

Metro

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



Agenda - Final

Wednesday, October 19, 2016

2:00 PM

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

Planning and Programming Committee

Hilda Solis, Chair

Paul Krekorian, Vice Chair

Michael Antonovich

James Butts

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Board Meetings. Interpreters for Committee meetings and all other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

ភាសាវៀតណាម

HELPFUL PHONE NUMBERS

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 8.

CONSENT CALENDAR

8. RECEIVE AND FILE status report on **Transit to Open Space and Parks** [2016-0693](#)
Motion response.

Attachments: [Attachment A - Regional Open Space and Natural Areas Accessible by Transit](#)
[Attachment B - June 23, 2016 Board Motion Transit to Open Space and Park](#)

NON-CONSENT

9. AUTHORIZE the Chief Executive Officer (CEO) to: [2016-0284](#)

- A. CONDUCT a study for providing up to **two additional stations in the City of Glendale and up to two additional stations in the City of Los Angeles** as well as providing increased train service throughout the day from Union Station to the City of Burbank with opportunities to include expanded service to the Antelope Valley as a first step in examining increased rail connectivity in the Los Angeles, Glendale and Burbank Corridor. Additional stations would need to be spaced appropriately and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley;
- B. PROGRAM AND AMEND the FY 17 budget to add \$900,000 in Measure R Commuter Rail service funds to conduct this study; and
- C. INVENTORY the options for increasing the City of Glendale's access to the Regional Transit System given the existing baseline Metrolink and future High Speed Rail service. This inventory will examine the existing infrastructure, planned and funded projects and potential future initiatives to improve connectivity to the greater Metro system.

Attachments: [Att. A - March 2016 Board Motion](#)
[Att. B - Burbank-Glendale-Los Angeles Light Rail Corridor Alignment Map](#)

10. APPROVE:

[2016-0614](#)

- A. EXTENDING the Downtown Los Angeles Pilot for a period of 5 years.
- B. AUTHORIZING the Chief Executive Officer (CEO) to exercise options and execute Modification No. 4 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. to account for an accelerated schedule for the implementation and operation of the **Metro Countywide Bike Share expansion in Downtown Los Angeles** for an additional 5 years and in Venice, Pasadena, and the Port of Los Angeles for 6 years in the firm fixed amount of \$42,618,583, increasing the total contract value from \$11,174,329 to \$53,792,912 as follows:
 - 1. Extending Downtown Los Angeles Pilot in the amount of \$19,658,911
 - 2. Expansion to Venice in the amount of \$5,069,606
 - 3. Expansion to Pasadena in the amount of \$12,908,510 (inclusive of an initial two-year pilot for \$4,731,689 plus options for four additional years)
 - 4. Expansion to the Port of Los Angeles in the amount of \$4,907,529
 - 5. Implementing GPS equipment in bicycles to support Countywide modeling efforts in the amount of \$74,027
- C. AUTHORIZING the Life of Project budget (LOP) including the following capital costs:
 - 1. \$2.072M for Pasadena
 - 2. \$670K for Port of LA
 - 3. \$10K for Venice
- D. CHANGING the project sponsor for Call for Project Grant Number F9515 (Pasadena Bike Share Start Up Capital Costs) from Pasadena to Metro in order to utilize funding toward Metro Bike Share implementation in Pasadena.
- E. AUTHORIZING the CEO to take the following actions to expand the Metro Countywide Bike Share program:
 - 1. Negotiating and executing an amendment to the MOU between City of Los Angeles and Metro to expand bike share to Venice and extend DTLA MOU timeframe;
 - 2. Negotiating and executing a Memorandum of Understanding (MOU) between Pasadena and Metro to set the terms of fiscal and administrative responsibility as described in the

- January 2015 Receive and File (Attachment C); and
3. Negotiating and executing a Memorandum of Understanding (MOU) between the Port of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C).

