Improvements</u>
<u>22</u>	<u>West Santa Ana Transit Corridor LRT</u>
<u>27</u>	<u>Vermont Transit Corridor</u>
<u>29</u>	<u>Green Line Extension to Crenshaw Blvd in Torrance</u>
<u>32</u>	<u>Sepulveda Pass Transit Corridor (Ph 2)</u>
<u>33</u>	<u>Gold Line Eastside Extension (One Alignment)</u>
<u>35</u>	<u>Crenshaw Northern Extension</u>
<u>41</u>	<u>Lincoln Blvd BRT</u>
<u>44</u>	<u>Green Line Eastern Extension (Norwalk)</u>
<u>46</u>	<u>Orange Line Conversion to Light Rail</u>
<u>47</u>	<u>Gold Line Eastside Extension (Second Alignment)</u>
<u>49</u>	<u>Regional Commuter Rail (Metrolink and Amtrak) Improvements</u>



Board Report

File #: 2018-0246, **File Type:** Contract

Agenda Number: 24.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018**

**SUBJECT: ORANGE LINE BUS RAPID TRANSIT (BRT)
IMPROVEMENTS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. A conceptual project description (the Project) including:
 - a. Gating at up to 35 at-grade crossings between the North Hollywood and Chatsworth Stations;
 - b. Grade separation and Bus Rapid Transit (BRT) aerial station at Van Nuys Boulevard, with closure of Tyrone Avenue;
 - c. Grade separation and BRT aerial station at Sepulveda Boulevard; and
 - d. Grade separated Class I bicycle/pedestrian overcrossings at Van Nuys and Sepulveda Boulevards, while maintaining an at-grade, Class I bicycle path facility with signalization across these streets.
2. A determination that the Project is Statutorily Exempt, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15275 (a); and

B. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

ISSUE

In October 2017, the Board approved the findings and recommendations resulting from the Technical Study and a concept for improving Metro Orange Line (MOL) Bus Rapid Transit (BRT) in accordance with Measure M (Legistar File 2017-0413). In February 2018, the Board Received and Filed a status

update (Legistar File 2017-0742) for the MOL BRT Project. The report described progress on the initial design direction and determined that the Project could be found statutorily exempt, pursuant to CEQA. Various configurations of aerial stations including connectivity with ESFV and Sepulveda Pass projects have been evaluated, preliminary cost estimates updated and an approach to funding the project has been initiated. As a result, an updated project description has been developed. Board action on the updated project description is required for environmental clearance and to define the preliminary engineering work to be carried out in the next project phase. Board authorization to file the NOE is needed to implement this project and remain on schedule, per Measure M.

BACKGROUND

The MOL BRT Project is one of the early Measure M transit projects, with a construction groundbreaking date of Fiscal Year (FY) 2019 and a planned opening date of FY2025. Measure M also identifies funding for future conversion from BRT to Light Rail Transit (LRT) in FY2051. The addition of grade separations and gate systems would be consistent with the ultimate conversion of the MOL corridor to LRT, but does not commit the Board to doing so at this time, as this Project has independent utility because it improves the operation and capacity of MOL BRT, in accordance with Measure M. Additionally, the Project was also recently awarded an SB-1 Local Partnership Program Grant which provides a portion of funding for the BRT improvements in FY2019.

Since February 2018, further conceptual design, development and analysis of the Project have occurred, along with discussions with the City of Los Angeles Department of Transportation (LADOT). The purpose of this effort has been to confirm that the assumptions and methods developed to address traffic impacts due to the gates are in accordance with LADOT requirements. The MOL BRT Improvements project includes proposed aerial busway stations and bicycle/pedestrian grade separations at Van Nuys and Sepulveda Boulevards. The Project also includes proposed railroad-type gating at all at-grade crossings along the line, which extends approximately 18 miles from the North Hollywood Metro Red Line station to Chatsworth (Attachment A).

The conceptual designs developed for Van Nuys and Sepulveda Boulevards aerial grade separated stations allow for potential future connections between the MOL and the planned East San Fernando Valley (ESFV) and Sepulveda Transit Corridor projects. The ESFV transit project will further analyze the connectivity options and the construction schedules between the MOL and ESFV during the ESFV Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) phase. Ongoing coordination between the Sepulveda Transit Corridor feasibility study and MOL will be informed by the Sepulveda Transit Corridor feasibility study process, while MOL will be designed to accommodate a potential connection at one of the two proposed MOL aerial stations. Additionally, first/last mile design principles will continue to be applied to the Project as it transitions from conceptual to preliminary engineering.

DISCUSSION

Project Description

The updated Project description proposes grade separated structures that would elevate the busway, bike path, and associated stations at Van Nuys and Sepulveda Boulevards. The aerial structure will

require the closure of Tyrone Avenue. The Project also includes railroad-type gate systems at up to MOL crossings. Gating will improve safety, allowing an increase in the speeds of buses along the corridor to reduce travel times. However, it is important to note that changes in bus operations such as operating at increased headways and in two-vehicle platoons would need to be further evaluated and approved by Metro Operations in order to minimize the frequency of gate activation and delays to cross traffic without reducing overall passenger capacity on the MOL. Previously, a single aerial grade separation spanning Van Nuys Boulevard to Sepulveda Boulevard was proposed, but a more cost-effective and efficient design now includes separate aerial structures at each of these two arterial street crossings. Otherwise the project and cost refinement reflects the conceptual design development.

The following is the updated project description for the MOL Improvements project:

- Up to 35 at-grade crossings along the busway between the North Hollywood and Chatsworth Stations would receive four quadrant safety gates of the type used for LRT;
- Standalone aerial, grade separated busway and station structures at Van Nuys and Sepulveda Boulevards, which will be designed to accommodate the potential conversion to light rail transit (LRT);
- One minor street, Tyrone Avenue, would be closed to accommodate the busway grade separation structure;
- The Class I bike path adjacent to the span of the busway grade separation structures would be grade separated over Van Nuys and Sepulveda Boulevards; and
- An at-grade, Class 1 bicycle facility with signalization will be maintained at Van Nuys and Sepulveda Boulevards for local access.

While improving safety and reducing travel times for the MOL, the gate systems will increase vehicle delays and travel times for cross traffic. Staff is exploring operating buses at longer headways with two-vehicle platoons to enhance person carrying capacity while minimizing the frequency of gate activation and delays to cross-traffic without reducing overall passenger capacity on the MOL. Close coordination with LADOT will be required prior to implementation of gate systems along the MOL corridor, as LADOT would have design review and approval authority. The tradeoff of improved MOL BRT service and longer cross-traffic delay is consistent with principles included in Metro Vision 2028, Metro's Equity Platform Framework, the City of Los Angeles' Mobility 2035 General Plan Element and California Senate Bill 743 - Transportation Impacts (Steinberg, 2013).

CEQA Determination

The California Environmental Quality Act (CEQA) provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15275 (a) "A project for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities" may be considered statutorily exempt from the analysis required under CEQA (Attachment B). The proposed project improvements would meet the criteria in CEQA Guidelines Section 15272 (a), based on the following:

- The existing MOL BRT line is a "passenger or commuter service" because it is a public, passenger bus conveyance;

- The Project would increase passenger service because travel times would be improved over the No Build condition and passenger capacity would be enhanced due to substantial user benefits, measured in terms of “benefit hours,” that would be achieved in both the peak and off-peak periods, with the faster travel times resulting in greater ridership;
- Buses are considered high occupancy vehicles (HOVs), are allowed to use HOV lanes and therefore, the MOL BRT is an HOV facility;
- The Project improvements would occur within and/or adjacent to the existing MOL BRT facility right-of-way;
- The Project would increase passenger service on the MOL by improving BRT operations reducing travel times and improving safety by avoiding vehicle/BRT conflicts; and
- The Project has independent utility and logical termini because the Technical Study and subsequent study demonstrates that the Project improves MOL BRT operational and ridership performance; and
- This project is consistent with the intent of the legislature in establishing this Statutory Exemption to facilitate “passenger and commuter services” improvements to HOV lanes already in use.

Given the above, the proposed Project meets the definition of a statutorily exempt project described in CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate “passenger and commuter services” improvements to HOV lanes already in use. Notwithstanding the project is statutorily exempt, Metro is committed to implementing measures, including design standards and best management practices, to reduce or eliminate potential new impacts, at its sole discretion.

Community Outreach

During the environmental analysis, a tour of the gating system along the Metro Expo Line with key stakeholders in the San Fernando Valley was conducted. Community open houses were conducted on June 19th and 25th, 2018 as part of an on-going public outreach to ensure customers and stakeholders are informed of the project progress and have the opportunity to provide input. At these meetings, there was general support from the community for MOL improvements. Comments received include concerns pertaining to safety and security on buses and at stations, along with traffic impacts due to proposed gating at crossings. More than 190 people attended at least one of these meetings and the online webcast, including representatives from several elected officials and staff from the offices of several Metro Board of Directors.

Valuable input from more than 400 current riders was received through in-person surveys at MOL stations. Primary concerns by riders include bus overcrowding and frequency of the MOL. Other riders mentioned that service should be more frequent during peak times to accommodate more riders. A few stakeholders also commented on the safety and security on the line and that Metro should provide more security presence on stops further down the line (from the North Hollywood station). Metro will continue public outreach efforts along the corridor.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro’s employees and patrons. The

Board is approving a project description and authorizing filing a Notice of Exemption; no operational changes or construction will result from this Board action.

FINANCIAL IMPACT

Measure M provides \$286 million and the recently awarded grant from the SB-1 Local Partnership Program (LPP) provides \$75 million for MOL improvements, for a total of \$361 million in eligible, capital-specific revenues to the Project. A preliminary rough order of magnitude (ROM) cost estimate of the recommended Project, based on conceptual engineering, ranges from \$320 to \$393 million (YOE). A refined cost estimate will be determined after completion of the preliminary engineering (PE) phase.

Potential, additional sources of funding include a surplus of remaining Measure R funds on the MOL Canoga project. That project was funded from state and C25 money and completed in 2013. Per the Measure R Ordinance, any savings on a project goes back to the sub-region for another project. The Canoga extension funds require concurrence of the San Fernando Valley Council of Governments to be applied to this Project. Advancing Measure M project funds scheduled for FY 2051 for Orange Line light rail conversion to cover some costs of gating (which is in the FY 2051 project scope) might also be considered.

Should this funding source ultimately be considered for the Project when the LOP is established, staff will describe the considerations involved in using these revenue sources. If the Project is determined to have to be consistent with currently available resources, scope adjustments would be recommended to the Board, with priority being assigned to any safety-related investments and those advancing operational improvements to BRT in the corridor.

ALTERNATIVES CONSIDERED

The Board could decide not to approve staff's recommendations. This is not recommended as this would impact the Project's environmental clearance schedule and Measure M construction groundbreaking date. The Board may also direct staff to advance other options. These options are identified below, along with staff's reasoning for why these options are not recommended.