Attachments: [ATTACHMENT A - Procurement Summary](#)
[ATTACHMENT B - Contract Modification Log/Change Order Log](#)
[ATTACHMENT C - January 2015 Bike Share Program Receive and File](#)
[ATTACHMENT D - Bike Share Funding & Expenditure Plan](#)
[ATTACHMENT E - January 2014 Metro Board Motion 58](#)
[ATTACHMENT F - July 2015 Metro Board Motion 22 1](#)
[ATTACHMENT G - DEOD Summary](#)

11. AUTHORIZE the Chief Executive Officer (CEO) to: [2016-0649](#)

- A. EXECUTE Modification No. 13 to Contract No. PS10-4320-2618 with HDR Engineering, Inc. to prepare the Draft and Final Environmental Assessment (EA) for the **Restoration of Historic Streetcar Service in Downtown Los Angeles**, in the firm fixed amount of \$361,149, increasing the total contract value from \$3,075,793 to \$3,436,942; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS10-4320-2618 in the amount of \$200,000, increasing the total authorized CMA amount from \$476,000 to \$676,000 to support potential additional environmental assessment work.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - Proposed Downtown Los Angeles Streetcar Route](#)
[Attachment D - Board Motion, February 18, 2010, Item No. 34](#)
[Attachment E - DEOD Summary](#)

12. CONSIDER: [2016-0730](#)

- A. APPROVING programming of up to \$17.233 million from **fiscal year (FY) 2016 Federal Department of Homeland Security Transit Security Grant Program (TSGP) and State Proposition 1B California Transit Security Grant Program funds** that are available for eligible capital transit projects, as shown in

Attachment A;

- B. AMENDING the FY 2017 budget to add \$1.13 million in revenues and expenditures to begin implementing the recommended TSGP project shown in Attachment A; and
- C. ADOPTING the required FY 2016 resolution, as shown in Attachment B, authorizing the Chief Executive Officer to execute any actions necessary for obtaining state financial assistance that the California Office of Emergency Services may provide.

Attachments: [ATTACHMENT A - FY 2016 TSGP and Prop 1B Project List](#)
[ATTACHMENT B - Governing Body Resolution](#)

13. AUTHORIZE the Chief Executive Officer to adopt: [2016-0762](#)
- A. the attached resolution (Attachment A) **authorizing the Chief Executive Officer (CEO) or the CEO's Designee to negotiate, execute, and file federal, state, regional and local funding documents** for Board-approved projects and activities; and
 - B. the attached resolution (Attachment B) authorizing the CEO or the CEO's Designee to **execute and file Federal Transit Administration funding documents** for Board-approved projects and activities.

Attachments: [Attachment A - Resolution Authorizing To Negotiate, Execute, and File Funding](#)
[Attachment B - Resolution Authorizing the Filing of Applications with the Federa](#)

Adjournment

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.



Board Report

File #: 2016-0693, **File Type:** Motion / Motion Response

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016**

SUBJECT: TRANSIT TO OPEN SPACE AND PARKS MOTION RESPONSE

ACTION: RECEIVE AND FILE REPORT RESPONDING TO BOARD MOTION ON OPEN SPACE AND PARKS

RECOMMENDATION

RECEIVE AND FILE status report on **Transit to Open Space and Parks Motion response.**

ISSUE

On June 23, 2016, the Metro Board of Directors approved a motion (Attachment B) directing an action plan to better connect communities to open space and parks. The motion required a report back to the Board on the October 2016 agenda.

DISCUSSION

This report details a preliminary review of park access issues and describes a work plan for addressing those issues. In summary, Metro staff will initiate a strategic planning process to achieve the following objectives:

- Analyze park access needs across the county with a focus on disadvantaged park-poor communities. Review and evaluate prior efforts by Metro and other transit agencies to improve open space access;
- Guide decision making on future projects and investments;
- Engage potential partners and other stakeholders; and
- Recommend potential Metro and partner activities to improve access to parks and open space.

As noted in the Board Motion, Los Angeles County has a wealth of open space and recreational assets. Often, however, those assets are out of reach for many county residents, particularly for lower income disadvantaged communities. Access barriers include physical distance, lack of transportation options for non-auto owners, as well as periodic heavy traffic and constrained parking

especially for popular destinations at peak times. At the same time, lower income and disadvantaged communities would benefit most from improved access, especially in places that have inadequate opportunities for local recreation and physical activity, and that suffer from poor air quality, or other conditions that lead to poor health outcomes. A 2016 study by the LA County Department of Public Health concluded a clear correlation between economic hardship, reduced local park space, and premature mortality and cardiovascular disease among other health issues.

Technical Approach

Metro's proposed work in addressing the motion emphasizes connecting park-poor disadvantaged communities to regionally significant open space. As such, the work effort will define and analyze key indicators including:

- Park needs - Metro's effort will index availability of parks, open space, and recreational opportunities within the county. There have been numerous prior efforts at creating a park inventory in Los Angeles County, including the recent Los Angeles County Comprehensive Parks and Recreation Needs Assessment (hereinafter LA County Needs Assessment) which we can draw upon and adapt for a countywide effort focused on transportation. The LA County Needs Assessment ranked 188 study areas in the county into five categories of need based on availability of parks compared to population.
- Disadvantaged communities - Similarly, there are several current measures for disadvantaged communities, including the CalEnviroScreen scoring method used in Cap-and-Trade and other state funding programs. The LA County Needs Assessment, although it did not consider socio-economic or health indicators in its needs ranking, did include a compilation of indicators, with a focus on health and air quality. Other methods include the USC Program for Environmental and Regional Equity (PERE) Environmental Justice Screening Method, and the Public Health Alliance of Southern California's Southern California Health Disadvantage Index. Metro's effort will review available methods and determine which is most applicable to this work effort.
- Park/Open Space Facilities of Interest - Metro's work effort will identify which park facilities are of most interest due to a variety of factors including size, features, and demand. It is noted that the recent LA County Needs Assessment includes an inventory of parks as well as a typology that may be directly applicable for Metro's efforts. That project categorized parks into four types - Local Parks, Regional Recreation Parks, Regional Open Space, and Natural Areas; the latter two include most National Monument and Recreation Areas, as well as other mountain and beach destinations. As intended by the Motion, any subsequent Metro project to improve access may be focused on large regional scale facilities such as mountains and state and federal non-urban parks, but the strategic planning effort will also consider the opportunities for access improvements at a variety of scales.
- Measures of Accessibility - A key component of Metro's analysis will be to establish measures

of accessibility, which are typically expressed in terms of ability to access destinations within a specified time frame. As with other indicators, there is a substantial body of work to build on in this area, including, notably, within the Environmental Justice analysis for SCAG's Regional Transportation Plan, which looks at ability to access open space from a specified location by both auto (within 30 minutes) and public transit (within 45 minutes).

Taken together, the compilation and analysis of these indicators will determine areas of focus for any Metro or partner project or investment. This effort will point toward investment recommendations that connect the most disadvantaged and park-poor communities to the facilities of greatest interest in a cost-effective way.

Process

We anticipate engaging in a 6 to 9 month strategic planning process (after procurement) in order to carry out the direction included in the motion. This process will include engaging a working group consisting of public agency and community stakeholders as well as affected Metro departments, and will result in a final report and set of recommendations for further Board consideration.

Available Data

As noted, the LA County Needs Assessment covers much of the same material that staff anticipates analyzing for our upcoming effort and will serve as a major source of data. To the extent appropriate, we will seek to define terms consistently with the county report.

SCAG includes measures of open space accessibility as part of the Environmental Justice analysis to the Regional Transportation Plan.

Non-profit and advocacy organizations, notably the City Project and the Trust for Public Land, have conducted independent analysis of transit-to-parks and transit-to-trails opportunities. We have begun discussions to understand this work and to access data for Metro's upcoming effort.

Current Transit Service

We have prepared a preliminary analysis of current Metro transit service to Regional Open Space and Natural Areas as included in the LA County Needs Assessment. Through this, we have found that 461 Regional Open Space or Natural Areas are served by transit (Metro rail and bus, municipal, and regional rail) within ¼ mile, while 764 such locations are served within 1 mile. This is a preliminary screen that does not take into account important factors such as frequency or travel time, but provides some indication of the scope of future analysis and opportunities for enhanced connections. The results of this preliminary review are shown in a map as Attachment A.

Project Examples (Past and Current)

The strategic planning process will include a critical review of access projects, including those with

direct Metro involvement, others in Los Angeles County, and from around the country. This will be done to establish best practices and lessons learned that will guide any future investments or projects, noting that many prior projects have suffered from distinct flaws that can result in poor utilization and high costs. To date, we have compiled a preliminary sampling of projects from the region, state, and out-of-state, including:

- ParkLINK Shuttle - Led by the Mountains Recreation and Conservancy Association, the ParkLINK shuttle ran from 2005 to 2007, circulating within the Santa Monica Mountains National Recreation Area and connecting to communities and transit facilities within Calabasas.
- Muir National Park Shuttle - Initially a partnership with Marin County, the National Park Service and Golden Gate Transit, the responsibility for this service shifted in 2009 solely to Marin County Transit District (Northern California). MV Transportation currently operates the service since 2012, and in 2013 the Golden Gate National Parks Conservancy began administering the fare collection process.
- Boulder County, Colorado - Boulder County provides free shuttles during the summer from a Denver Rapid Transit District Park-and-Ride to a popular mountain trailhead on US Forest Service Land.
- City of Duarte - During the spring of 2016, the City of Duarte ran a shuttle on Saturdays from the Duarte Gold Line station to the popular Chantry Flats trailhead in the San Gabriel Mountains National Monument. The shuttle was well used, but the limited-term pilot was shortened due to fires around the destination.
- Los Angeles County Topanga/Beach Shuttle - Los Angeles County currently runs a shuttle connecting Warner Center, Topanga Canyon, and Will Rogers State Beach.

Parallel, Complementary Planning Efforts

- San Gabriel Mountains National Monument Transportation Plan - As part of the monument designation, the US Forest Service was directed to collaborate with other agencies to develop a transportation plan focused on visitor access, sustainability, and other goals. This is an on-going process expected to result in a final plan in by October 2017.
- California Long Range Transportation Plan - This is a USDOT effort focused on transportation infrastructure within federal lands. The plan does not directly allocate funding, but can be useful to highlight needs and set priorities for future federal investment.

Funding Opportunities/Fund Availability Review

Our strategic planning effort will also consider potential funding sources for access improvements.

Of note for externally-available funding is the Federal Lands Access Program, which provides approximately \$250 million annually in grants for transportation facilities serving federal lands. Metro funding available for parks access will be determined through the Long Range Transportation Plan (LRTP) update process, which will need to prioritize this potential use of funds against other needs and their requisite cash flow demands. The open space/parks access strategic planning process may result in funding recommendations, potentially to include individual pilot or demonstration projects. Funding sources for comparable projects awarded through Metro's Call for Projects program include Proposition C (25%), federal Congestion Mitigation and Air Quality (CMAQ), and federal Regional Surface Transportation Program (RSTP) funding.

FINANCIAL IMPACT

Based on a review of comparable prior projects, Metro staff estimates that the cost to carry a strategic planning process as described in this Board report is approximately \$300,000 for professional services. \$75,000 is anticipated to be required in FY17, and the funding is included in the FY17 budget in Cost Center 4340, Sustainability Policy and Programs, under Project Number 450009, Sustainability Demonstration Projects.

Since this is a multi-year project, the cost center manager and the Chief Planning Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The funding source for this project is Propositions A, C, and TDA Administration, which is not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may consider alternative actions to address the intent of the June 2016 Motion on Parks and Open Space access. This could include initiating short-term pilot projects to test and evaluate access improvements for selected locations, or providing direct project funding on a competitive basis through a "Call"-like process. Staff's recommendation is made given the sporadic and varied history of such projects, suggesting that a more thorough analysis and input process would facilitate successful efforts.

NEXT STEPS

Pending approval of this item, staff will proceed with budget actions and procurement. We anticipate initiating a strategic planning process within six months, and will provide progress reports to the Planning and Programming Committee periodically.

ATTACHMENTS

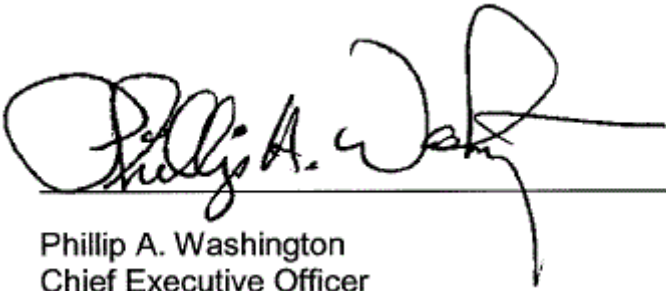
Attachment A - Regional Open Space and Natural Areas Accessible by Transit