1. Direct staff to eliminate the safety gating Project feature - this is not recommended because gating provides the most substantial safety and therefore travel time improvements, resulting in an increase in ridership.
2. Direct staff to advance additional grade separations - this is not recommended because the grade separations have a high cost relative to the benefits in improving MOL BRT or effect on cross traffic vehicle delay, while other intersections do not have the potential opportunity for systemwide transit connections that Van Nuys and Sepulveda Boulevards stations provide.

NEXT STEPS

Should the Board approve of staff's recommendation, preliminary engineering will be initiated. When preliminary engineering is completed, project costs will be known with much greater precision,

informed also by how MOL could connect with ESFV and potential Sepulveda Transit Corridor options. Staff will return to the Board following completion of preliminary engineering and the parallel study of the additional grade separations to study (Board Motion 2017-0729) to establish and request approval of the Life-of-Project (LOP) budget to commence construction phase activities and will indicate if the costs and revenues and related scope dictate that the Project be phased. Public outreach along the corridor will be ongoing.

ATTACHMENTS

Attachment A - Metro Orange Line BRT Improvements Project Map

Attachment B - Statutory Exemption Notice of Exemption

Prepared by: Fulgene Asuncion, Senior Manager, Countywide Planning & Development, (213) 922-3025

Laura Cornejo, Deputy Executive Officer, Countywide Planning & Development (213) 922-2885

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

Manjeet Ranu, Senior Executive Officer, Countywide Planning & Development, (213) 418-3157

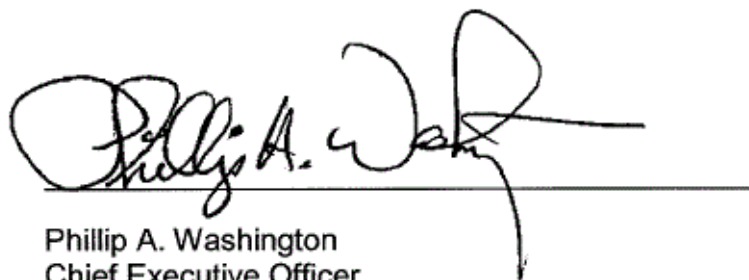
Reviewed by: Therese McMillan, Chief Planning Officer, Countywide Planning & Development, (213) 922-7077

Greg Kildare, Chief Risk, Safety & Asset Management Officer, (213) 922-4971

Rick Clarke, Chief Program Management Officer, (213) 922-7557

Jim Gallagher, Chief Operations Officer, (213) 418-3108

Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A: PROJECT MAP




Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
 metro.net

Notice of Exemption
To:

 County Clerk
 County of Los Angeles
 12400 Imperial Highway
 Norwalk, CA 90650

From:

 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA 90012
 Contact: Manjeet Ranu, Senior Executive Officer,
 Countywide Planning and Development
 213-922-3038

 Project Title: Metro Orange Line Bus Rapid Transit (MOL BRT) Improvements Project

 Project Applicant: Los Angeles County Metropolitan Transportation Authority (LACMTA)

 Public Agency Approving Project LACMTA

 Project Location (include county): San Fernando Valley, Los Angeles; Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

This project involves improving the existing MOL BRT mass transit facility operating in a dedicated High Occupancy Vehicle (HOV) facility, a voter-approved transportation project (Attachment A). Improvements include these primary features (ancillary features may be included to effectuate these primary features):

- Four-quadrant railroad-type safety gating with audible alarms and visible warning lights at up to 35 at-grade crossings between the North Hollywood and Chatsworth Stations;
- Grade separation and MOL BRT aerial station (elevated structure) at Van Nuys Boulevard, with closure of Tyrone Avenue;
- Grade separation and MOL BRT aerial station at Sepulveda Boulevard; and
- Grade separated Class I bicycle/pedestrian overcrossings at Van Nuys and Sepulveda Boulevards, while maintaining an at-grade, Class I bicycle path facility with signalization across these streets.

Full or partial property acquisitions may be necessary. Cross traffic delay will generally increase because of this project. Notwithstanding this Statutory Exemption, LACMTA is committed to implementing measures, including design standards and best management practices, to reduce or eliminate potential new impacts, at its sole discretion. The addition of grade separations and gate systems would be consistent with the ultimate conversion of the MOL BRT corridor to light rail transit, but does not commit the LACMTA Board to doing so, as this project has independent utility because it improves the operation and capacity of MOL BRT, in accordance with Measure M of November 2016. This project will be designed to allow for potential future connections between MOL BRT and the planned East San Fernando Valley and Sepulveda Transit Corridor projects, but this action on the MOL BRT project does not commit the LACMTA Board to these connections, as the Board will separately decide these projects, each of which has independent utility as standalone Measure M projects. The project improves the operational safety of MOL BRT, allowing buses to travel faster. This also attracts additional riders, further improving this HOV-running mass transit facility. The MOL BRT project may be implemented in one or more phases. More information about the project and the reasoning for the LACMTA Board's July 26, 2018 decision in approving it, following a hearing at the Board's Planning and Programming Committee on July 18, 2018, is on file at LACMTA at the above address and online at <https://boardagendas.metro.net/>.

Exempt Status:

- Ministerial (Sec. 21080(b)(1); 15268).
- Declared Emergency (Sec. 21080(b)(3); 15269(a).
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c).
- Categorical Exemption: [Click here to enter text.](#)
- Statutory Exemption: PRC §21080 (b)(11)/CEQA Guidelines §15275 (a)

Reasons why project is exempt:

- The existing MOL BRT line is a “passenger or commuter service” because it is a public, passenger bus conveyance;
- The project would increase passenger service because travel times would be improved over the No Build condition and passenger capacity would be enhanced due to substantial user benefits, measured in terms of “benefit hours,” that would be achieved in both the peak and off-peak periods, with the faster travel times resulting in greater ridership;
- Buses are considered high occupancy vehicles (HOVs), are allowed to use HOV lanes and therefore, the MOL BRT is an HOV facility;
- The project improvements would occur within and/or adjacent to the existing MOL BRT facility right-of-way;
- The project would increase passenger service on the MOL by improving BRT operations reducing travel times and improving safety by avoiding vehicle/BRT conflicts;
- The project has independent utility and logical termini because the Technical Study and subsequent study demonstrates that the project improves MOL BRT operational and ridership performance; and
- This project is consistent with the intent of the legislature in establishing this Statutory Exemption to facilitate “passenger and commuter services” improvements to HOV lanes already in use.

If filed by the applicant:

1. Attach certified document of exemption finding
2. Has a Notice of Exemption been filed by the public agency approving the project?
 Yes No

Signature
(Public Agency): _____

Senior Executive Officer,
Countywide Planning and
Development

Date: July 26, 2018 Date Received for filing at OPR not applicable

- Signed by Lead Agency
- Signed by Applicant



Next stop: Orange Line Improvements.



Orange Line BRT Improvements Planning and Programming Committee

July 18, 2018



Metro®



Recommended Actions

- ❑ APPROVING:
 1. Conceptual project description
 2. Determination that the Project is Statutorily Exempt, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15275 (a)

- ❑ AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

Orange Line BRT Improvements Project



❑ **Goals and Objectives**

- Enhance safety at Bus Rapid Transit (BRT) crossings
- Improve BRT travel times

❑ **Schedule Commitment**

- Measure M Groundbreaking in 2019; Opening in 2025
- Twenty-Eight by '28 Project List

❑ **Funding and Cost**

- Measure M and the recently awarded SB-1 Local Partnership Grant Program provides up to \$361 million funding for this project
- Current ROM Cost Estimate: \$320M to \$393M

❑ **Measure M Consistency Finding**

- Safety gating of intersections provides safety benefits and is consistent with future LRT service
- Aerial busway grade separations provides for critical separation as described in Measure M
- Class I bike path grade separations provide safer crossings at Van Nuys and Sepulveda
- Accommodates future regional transit projects

Recommended Project Description

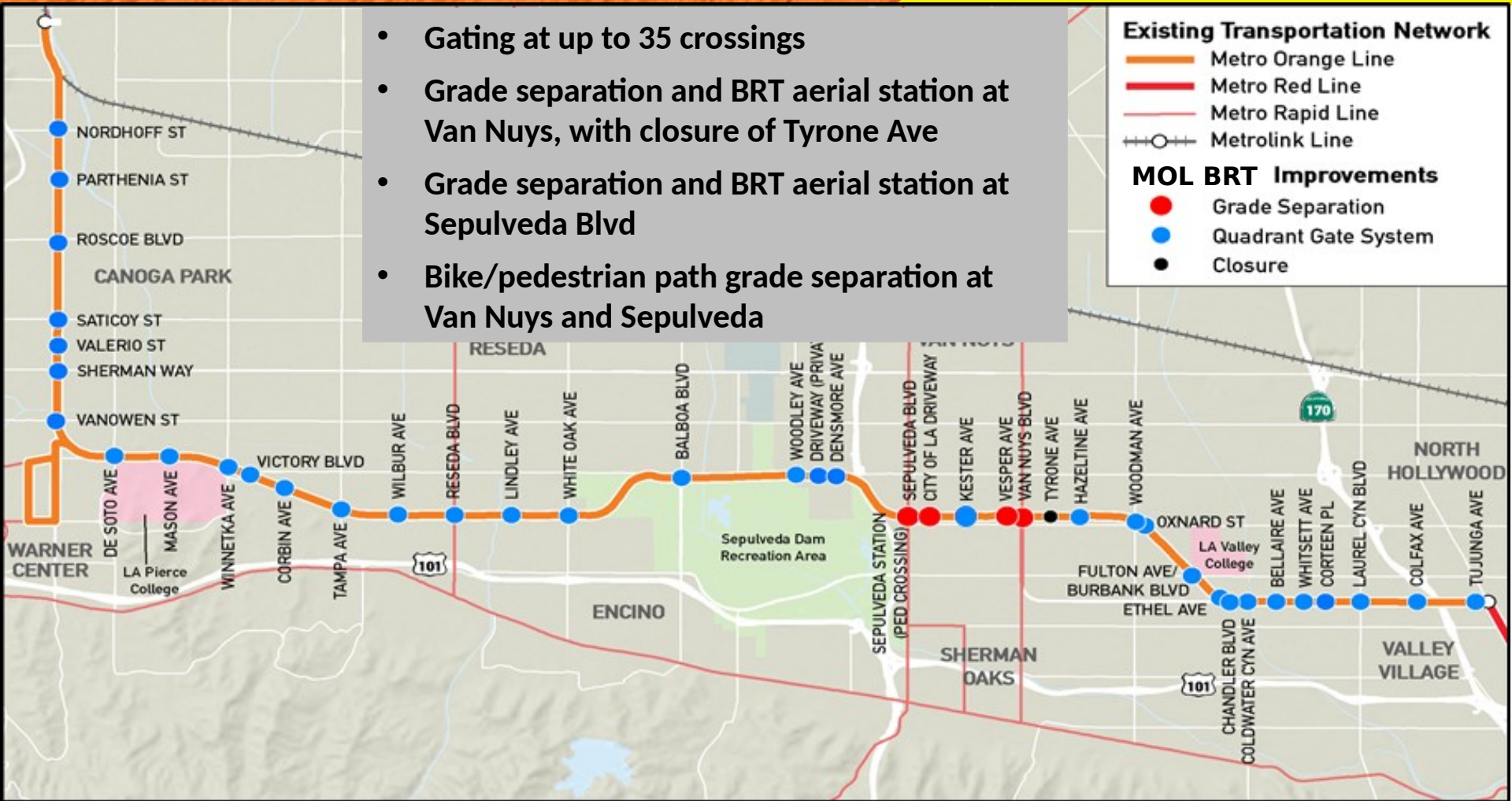
- Gating at up to 35 crossings
- Grade separation and BRT aerial station at Van Nuys, with closure of Tyrone Ave
- Grade separation and BRT aerial station at Sepulveda Blvd
- Bike/pedestrian path grade separation at Van Nuys and Sepulveda

Existing Transportation Network

- Metro Orange Line
- Metro Red Line
- Metro Rapid Line
- MetroLink Line

MOL BRT Improvements

- Grade Separation
- Quadrant Gate System
- Closure



Community Outreach



- ❑ Community update in June 2018
 - Two community open house meetings & live webcast (over 190 attendees)
 - Surveys at MOL Stations (400 respondents)

- ❑ What we heard
 - Broad public support for Orange Line improvements
 - Concerns/Issues to be addressed:
 - Safety and security on buses and at stations
 - Traffic impacts due to gating operations
 - Bus overcrowding and more frequency



Equity Benefits

❑ Serves Disadvantaged and Low-Income Communities

- Majority of the Project corridor is located within a disadvantaged and/or low-income community
- Project will improve bus travel times and safety

❑ Provides Access to Opportunity

- Provides better transit access and mobility
- Supports LA City-led Transit Neighborhood Plans

Next Steps

- Preliminary Engineering Design
- Pilot Gate
- East San Fernando Valley (ESFV) and Sepulveda Project Coordination
- Ongoing Community Engagement
- Match project costs with available revenues



Board Report

File #: 2018-0246, File Type: Contract

Agenda Number: 24.

PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018

**SUBJECT: ORANGE LINE BUS RAPID TRANSIT (BRT)
IMPROVEMENTS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. A conceptual project description (the Project) including:
 - a. Gating at up to 35 at-grade crossings between the North Hollywood and Chatsworth Stations;
 - b. Grade separation and Bus Rapid Transit (BRT) aerial station at Van Nuys Boulevard, with closure of Tyrone Avenue;
 - c. Grade separation and BRT aerial station at Sepulveda Boulevard; and
 - d. Grade separated Class I bicycle/pedestrian overcrossings at Van Nuys and Sepulveda Boulevards, while maintaining an at-grade, Class I bicycle path facility with signalization across these streets.
2. A determination that the Project is Statutorily Exempt, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15275 (a); and

B. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

ISSUE

In October 2017, the Board approved the findings and recommendations resulting from the Technical Study and a concept for improving Metro Orange Line (MOL) Bus Rapid Transit (BRT) in accordance with Measure M (Legistar File 2017-0413). In February 2018, the Board Received and Filed a status

update (Legistar File 2017-0742) for the MOL BRT Project. The report described progress on the initial design direction and determined that the Project could be found statutorily exempt, pursuant to CEQA. Various configurations of aerial stations including connectivity with ESFV and Sepulveda Pass projects have been evaluated, preliminary cost estimates updated and an approach to funding the project has been initiated. As a result, an updated project description has been developed. Board action on the updated project description is required for environmental clearance and to define the preliminary engineering work to be carried out in the next project phase. Board authorization to file the NOE is needed to implement this project and remain on schedule, per Measure M.

BACKGROUND

The MOL BRT Project is one of the early Measure M transit projects, with a construction groundbreaking date of Fiscal Year (FY) 2019 and a planned opening date of FY2025. Measure M also identifies funding for future conversion from BRT to Light Rail Transit (LRT) in FY2051. The addition of grade separations and gate systems would be consistent with the ultimate conversion of the MOL corridor to LRT, but does not commit the Board to doing so at this time, as this Project has independent utility because it improves the operation and capacity of MOL BRT, in accordance with Measure M. Additionally, the Project was also recently awarded an SB-1 Local Partnership Program Grant which provides a portion of funding for the BRT improvements in FY2019.

Since February 2018, further conceptual design, development and analysis of the Project have occurred, along with discussions with the City of Los Angeles Department of Transportation (LADOT). The purpose of this effort has been to confirm that the assumptions and methods developed to address traffic impacts due to the gates are in accordance with LADOT requirements. The MOL BRT Improvements project includes proposed aerial busway stations and bicycle/pedestrian grade separations at Van Nuys and Sepulveda Boulevards. The Project also includes proposed railroad-type gating at all at-grade crossings along the line, which extends approximately 18 miles from the North Hollywood Metro Red Line station to Chatsworth (Attachment A).

The conceptual designs developed for Van Nuys and Sepulveda Boulevards aerial grade separated stations allow for potential future connections between the MOL and the planned East San Fernando Valley (ESFV) and Sepulveda Transit Corridor projects. The ESFV transit project will further analyze the connectivity options and the construction schedules between the MOL and ESFV during the ESFV Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) phase. Ongoing coordination between the Sepulveda Transit Corridor feasibility study and MOL will be informed by the Sepulveda Transit Corridor feasibility study process, while MOL will be designed to accommodate a potential connection at one of the two proposed MOL aerial stations. Additionally, first/last mile design principles will continue to be applied to the Project as it transitions from conceptual to preliminary engineering.

DISCUSSION

Project Description

The updated Project description proposes grade separated structures that would elevate the busway, bike path, and associated stations at Van Nuys and Sepulveda Boulevards. The aerial structure will

require the closure of Tyrone Avenue. The Project also includes railroad-type gate systems at up to MOL crossings. Gating will improve safety, allowing an increase in the speeds of buses along the corridor to reduce travel times. However, it is important to note that changes in bus operations such as operating at increased headways and in two-vehicle platoons would need to be further evaluated and approved by Metro Operations in order to minimize the frequency of gate activation and delays to cross traffic without reducing overall passenger capacity on the MOL. Previously, a single aerial grade separation spanning Van Nuys Boulevard to Sepulveda Boulevard was proposed, but a more cost-effective and efficient design now includes separate aerial structures at each of these two arterial street crossings. Otherwise the project and cost refinement reflects the conceptual design development.

The following is the updated project description for the MOL Improvements project:

- Up to 35 at-grade crossings along the busway between the North Hollywood and Chatsworth Stations would receive four quadrant safety gates of the type used for LRT;
- Standalone aerial, grade separated busway and station structures at Van Nuys and Sepulveda Boulevards, which will be designed to accommodate the potential conversion to light rail transit (LRT);
- One minor street, Tyrone Avenue, would be closed to accommodate the busway grade separation structure;
- The Class I bike path adjacent to the span of the busway grade separation structures would be grade separated over Van Nuys and Sepulveda Boulevards; and
- An at-grade, Class 1 bicycle facility with signalization will be maintained at Van Nuys and Sepulveda Boulevards for local access.

While improving safety and reducing travel times for the MOL, the gate systems will increase vehicle delays and travel times for cross traffic. Staff is exploring operating buses at longer headways with two-vehicle platoons to enhance person carrying capacity while minimizing the frequency of gate activation and delays to cross-traffic without reducing overall passenger capacity on the MOL. Close coordination with LADOT will be required prior to implementation of gate systems along the MOL corridor, as LADOT would have design review and approval authority. The tradeoff of improved MOL BRT service and longer cross-traffic delay is consistent with principles included in Metro Vision 2028, Metro's Equity Platform Framework, the City of Los Angeles' Mobility 2035 General Plan Element and California Senate Bill 743 - Transportation Impacts (Steinberg, 2013).

CEQA Determination

The California Environmental Quality Act (CEQA) provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15275 (a) "A project for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities" may be considered statutorily exempt from the analysis required under CEQA (Attachment B). The proposed project improvements would meet the criteria in CEQA Guidelines Section 15272 (a), based on the following:

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- The Project would increase passenger service on the MOL by improving BRT operations reducing travel times and improving safety by avoiding vehicle/BRT conflicts; and
- The Project has independent utility and logical termini because the Technical Study and subsequent study demonstrates that the Project improves MOL BRT operational and ridership performance; and
- This project is consistent with the intent of the legislature in establishing this Statutory Exemption to facilitate “passenger and commuter services” improvements to HOV lanes already in use.

Given the above, the proposed Project meets the definition of a statutorily exempt project described in CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate “passenger and commuter services” improvements to HOV lanes already in use. Notwithstanding the project is statutorily exempt, Metro is committed to implementing measures, including design standards and best management practices, to reduce or eliminate potential new impacts, at its sole discretion.

Community Outreach

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DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro’s employees and patrons. The

Board is approving a project description and authorizing filing a Notice of Exemption; no operational changes or construction will result from this Board action.

FINANCIAL IMPACT

Measure M provides \$286 million and the recently awarded grant from the SB-1 Local Partnership Program (LPP) provides \$75 million for MOL improvements, for a total of \$361 million in eligible, capital-specific revenues to the Project. A preliminary rough order of magnitude (ROM) cost estimate of the recommended Project, based on conceptual engineering, ranges from \$320 to \$393 million (YOE). A refined cost estimate will be determined after completion of the preliminary engineering (PE) phase.

Potential, additional sources of funding include a surplus of remaining Measure R funds on the MOL Canoga project. That project was funded from state and C25 money and completed in 2013. Per the Measure R Ordinance, any savings on a project goes back to the sub-region for another project. The Canoga extension funds require concurrence of the San Fernando Valley Council of Governments to be applied to this Project. Advancing Measure M project funds scheduled for FY 2051 for Orange Line light rail conversion to cover some costs of gating (which is in the FY 2051 project scope) might also be considered.

Should this funding source ultimately be considered for the Project when the LOP is established, staff will describe the considerations involved in using these revenue sources. If the Project is determined to have to be consistent with currently available resources, scope adjustments would be recommended to the Board, with priority being assigned to any safety-related investments and those advancing operational improvements to BRT in the corridor.

ALTERNATIVES CONSIDERED

The Board could decide not to approve staff's recommendations. This is not recommended as this would impact the Project's environmental clearance schedule and Measure M construction groundbreaking date. The Board may also direct staff to advance other options. These options are identified below, along with staff's reasoning for why these options are not recommended.