Attachment B - June 23, 2016 Board Motion, Transit to Open Space and Parks

Prepared by: Diego Cardoso, Executive Officer, (213) 922-3076

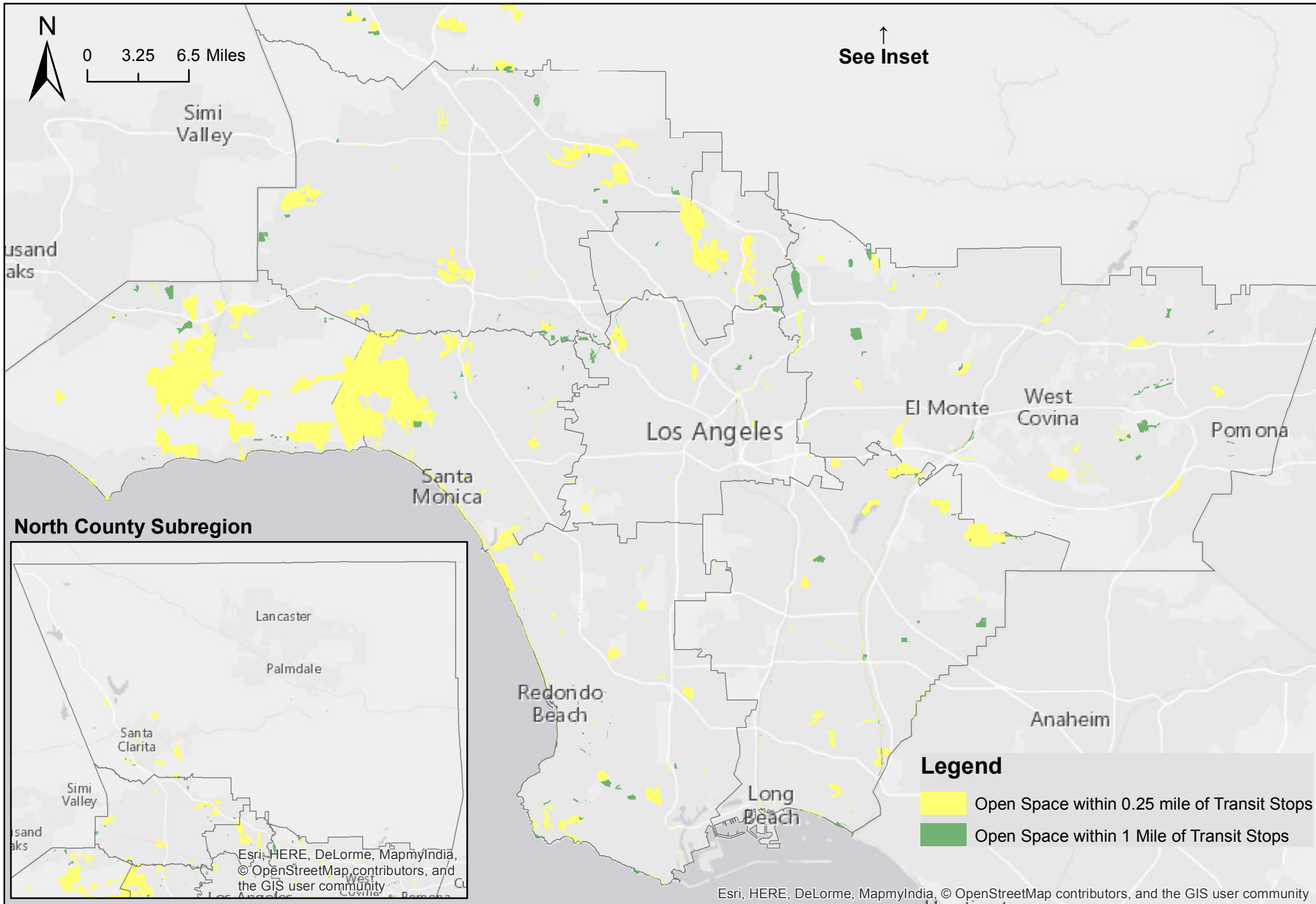
Jacob Lieb, Senior Transportation Planning Manager, (213) 922-4132

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A: Regional Open Space and Natural Areas Accessible by Transit





Board Report

File #:2016-0511, **File Type:**Motion / Motion
Response

Agenda Number:52

**REGULAR BOARD MEETING
JUNE 23, 2016**

Motion by:

Directors Solis, Kuehl and Fasana

as amended by Director Solis

June 23, 2016

Transit to Open Space and Parks

Los Angeles County is a community rimmed by dramatic open spaces from the tranquil coasts to the rolling Santa Monica Mountains and vast deserts. The San Gabriel Mountains are closer to downtown Los Angeles than Denver is to the Rockies. Yet, access to the majestic places remains unattainable for many members of our community.

The purpose of this action is to develop a systematic plan for increasing access to parks and open space, countywide. This is a key priority for the region as demonstrated in the LA County Parks Needs Assessment and the Southern California Association of Governments' Long Range Transportation Plan highlighting a lack of access to the newly designated San Gabriel Mountains National Monument.