1. Direct staff to eliminate the safety gating Project feature - this is not recommended because gating provides the most substantial safety and therefore travel time improvements, resulting in an increase in ridership.
2. Direct staff to advance additional grade separations - this is not recommended because the grade separations have a high cost relative to the benefits in improving MOL BRT or effect on cross traffic vehicle delay, while other intersections do not have the potential opportunity for systemwide transit connections that Van Nuys and Sepulveda Boulevards stations provide.

NEXT STEPS

Should the Board approve of staff's recommendation, preliminary engineering will be initiated. When preliminary engineering is completed, project costs will be known with much greater precision,

informed also by how MOL could connect with ESFV and potential Sepulveda Transit Corridor options. Staff will return to the Board following completion of preliminary engineering and the parallel study of the additional grade separations to study (Board Motion 2017-0729) to establish and request approval of the Life-of-Project (LOP) budget to commence construction phase activities and will indicate if the costs and revenues and related scope dictate that the Project be phased. Public outreach along the corridor will be ongoing.

ATTACHMENTS

Attachment A - Metro Orange Line BRT Improvements Project Map

Attachment B - Statutory Exemption Notice of Exemption

Prepared by: Fulgene Asuncion, Senior Manager, Countywide Planning & Development, (213) 922-3025

Laura Cornejo, Deputy Executive Officer, Countywide Planning & Development (213) 922-2885

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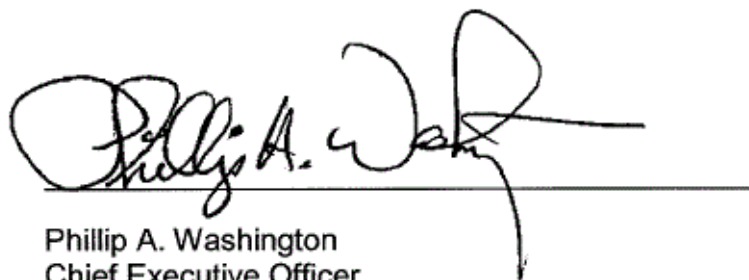
Reviewed by: Therese McMillan, Chief Planning Officer, Countywide Planning & Development, (213) 922-7077

Greg Kildare, Chief Risk, Safety & Asset Management Officer, (213) 922-4971

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Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0339, File Type: Contract

Agenda Number: 25.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

**SUBJECT: VANPOOL VEHICLE SUPPLIER
BENCH CONTRACT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Airport Van Rental, PS10754400051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed \$18,000,000, with three, one-year options, each in an amount not to exceed \$9,000,000, for a total not-to-exceed amount of \$45,000,000 effective August 1, 2018, subject to resolution of protest(s) if any; and
- B. INCREASING the maximum subsidy from \$400 per month to \$500 per month for Metro Vanpool Program users.

ISSUE

Through June 2018, Metro has authorized 1,291 public vanpool service routes with vehicle leases contracted through the existing bench of vanpool vehicle suppliers. The current Metro Vanpool Program transportation contracts will expire October 31, 2018. Staff is requesting authorization to execute contracts with the above-named vanpool vehicle leasing suppliers to continue delivering our vanpool service.

DISCUSSION

Metro launched the Vanpool Program in May 2007, adding the vanpool mode of public transport to the Metro family of services. In May 2013, the Board of Directors authorized the CEO to execute five-year vanpool vehicle supplier bench contracts in an amount not to exceed \$35,732,400 for vanpool vehicle lease services necessary to implement the Metro Vanpool Program. Staff is requesting authorization to execute new contracts with the above-named vanpool vehicle leasing suppliers to continue delivering the Metro Vanpool Program region-wide.

The Metro Vanpool Program

Bench contracts were established to offer commuters multiple vendor options to secure lease vehicle services. Each contract effectively buys down the cost of eligible public vanpool leasing fares to the end user. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$500 per month. Staff is proposing an increase in the maximum subsidy from \$400 to \$500 due to inflation since the program's inception in May 2007 and the recent increases in the lease fares charged by our Vehicle Suppliers. See Attachment C for more analysis.

Individual qualified vanpools that execute agreements with Metro must operate commuter service with vehicles leased from Metro-contracted vehicle suppliers, commute to Los Angeles County worksites, be open to any fare-paying commuter regardless of employer affiliation, and report specific operating data to Metro.

All vanpool operating and expense data are collected, validated, recorded, and reported to the Federal Transit Administration (FTA) as part of Metro's annual National Transit Database (NTD) report. The NTD is the system through which FTA collects uniform data required by the Secretary of Transportation to administer department programs. The data reported is used in formula calculations which apportion federal grants to the region.

Performance and Vanpool Vehicle Budget

The Metro Vanpool Program is one of the leading public vanpool programs in the country. As of June 2018, the Metro Vanpool Program includes nearly 1,300 public vanpool routes in service.

Not only has the program added a new mode to Metro's family of services, it also has increased the Sections 5307 and 5339 federal formula funding generated to the region. While program expenditures in FY17 totaled \$8 million, an estimated \$20 million in new federal formula revenues will be generated to the region as a result of the service.

In FY17, Metro Vanpool services included 1,296 public vanpool routes that recorded over 30.7 million vehicle revenue miles and delivered over 3.8 million passenger trips for a total of \$6.3 million in vanpool subsidies or \$1.68 per passenger trip.

DETERMINATION OF SAFETY IMPACT

The Metro Vanpool Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period which contributes to public safety. In FY17, the Program averaged 5.8 people per trip. We removed an estimated 146.3 million vehicle miles traveled. Safety is our number one priority at the Metro Vanpool Program. We have made additions to our statement of work to require additional safety training for those enrolled in the Metro Vanpool Program.

FINANCIAL IMPACT

The FY19 Budget for vanpool vehicle subsidies is \$7,200,000 in Proposition C 25% Streets & Highway funding in Cost Center 4540, Regional Rideshare Research & Development, Project

405547, Task 02.07, sufficient to cover vanpool vehicle supplier costs through FY19. The Prop C 25% funds are from a Regional Rideshare grant programmed in the Transportation Improvement Program (TIP) pursuant to the Long Range Transportation Plan priorities. Since activities related to this action are provided through multi-year contracts, the Cost Center manager, project manager, and Executive Officer will be accountable for budgeting costs in future years once the final contracts are executed.

Impact to Budget

The source of funds for this action are from Proposition C 25% Streets & Highway and are not eligible to fund bus and rail operating and capital expenditures. FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program will increase the amount of funds available for bus and rail capital expenditures. In FY17 an estimated \$20 million in FTA Section 5307 and 5339 grant funds was generated through the Metro Vanpool Program.

ALTERNATIVES CONSIDERED

The alternative is to allow the current contracts to expire and discontinue operation of the Metro Vanpool Program at that time. Staff does not recommend this because the vanpool program provides an important commute option for the county's long-distance commuters -- a market not readily served by other Metro transit modes offered to the public. Most of the existing vanpools operating today were established through the Metro Vanpool Program and would likely cease operation if the program were to end. In addition, the program generates significant additional net revenues annually.

NEXT STEPS

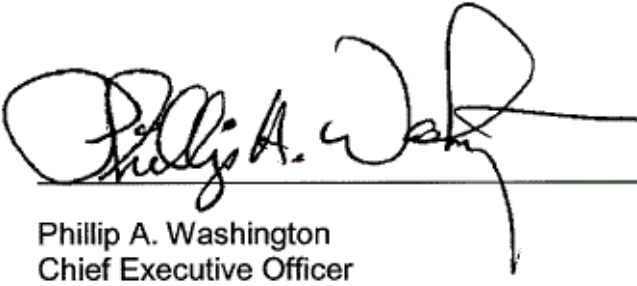
Upon Board approval, staff will execute the Bench contracts. Staff will continue to provide reports to the Board on program performance and progress.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Average Lease Fare Analysis and Staff Subsidy Recommendation

Prepared by: Kevin Holliday, Metro Vanpool Program Manager, (213) 922-2459
Dolores Roybal Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3033
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

1.	Contract Number: PS10754300051491, PS10754400051491, PS10754500051491	
2.	Recommended Vendor(s): Airport Van Rental Green Commuter Enterprise Rideshare (a division of Enterprise Holdings)	
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: February 27, 2018	
	B. Advertised/Publicized: February 27, 2018	
	C. Pre-Proposal Conference: March 8, 2018	
	D. Proposals Due: April 2, 2018	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: May 1, 2018	
	G. Protest Period End Date: July 20, 2018	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 3
6.	Contract Administrator: Gina Romo	Telephone Number: (213) 922-7558
7.	Project Manager: Kevin Holliday	Telephone Number: (213) 922-2459

A. Procurement Background

This Board Action is to approve three bench contracts for vehicle vanpool suppliers in support of Metro's Vanpool Program by offering monthly subsidy payments to provide leased vehicles to Metro's Vanpool Program volunteer participants. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price subsidy reimbursement (not-to-exceed \$500 per month paid to contractors to support each authorized vanpool lease). The total aggregated value of all contracts under the Vanpool Vehicle Supplier Bench for vanpool lease services shall not exceed \$45,000,000 for five years, inclusive of three, one-year options.

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

- No. 1, issued on March 26, 2018, updated the RFP document number, the proposal validation period and provided the Annual Lease Price Worksheet document.

A pre-proposal conference was held on March 8, 2018, and was attended by five individuals, representing three firms. A total of 17 questions were asked and responses were released prior to the proposal due date.

A total of 11 firms downloaded the RFP and were included in the planholder's list. Three proposals were received on April 2, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Shared Mobility and Implementation department and from San Bernardino County Transit Authority was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated using the following pass/fail criteria established in the RFP:

- Minimum three years of experience in public vanpool contracting, vehicle rental, car sharing, or similar function.
- Fleet availability of seven-passenger vehicles meeting the terms as outlined in the Statement of Work (SOW).
- Evidence of ability to provide vanpool vehicles that are compliant with the American with Disabilities Act of 1990.
- Provision of vehicles at delivery/in-service that shall minimally meet the vehicle specifications as stated in the SOW.
- Month-to-month driver agreement in place and sample(s) submitted.
- Supplier's Annual Lease Price Worksheet submitted in accordance with instructions included and within the SOW.
- Key personnel resumes submitted with staff allocation plan included.
- Documented plan for interface with Metro's Project Manager and staff.
- Provides a schedule and plan for regular vehicle maintenance and unscheduled emergency road and repair services.
- Provides documentation of procedures that reimburses vanpool drivers for incidental expenses or emergency repairs incurred by volunteer participant/group and/or 3rd party.
- Documented vanpool driver selection and approval process.
- Vanpool driver safety and training program in place sufficient to ensure driver proficiency in safe vehicle operations.
- Documented vanpool route and/or rider recruitment advertising plan.

The pass/fail criteria are appropriate and consistent with criteria developed for other similar vanpool vehicle supplier services.

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

1. Airport Van Rental
2. Enterprise Rideshare, a division of Enterprise Holdings
3. Green Commuter

The PET independently evaluated the technical proposals according to the pass/fail criteria during the period of April 4 through April 17, 2018.

The PET interviewed all three firms on April 18, 2018. The firms had an opportunity to present their proposed project manager, the team's qualifications and respond to questions from the PET. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Each team was asked questions relative to their ramp-up protocol and ability to enroll over 1,000 vanpools and provide vehicles, each team's reporting process to capture fleet agreement participants, each team's safety processes, and how each team would handle Americans with Disabilities Act compliance.

The final evaluation, after the oral presentations, determined all three firms to be technically qualified to be included on the bench.

Qualifications Summary of Firms within the Competitive Range:

Airport Van Rental (AVR)

AVR is a local Los Angeles based van rental company. They have experience in several large metropolitan markets including San Francisco, Sacramento, San Jose, Las Vegas, Chicago, Indianapolis, Houston, as well as the southern California cities of Los Angeles, Long Beach, Costa Mesa, San Diego, and Ontario. They have an established fleet and management team and have recently added a former vRide operational manager, with over 13 years of vanpool experience, to the team to assist with the Metro contract. AVR has the manufacturer relationships to add vehicles to the fleet as necessary to ensure vehicles are always available for volunteer participants. They are continuously working to enhance their customer experience. AVR provided a strong well thought-out proposal exhibiting both recent and long term relevant van rental experience.

Green Commuter (GC)

GC is an all-electric vanpooling, car share and fleet replacement company. They initiated the nation's first all-electric vanpool service featuring the Tesla Model X in 2017. GC provides an alternative to traditional gasoline fuel vehicles. Their inclusion in the vehicle supplier bench allows Metro the opportunity to offer volunteer participants the choice of a green vehicle option. GC currently offers vanpool service to Raytheon and FedEx in the greater Los Angeles area.

Enterprise Rideshare, a division of Enterprise Holdings (ER)

ER is an incumbent to the Metro Vanpool Program with a 23-year history of leasing vehicles for public vanpools. Enterprise began their ride share program in California in 1994. They have a dedicated team for vanpool and a fleet of vanpool vehicles with the maintenance and customer service representatives to support them.

The following is a summary of the PET evaluation.

	FIRM	Pass/Fail
1	Airport Van Rental (AVR)	Pass
2	Green Commuter	Pass
3	Enterprise RideShare a division of Enterprise Holdings	Pass

C. Price Analysis

Metro has established a baseline for monthly vanpool subsidy payments of up to 50% of total monthly lease, not-to-exceed \$500 per month, per approved vanpool. Metro will pay this monthly amount directly to the vanpool vehicle suppliers.

D. Background on Recommended Contractor

AVR was founded in 2007 and is located in Los Angeles specializing in providing van rentals in large cities throughout the nation. As of May 2018, AVR was fully approved by the Victor Valley Transit Authority as a supplier for vanpool services.

GC was founded in 2014 and is located in Los Angeles. Although they are relatively new to the vanpool market, they offer a niche for a green alternative that has not been previously available to the region. They initiated a car sharing programming in Chattanooga, Tennessee that further advances the innovative opportunities for alternative vehicle uses in transit.

ER is Metro's incumbent vanpool service provider and has over 60 years of experience in the vanpool industry. Enterprise has over 400 locations and nearly 5,000 rental employees in Southern California to assist Metro and volunteer participants.

DEOD SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to lack of subcontracting opportunities. Metro's project manager confirmed that based on industry practices, it is expected that the prime contractors awarded on this bench will provide all the services, equipment, and/or materials necessary to implement the Metro Vanpool Program. The resulting product effectively creates a "co-leasing" relationship between commuters (public users) through Metro authorized vanpool vehicle suppliers, with no direct purchases for these services.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

Metro Vanpool Program: Average Lease Fare Analysis and Staff Subsidy Recommendation

Staff finds three reasons to review our current maximum subsidy. First, it has shrunk in value due to inflation. Had the subsidy amount increased by the Los Angeles County CPI, it would stand at \$484 today. Second, our commuters are facing higher average lease fares. As of April 2018 our average monthly lease fare (the total amount charged to lease the vanpool vehicle before subsidy) was \$1,048. This is the highest it has ever been and we can reasonably assume that lease fares will increase. At the current rate, we forecast an average lease fare of \$1,123 by the end of Fiscal Year 2019. See below for a chart showing the recent and forecasted growth in lease fares. Third, the current maximum was set at the program’s inception 11 years ago in May 2007. We have not updated our subsidy in over a decade. Therefore, staff is proposing to increase the maximum subsidy amount 25 percent from \$400 to \$500. We think that the change to \$500 is reasonable, fair, and consistent with goals of the Metro Vanpool Program.

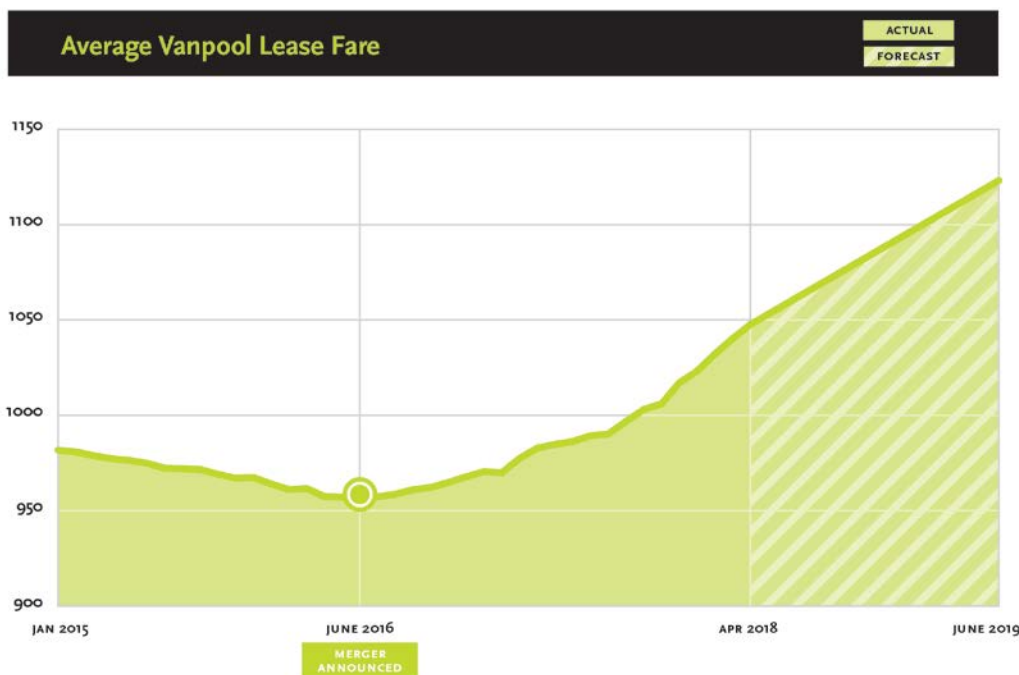


Figure 1: Average Lease Fare from January 2015 to June 2019

The graph above shows our monthly average lease fares since January 2015. We recorded our lowest average lease fare in May of 2016 at \$957. The average lease fare begins to increase around the time of the merger of Enterprise and vRide in June of 2016. With two new suppliers on the bench, we are hopeful increased competition will stabilize the growth of vanpool lease fares. However, even with new Vehicle Suppliers on the bench, lease fares are unlikely to fall significantly. We based our projections for the period of May 2018 to June 2019 on the average increase in lease fares over the 12-month period of May 2017 to April 2018.



Board Report

File #: 2018-0339, File Type: Contract

Agenda Number: 25.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

**SUBJECT: VANPOOL VEHICLE SUPPLIER
BENCH CONTRACT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Airport Van Rental, PS10754400051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed \$18,000,000, with three, one-year options, each in an amount not to exceed \$9,000,000, for a total not-to-exceed amount of \$45,000,000 effective August 1, 2018, subject to resolution of protest(s) if any; and
- B. INCREASING the maximum subsidy from \$400 per month to \$500 per month for Metro Vanpool Program users.

ISSUE

Through June 2018, Metro has authorized 1,291 public vanpool service routes with vehicle leases contracted through the existing bench of vanpool vehicle suppliers. The current Metro Vanpool Program transportation contracts will expire October 31, 2018. Staff is requesting authorization to execute contracts with the above-named vanpool vehicle leasing suppliers to continue delivering our vanpool service.

DISCUSSION

Metro launched the Vanpool Program in May 2007, adding the vanpool mode of public transport to the Metro family of services. In May 2013, the Board of Directors authorized the CEO to execute five-year vanpool vehicle supplier bench contracts in an amount not to exceed \$35,732,400 for vanpool vehicle lease services necessary to implement the Metro Vanpool Program. Staff is requesting authorization to execute new contracts with the above-named vanpool vehicle leasing suppliers to continue delivering the Metro Vanpool Program region-wide.

The Metro Vanpool Program

Bench contracts were established to offer commuters multiple vendor options to secure lease vehicle services. Each contract effectively buys down the cost of eligible public vanpool leasing fares to the end user. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$500 per month. Staff is proposing an increase in the maximum subsidy from \$400 to \$500 due to inflation since the program's inception in May 2007 and the recent increases in the lease fares charged by our Vehicle Suppliers. See Attachment C for more analysis.

Individual qualified vanpools that execute agreements with Metro must operate commuter service with vehicles leased from Metro-contracted vehicle suppliers, commute to Los Angeles County worksites, be open to any fare-paying commuter regardless of employer affiliation, and report specific operating data to Metro.

All vanpool operating and expense data are collected, validated, recorded, and reported to the Federal Transit Administration (FTA) as part of Metro's annual National Transit Database (NTD) report. The NTD is the system through which FTA collects uniform data required by the Secretary of Transportation to administer department programs. The data reported is used in formula calculations which apportion federal grants to the region.

Performance and Vanpool Vehicle Budget

The Metro Vanpool Program is one of the leading public vanpool programs in the country. As of June 2018, the Metro Vanpool Program includes nearly 1,300 public vanpool routes in service.

Not only has the program added a new mode to Metro's family of services, it also has increased the Sections 5307 and 5339 federal formula funding generated to the region. While program expenditures in FY17 totaled \$8 million, an estimated \$20 million in new federal formula revenues will be generated to the region as a result of the service.

In FY17, Metro Vanpool services included 1,296 public vanpool routes that recorded over 30.7 million vehicle revenue miles and delivered over 3.8 million passenger trips for a total of \$6.3 million in vanpool subsidies or \$1.68 per passenger trip.

DETERMINATION OF SAFETY IMPACT

The Metro Vanpool Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period which contributes to public safety. In FY17, the Program averaged 5.8 people per trip. We removed an estimated 146.3 million vehicle miles traveled. Safety is our number one priority at the Metro Vanpool Program. We have made additions to our statement of work to require additional safety training for those enrolled in the Metro Vanpool Program.