In December of 2015, the Board affirmed its commitment to increasing access to parks and open space when it adopted performance measures for project in the Long Range Transportation Plan and Potential Ballot Measure that included Sustainability & Quality of Life and Accessibility. Both categories reference access to parks and open space. Metro has taken actions to provide access to green space to communities, but further gains in connecting people to open space could be achieved with more coordinated efforts.

Given that the Los Angeles Basin is home to 10+ million people, it is critical that we provide affordable, publically managed, transit to parks, open spaces, and publicly managed land. The LA basin is park-deficient-the only way we can ensure the health of Angelenos is by providing access to transit that connects communities, especially disadvantaged (income-poor and park-poor) communities to parks. For instance, 3 million people visited the San Gabriel National Monument last year, but there are no viable public transit options to access the area.

There are funding opportunities to support these programs at the federal, state and local levels, but a

lack of coordination and information can prevent local municipalities and transit agencies from accessing these funds. Metro, as a regional leader, is uniquely able to help coordinate efforts and assist public land managers, transit authorities, nonprofits and municipalities seeking to increase access to parks and open space.

MOTION by Solis, Kuehl, Fasana that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better connect communities to parks and open space. The plan shall include the following elements:

- A. An overview of existing transit system connections to parks and open space and identification of opportunities to increase access to parks and open space. This assessment should draw upon, but not be limited to, data from the following agencies:
1. the County of Los Angeles Department of Parks and Recreation;
 2. the National Park Service;
 3. U.S. Forest Service;
 4. California State Parks;
 5. the Santa Monica Mountains Conservancy;
 6. the Mountains Recreation and Conservation Authority; and
 7. Southern California Association of Governments.
- B. Identification of funding sources for transit to parks and open space including, but not limited to:
1. Federal Grants and Programs like the Federal Lands Access Program, the Federal Lands Transportation Program, the Transportation Alternatives Program, and the National Parks Service Challenge Cost Share Program;
 2. Existing eligible local revenue like Proposition A, Proposition C and Measure R;
 3. Nongovernmental and private partnerships; and
 4. Other Creative funding opportunities
- C. Methods to support the implementation of programs to connect communities to parks and open space, such as offering technical assistance and grants to jurisdictions.
- D. Recommendations to promote the usage of current services and the building of the new service including:

-
1. Shuttle services from transportation infrastructure such as MTA Metro Rail stations, busway stations, bus stops, and regional rail stations as connector hubs for direct shuttles to parks and open space.
 2. Prioritized services for communities with 20% lowest per capita open space acreage in the county; communities that have less than 3 acres of parkland per 1000 people, making them park poor, and incomes below \$48,706 median household income, making them income poor.
 3. Connections to parks and opens space through active transportation corridors such as bike lanes, walkways and greenways.
 4. Potential extensions of existing public transit bus lines to park and open space.

ADDITIONALLY WE MOVE that the Board direct the Chief Executive Officer to engage with other agencies with related planning processes such as the California Collaborative Regional Transportation Plan and the Southern California Association of Governments Regional Transportation Plan and the United States Forest Service San Gabriel Mountains National Monument.

SOLIS AMENDMENT: Include rivers and mountains conservancy and water conservation authority.

Los Angeles County
Metropolitan Transportation Authority

Motion Response – Parks Access Plan

Planning and Programming Committee
October 19, 2016



Motion (June 23 – Item 52)



Board Requests:

- > Action Plan to Improve Parks Access, to Include:
 - > Assessment of Current Service
 - > Identification of Funding
 - > Potential Support Efforts
 - > Ways to Promote/Expand Service
- > Report Back for October Board Cycle

Proposed Work Approach



Strategic Planning Process

- > 6-9 Month Duration (after procurement)
- > Engage a Stakeholder Working Group
- > Define Universe of “Parks” to be Addressed
- > Study Access Issues
- > Identify Project Opportunities/Support Investment Decisions
- > Build from Prior Planning Work
- > Come Back to Board with Recommended Next Steps

Preliminary Assessment



Parks Access Issues for Metro:

- > Substantial Prior Work and Data (esp. LA County Parks Needs Assessment)
- > Range of Prior/Current Access Projects (e.g. park shuttles)
- > Many Parks can currently be Accessed by Transit, More Study Required
- > Some Grants/Funding Programs Available
- > Metro Funding Subject to On-Going Processes (e.g. LRTP)