FINANCIAL IMPACT

The FY19 Budget for vanpool vehicle subsidies is \$7,200,000 in Proposition C 25% Streets & Highway funding in Cost Center 4540, Regional Rideshare Research & Development, Project

405547, Task 02.07, sufficient to cover vanpool vehicle supplier costs through FY19. The Prop C 25% funds are from a Regional Rideshare grant programmed in the Transportation Improvement Program (TIP) pursuant to the Long Range Transportation Plan priorities. Since activities related to this action are provided through multi-year contracts, the Cost Center manager, project manager, and Executive Officer will be accountable for budgeting costs in future years once the final contracts are executed.

Impact to Budget

The source of funds for this action are from Proposition C 25% Streets & Highway and are not eligible to fund bus and rail operating and capital expenditures. FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program will increase the amount of funds available for bus and rail capital expenditures. In FY17 an estimated \$20 million in FTA Section 5307 and 5339 grant funds was generated through the Metro Vanpool Program.

ALTERNATIVES CONSIDERED

The alternative is to allow the current contracts to expire and discontinue operation of the Metro Vanpool Program at that time. Staff does not recommend this because the vanpool program provides an important commute option for the county's long-distance commuters -- a market not readily served by other Metro transit modes offered to the public. Most of the existing vanpools operating today were established through the Metro Vanpool Program and would likely cease operation if the program were to end. In addition, the program generates significant additional net revenues annually.

NEXT STEPS

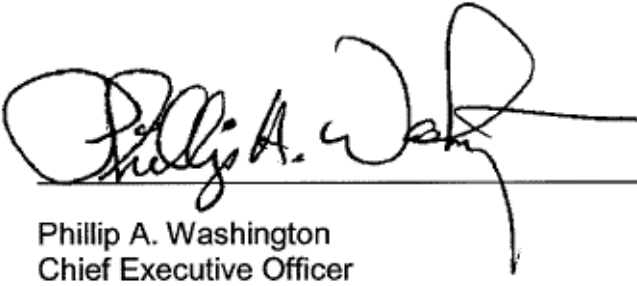
Upon Board approval, staff will execute the Bench contracts. Staff will continue to provide reports to the Board on program performance and progress.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Average Lease Fare Analysis and Staff Subsidy Recommendation

Prepared by: Kevin Holliday, Metro Vanpool Program Manager, (213) 922-2459
Dolores Roybal Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3033
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0262, File Type: Contract

Agenda Number: 26.

PLANNING AND PROGRAMMING COMMITTEE JULY 18, 2018

SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming \$11,528,416 of Measure R funds for professional services;
- B. APPROVING Design Revisions due to East San Fernando Valley Transit Corridor in the amount of \$1,078,584; and
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary third-party and other related agreements.

ISSUE

In April 2017, staff placed the Brighton to Roxford Double Track (B2R) Project on hold at 50% design level to coordinate with the East San Fernando Valley Transit Corridor Project (ESFVTC). As a result of this coordination, B2R Project's final design and environmental documents/reports will need to be revised to incorporate changes due to ESFVTC sharing approximately 2.5 miles of right of way corridor in addition to other safety enhancements and infrastructure improvements.

BACKGROUND

The existing single track on the Antelope Valley Line (from Burbank to Lancaster) is operationally challenging due to safety, scheduling, inability to recover from incidents and service delays. A single track system is equivalent to a one lane road with bi-directional traffic.

The B2R Project will provide a second commuter rail main line track from Control Point (CP) Brighton in Burbank to CP Roxford in Sylmar on the Metrolink Antelope Valley Line. The proposed 11 mile second commuter rail main line track enhances safety, improves on-time performance and service reliability and allows for an increase in commuter rail service capacity.

The B2R completed 30% design in August 2016. The B2R Project is needed to provide 30 minute bi-

directional service to the new Burbank Airport North Station up to the Sylmar/San Fernando Station and with the capability of 30 minute service to the cities of Santa Clarita, Palmdale and Lancaster.

Project Phasing

The B2R Project is proposing a four (4) phased approach to construction to be consistent with the other projects in the area such as City of Los Angeles Bike Path Project and the ESFVTC Project as shown in the table below.

TABLE 1: Brighton to Roxford Double Track Construction Phases

PHASE	CONSTRUCTION LIMITS
1	Control Point Brighton to Sun Valley Siding
2	Sun Valley Siding to Van Nuys Boulevard
3	Van Nuys Boulevard to Sylmar/San Fernando Station
4	Sylmar/San Fernando Station to Control Point Roxford

Coordination with ESFVTC Project

In April 2017, staff placed the B2R Project on hold prior at the 65% design stage to coordinate with the ESFVTC Project. The ESFVTC Project is planned from Van Nuys Boulevard in Los Angeles through the Metro owned and Metrolink operated right-of-way (ROW) up to the Metrolink Sylmar/San Fernando Station. The B2R and the ESFVTC Projects will share approximately 2.5 miles of ROW corridor along six at-grade intersections where a single commuter/freight track currently exists within the ROW. The proposed ESFVTC project would occupy the westerly portion of the ROW, and the commuter/freight track would occupy the easterly portion of the ROW.

DISCUSSION

Both the B2R and ESFVTC projects began working on a collaborative design to co-exist within a shared corridor. As part of the on-going collaboration, Metrolink requested the ESFVTC Project perform additional safety analysis along the 2.5-mile shared railroad right-of-way (ROW) that's adjacent to San Fernando Road and between Van Nuys Boulevard and the Sylmar/ San Fernando Metrolink Station. Furthermore, staff in coordination with the ESFVTC team, met with the City of San Fernando who requested that Metro work to minimize the need to acquire industrial properties in the City.

Within the proposed 2.5 miles of Metro owned and Metrolink operated corridor, there is sufficient space within the 100 feet wide ROW for two tracks for the ESFVTC project and two commuter tracks except between Jessie Street and Maclay Avenue in the City of San Fernando where the ROW reduces to 67 feet. Currently, the San Fernando Bike Path is within the Metro ROW. As part of the ESFVTC Project, the project is proposing to purchase additional ROW to accommodate the single commuter /freight track, relocate the existing San Fernando Bike Path east within the proposed new Metro ROW. The B2R Project with the proposed second main line commuter/freight track will relocate the proposed San Fernando Bike Path from the proposed new Metro ROW to the City streets on either San Fernando Road or Truman Street. This results in allowing for both set of tracks (ESFVTC

and commuter/freight) to fit within the existing and proposed expansion of the Metro ROW.

The B2R Project will need to revise the design plans to incorporate changes due to the ESFVTC Project in amount of \$1,078,584.

Additional Design

Programming funds are also needed for design related to the state of good repair at the grade crossings and tracks, pedestrian underpass at the new Burbank Airport North Station, safety improvements at Penrose and Roxford Street, project phasing packages and Sylmar/ San Fernando station platform extension.

In July 2015, the Board approved a cost-plus-fixed fee contract no. PS2415-3412 with STV for the B2R Project in the amount of \$12.5 million but only \$3 million was programmed (refer to Attachment A). Since then, in January 2017, the Board approved programming an additional \$2.176 of million for third party costs. The recommended board action is to approve the remaining programming amount of \$11,528,416 as shown in the table below.

TABLE 2: Programming Funds Breakdown

Original Engineering Design Services Contract	\$12,500,000
Programmed Third Party Costs	\$2,176,000
Additional Programming Design Services	\$2,028,416
Subtotal	\$16,704,416
Programmed Funds to-date	(\$5,176,000)
Total Programming Funds Requested	\$11,528,416

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety along the commuter corridor by upgrading 16 at-grade crossings to “quiet zone ready” standards. In addition, the Project will incorporate SCRRRA's new Positive Train Control standards.

FINANCIAL IMPACT

The total project cost to complete the Preliminary Engineering, Environmental, and final PS&E phase of the B2R design is \$ 16,704,416. Since the project inception, a total of \$5,176,000 of Measure R 3% has been programmed and approved to-date. Staff is requesting \$11,528,416 of programming authority to come from Measure R 3% funds.

The Design Revisions due to ESFVTC for a one-time request for a not to exceed amount of \$1,078,584 will come from Project 465521, East San Fernando Valley Transit Corridors, Cost Center 4350, Systemwide Team 2. Board approval of this item will allow Metro staff to continue design coordination efforts described in the “next steps” section below and reduce throw-away costs between both projects.

ALTERNATIVES CONSIDERED

The Board could choose not to approve programming additional funds and decide not to continue to complete the design documents for the B2R Project. This alternative is not recommended due to the significant benefits that the B2R Project provides to commuter rail transportation and the SCRRA Antelope Valley subdivision.

For the geometric alignment shift where the proposed ESFVTC and B2R projects would coexist, the Board could choose to keep the Class I bike/pedestrian path to remain within the Railroad ROW with the proposed second mainline track. This alternative is not recommended due to additional ROW impacts within the City of San Fernando that would be required.

NEXT STEPS

With the recommended approval, staff will return to the Board for a contract modification to the engineering design services by September 2018.

Staff will continue to work with the ESFVTC project team to provide an optimized design solution where both projects can co-exist within the railroad corridor. Since the ESFVTC project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative, the ESFVTC project schedule will lead for all coordination opportunities. The B2R project team will explore the opportunities for a four-phased construction approach to maximize funding on a targeted basis based on operational benefit. Below is a summary table of key project milestones for upcoming coordination opportunities between both projects within the shared corridor segment that will allow for full integration.

TABLE 3: Project Coordination Milestone Events

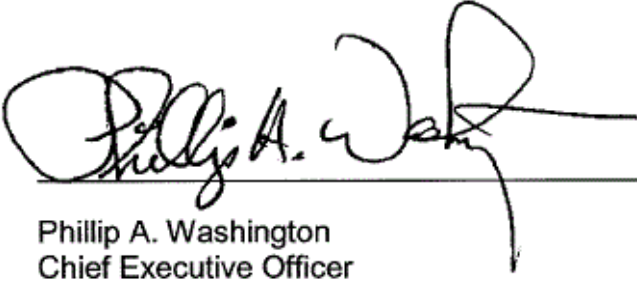
Milestone Event	Date
ESFVTC Project Record of Decision	June 2019
B2R Project Revised Environmental Document Submittal	July 2019
B2R Project Record of Decision	December 2019
ESFVTC Project Construction Award	Mid 2021

ATTACHMENT

Attachment A - B2R Double Track Project

Prepared by: Dan Mahgerefteh, Director, (213) 418-3219
Brian Balderrama, Senior Director, (213) 418-3177
Jeanet Owens, Senior Executive Officer, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Therese McMilan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

..Meeting_Body

2nd REVISED
CONSTRUCTION COMMITTEE
July 16, 2015

..Subject/Action

SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE CONTRACT FOR THE BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

..Heading

RECOMMENDATION

..Title

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION authorizing the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. PS2415-3412 with STV, Inc. for the **Brighton to Roxford Double Track Project** in the amount of \$12,500,000 inclusive of all design phases. This contract is for three years.

..Issue

ISSUE

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting, and final design engineering of the Brighton to Roxford Double Track Project. In addition the work includes the development of the necessary construction documents for the Project, as well as design support services during bid and construction.

..Discussion

DISCUSSION

Background

Metro is developing the Brighton to Roxford Double Track project (Project) in Los Angeles, CA, between milepost (MP) 12.7 and MP 23.6 on the Valley Subdivision. At this time, Metro is proceeding with the environmental clearance and the development of Plans, Specifications, and Estimates (PS&E) for construction of the Project.

The Project includes approximately 10.4 miles of new double track beginning at Control Point (CP) Brighton, at MP 12.7, and ending at CP Roxford, at MP 23.6 on the Valley Subdivision of the Antelope Valley Line. At the east end of the Project near CP Brighton, the scope of work includes connecting the new double track to the Brighton Siding extension that is being developed as part of the Empire Avenue and Buena Vista Grade Separation Project. The scope of work also includes connection to the 6,109 foot

existing Sun Valley Siding between CP McGinley and CP Sheldon. In addition, this Project includes construction of a second side platform at the future Metrolink Hollywood Way Station, and Sylmar/San Fernando Station. Modifications to 15 grade crossings are necessary along the Project corridor. This Project also includes construction of three new railroad bridges, as well as three pedestrian at-grade crossings at the Hollywood Way, & Sylmar/San Fernando Stations as well as improvements to the existing Astoria Street at-grade crossing.

The Project is located mostly within the city of Los Angeles, and partially within the cities of Burbank and San Fernando, California on Metro owned right-of-way. This corridor is operated and maintained by the Southern California Regional Rail Authority (SCRRA) for the Metrolink Commuter Rail Service. In addition, the Union Pacific Railroad (UPRR) provides freight service along this corridor.

The Project is located in close proximity to the Bob Hope Airport /Hollywood Way Station Project between MP 13.5 and MP 13.8. This Project and the Bob Hope Airport Station/Hollywood Way Station Project, represent two related projects that, in combination, will provide for overall operational flexibility along the Valley Subdivision. Both projects are contractually separate. This project adds capacity to Antelope Valley line and improves operations and passenger service while reducing travel times.

Funding Commitment

The Project is funded from Measure R 3% and state funds. This Project is the Number 2 ranked project on the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA) and several southern California agencies, including Metro. This MOU provides funding from Proposition 1A bonds and other sources for eligible projects.

FUNDING SOURCE	FINAL DESIGN
Proposition 1A	\$55 million
Measure R 3%	\$3 million
Other Sources	\$52 million
TOTAL	\$110 million

..Determination_Of_Safety_Impact
DETERMINATION OF SAFETY IMPACT

The Project will upgrade 15 at-grade crossings to current SCRRA design standards. In addition, the Project will incorporate SCRRA’s new Positive Train Control standards.

Site-specific safety features will be identified through the FHWA’s Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby the LADOT, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices. The findings of the diagnostic review will be used to select safety

improvement features such as pedestrian gates, emergency egress swing gates, and channelization handrails that will be included on the engineering drawings.

..Financial_Impact

FINANCIAL IMPACT

The total funding from Measure R 3% is \$3 million, which is included in the FY16 budget in department 2415, Regional Rail, Project No. 460074, Task 6.2.02.01. Since this is a multi-year contract, the cost center manager, and Executive Director, Engineering and Construction will be accountable and responsible for budgeting the cost of future fiscal year requirements.

Impact to Budget

Source of Funds: \$3,000,000 million in Measure R 3% funds.

..Alternatives_Considered

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to STV and decide not to pursue the Brighton to Roxford Double Track Project. This alternative is not recommended due to the significant benefits that the Brighton to Roxford Double Track Project provides to commuter rail transportation and the SCRRA Antelope Valley subdivision. In addition, it should be noted that this project is currently on CHSRA/Metro MOU listed as second highest priority to receive funding and if not awarded Metro will lose that funding.

..Next_Steps

NEXT STEPS

Upon approval by the Board, staff will execute the contract, and begin the services for the Brighton to Roxford Double Track Project.

..Attachments

ATTACHMENTS

- A. Procurement Summary
- B. Brighton to Roxford Map

..Prepared_by

Prepared by: Don Sepulveda, Executive Officer, Regional Rail (213) 922-7491

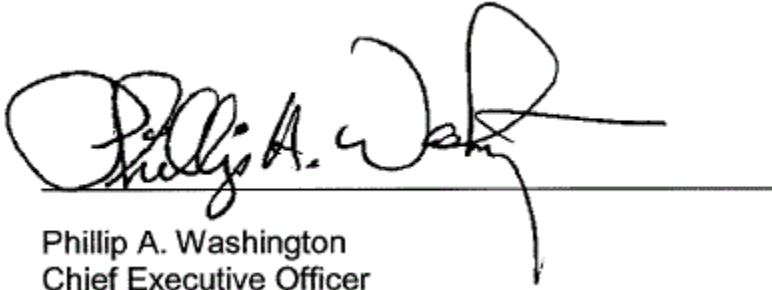
..Reviewed_by

Reviewed by:

Ivan Page, Executive Director, Vendor/Contract Management (213) 922-1005

Nalini Ahuja, Executive Director, Office of Management and Budget (213) 922-3088

Bryan Pennington, Executive Director, Engineering and Construction (213) 922-7449



Phillip A. Washington
Chief Executive Officer

Brighton to Roxford Double Track Project

1. Staff is requesting Board Approval of programming dollars of \$11.528 M to complete the design of the Brighton to Roxford Double Track Project for “shovel ready” condition to be highly competitive for state and federal grants; and
2. Approving Design Revisions due to East San Fernando Valley Transit Corridor in the amount of \$1.078 M.

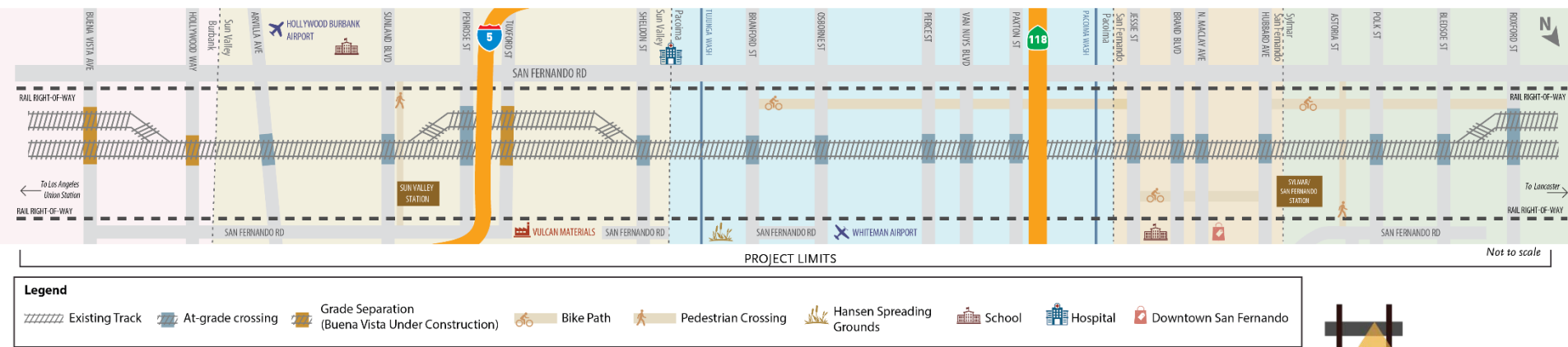
Metro Board Meeting
July 26, 2018

Brighton to Roxford Double Track Project



1. Metrolink is the only rail transit serving the Antelope Valley with connections to Burbank, San Fernando, Los Angeles (Sun Valley, Pacoima and Sylmar), Santa Clarita, Acton, Palmdale and Lancaster.
2. The Brighton to Roxford Project was approved by the Board in July 2015 and awarded the A/E design to STV for \$12.5 million with programming authority of \$3 million.

Existing Conditions on the Antelope Valley Line



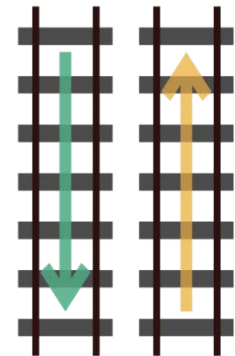
1. 60% of the Metrolink Antelope Valley Line (AVL) is single track which is operationally challenging. Operating on single line track is equivalent to a one lane road with bidirectional traffic.

2. There are approximately 30 passenger and 5 freight trains per week day on the AVL.



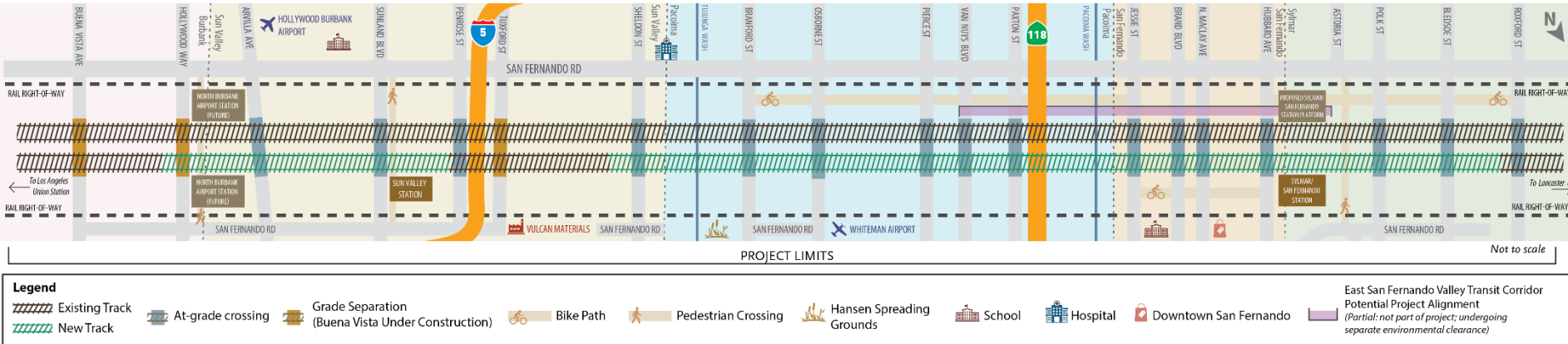
Shared Single Track

Separated Double Tracks



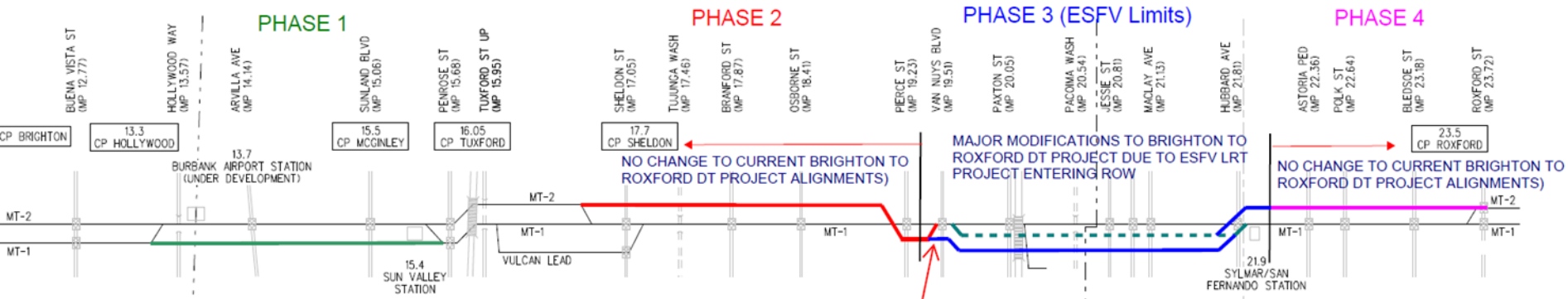
Track comparison

Brighton to Roxford – Project Benefits



- 1. Provides 25 miles of continuous double track from Union Station to San Fernando Valley that will provide 30 minute bi-directional service to the new Burbank Airport North Station up to the Sylmar/ San Fernando Station and first step to enable 30 minute clock phasing service to the cities of Santa Clarita, Palmdale and Lancaster.**
- 2. Enhances safety with Quiet Zone Ready improvements at 16 existing at-grade roadway crossings and one pedestrian-only crossing.**
- 3. Improves safety, efficiency along the Antelope Valley Line and on-time performance up to the San Fernando Valley.**

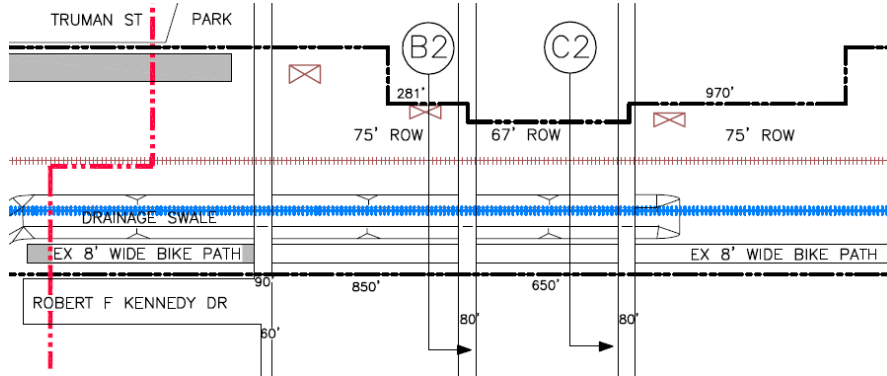
East San Fernando Valley Transit Corridor Project Coordination



1. Brighton to Roxford (B2R) is consistent with the proposed ESFV transit line. The B2R was placed on hold in June 2017 to wait for the ESFV transit to select a preferred alternative.
2. The B2R project will share approximately 2.5 miles of the corridor with 5 at-grade crossings (Paxton Street, Jessie Street, Brand Boulevard, Maclay Avenue and Hubbard Ave.) which will require

Coordination with the ESFVTC Project

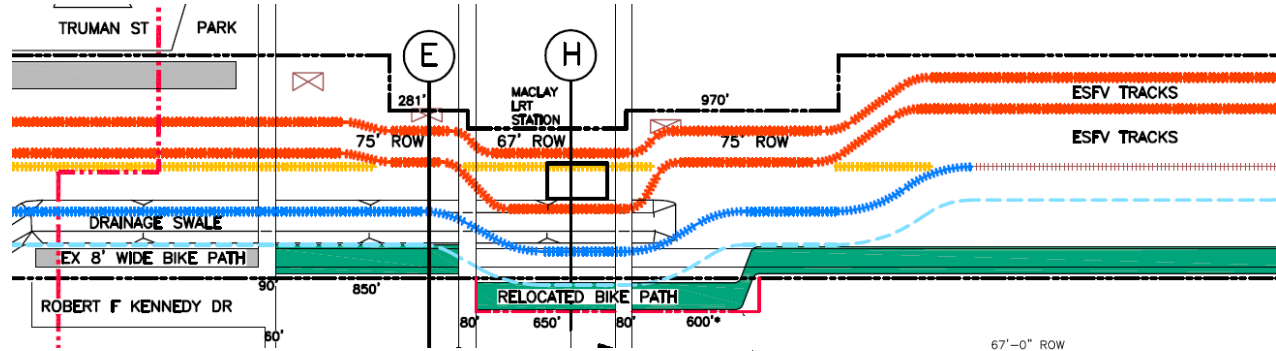
EXISTING CONDITIONS



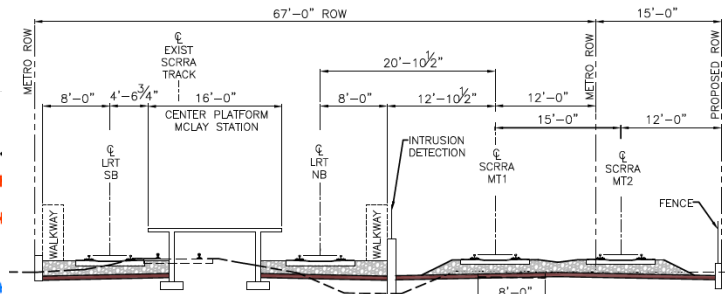
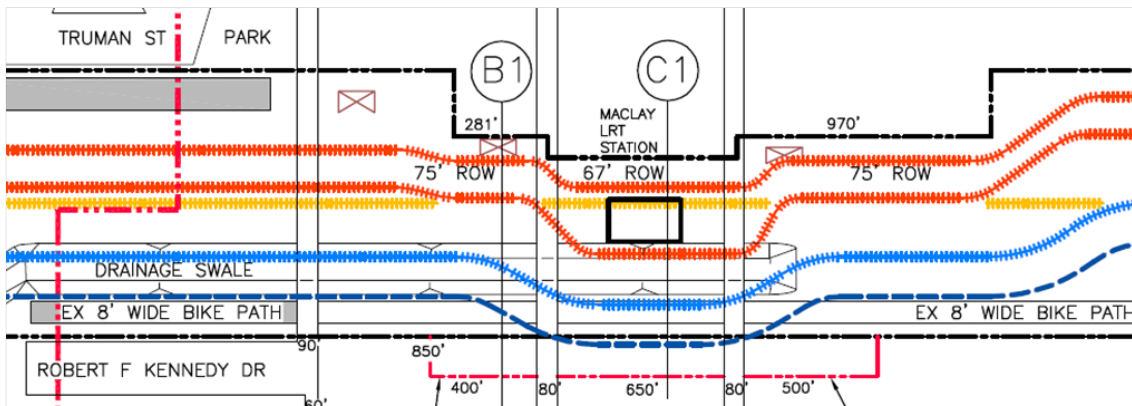
LEGEND:

- EXISTING TRACK
- EXISTING TRACK TO BE REMOVED/SHIFTED
- EXISTING SIGNAL HOUSE
- EXIST BIKE PATH
- PROPOSED METROLINK 2ND TRACK
- EXIST ROW
- PROPOSED ROW

POST ESFVTC PROJECT



POST BRIGHTON TO ROXFORD



SECTION C1

TYPICAL 4-TRACK CONFIGURATION
67' ROW, WITH 15' WIDE ROW ACQUISITION
NO BIKE PATH WITHIN ROW

*DESIGN CRITERIA EXCEPTION NEEDED FOR SCRR SIDE CLEARANCES AND TRACK CENTERS TO LRT, BUT COMPLIES WITH CPUC LEGAL MINIMUMS.

Programming Funds Breakdown and Proposed Cash Flow

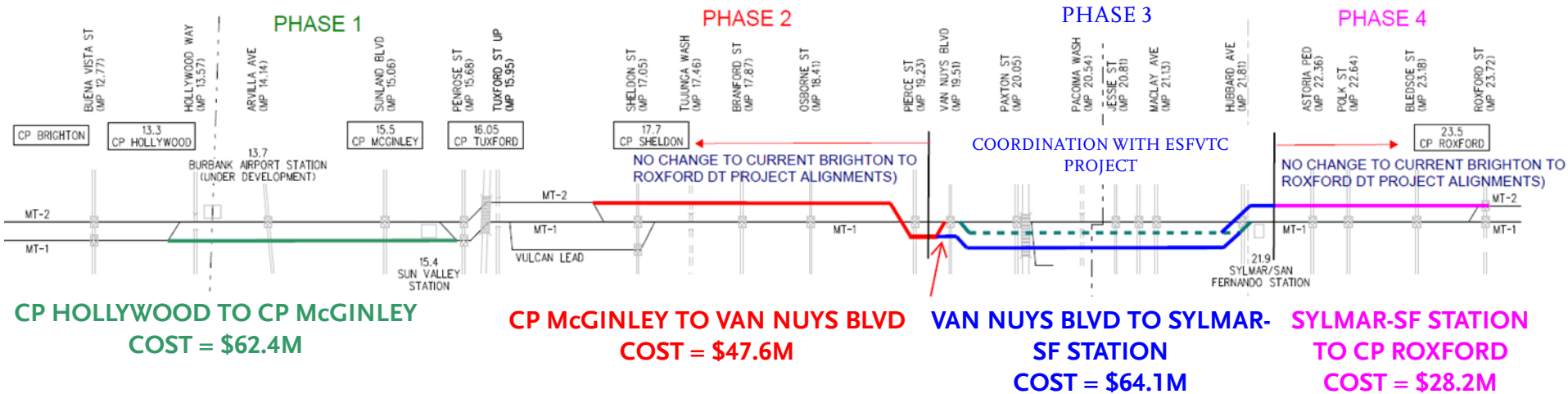
Programming Funds Breakdown

Project	Dollar Amount
Original Engineering Design Services Contract	\$12,500,000
Additional Design Services	\$3,000,000
Programmed Third Party Costs	\$2,176,000
Subtotal	\$16,704,416
Programmed Funds To-date	(\$5,176,000)
Total Programming Funds Requested	\$11,528,416

FY 15-18 Expended to date	FY 19 Metro Budget
\$5.2 million	\$5.67 million

Project Costs and Funding

Approval of staff recommendations will allow Brighton to Roxford Double Track Project to be highly competitive for state and federal grants.



PROJECT FUNDING	
Sources	Uses
Measure R 3% Funds (\$5.67M)	Planning, Environmental and Final Design
2018 BUILD Grant (\$28.2M) ¹	Construction of Phase 4

NOTE (1): Potential Project identified in SCRRRA Grant application to be submitted July 2018 with \$8.22M SCRRRA TIRCP obligation, \$2.428M TCIF obligation, \$22.56 request from Build Grant and \$3.2M local match.



Brighton to Roxford Double Track Project

QUESTIONS?