Thank You





Board Report

File #: 2016-0284, File Type: Motion / Motion Response

Agenda Number: 9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016

SUBJECT: BURBANK-GLENDALE-LOS ANGELES CORRIDOR

ACTION: AUTHORIZE STUDIES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. CONDUCT a study for providing up to **two additional stations in the City of Glendale and up to two additional stations in the City of Los Angeles** as well as providing increased train service throughout the day from Union Station to the City of Burbank with opportunities to include expanded service to the Antelope Valley as a first step in examining increased rail connectivity in the Los Angeles, Glendale and Burbank Corridor. ~~Additional stations would need to be spaced appropriately and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley;~~
- B. PROGRAM AND AMEND the FY 17 budget to add \$900,000 in Measure R Commuter Rail service funds to conduct this study; and
- C. INVENTORY the options for increasing the City of Glendale's access to the Regional Transit System given the existing baseline Metrolink and future High Speed Rail service. This inventory will examine the existing infrastructure, planned and funded projects and potential future initiatives to improve connectivity to the greater Metro system.

ISSUE

At the March 24, 2016 Board meeting, the Board directed the CEO to look at creating a new Metrolink station at Rio Hondo College on the Riverside Line and relocating the Northridge Station on the Ventura County Line. This motion was amended to direct the CEO to look at the environmentally cleared Burbank-Glendale-Los Angeles Light Rail Transit Line as it relates to the Doran Street Grade Separation and the County, City and Army Corps of Engineers Los Angeles River Master Plans and projects. Attachment A contains the adopted Board motion and amendments. This report responds to the Board directive.

This is in response to the March 24, 2016 Board directive to report back on the Burbank-Glendale-

Los Angeles Rail Transit Project which was environmentally cleared in 1994, as it relates to today's plans for the corridor.

DISCUSSION

Background

Between 1988 and 1994 the Los Angeles County Transportation Commission (predecessor agency to Metro) undertook studies and ultimately certified the Environmental Impact Report (EIR) for a 13-mile Light Rail Transit Project that was planned to operate between Union Station and the Hollywood-Burbank Airport. The project would have included 10 stations and would have operated along a segment of what is now the Metro Gold Line near Chinatown before branching off to generally follow the railroad right-of-way along San Fernando Road and the Los Angeles River through Glassell Park, Atwater Village, Glendale and Burbank to a terminus at the Hollywood-Burbank Airport. Attachment B contains a map of the certified alignment.

Prior to the preparation of the above EIR, this railroad right-of-way served freight rail and Amtrak service only. However, in October 1992, Metrolink service was initiated and previously planned light rail stations in Glendale, Burbank and the Burbank Airport were developed as Metrolink Stations instead of light rail stations.

Existing Conditions

Metro owns an approximate 100-foot wide right-of-way along the Burbank-Glendale-Los Angeles Corridor which currently accommodates two tracks serving Metrolink, Amtrak and freight rail service. There is potential room for two additional tracks with certain widening that would be needed at Metrolink rail transit stations to accommodate boarding platforms and other station features. The California High Speed Rail Authority proposes to use the remaining right-of-way in this corridor for up to two main line tracks to provide High Speed Rail service in Southern California. In addition, as Metrolink service expands in the future, there will be a need for additional mainline tracks and/or platforms in the right-of-way. For the above reasons, no additional planning has been considered prudent or feasible for implementation of the light rail service that was considered in the early 1990s. There is, however, opportunity to examine additional stations along the Metro right-of-way such as in Glendale, Glassell Park, Taylor Yard and other locations as appropriate, as well as increased Metrolink service to provide greater access to the regional transit system. Additional stations would need to be carefully considered and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley.

The Doran Street Grade crossing is one of the hazardous grade crossings in the City of Glendale. Metro proposes to separate vehicles, bicycles and pedestrian crossings with an aerial bridge over the existing railroad tracks as part of the Doran Street and Broadway/Brazil Grade Separation Project to enhance safety and traffic flow as well as increase transit regional mobility to Glendale. The project will be designed with accommodations for the High Speed Rail system and/or expansion of the Metrolink tracks.

The California High Speed Rail Authority is currently working on its environmental document for the segment of the proposed line from Palmdale to Los Angeles which is expected to be completed by December 2017. The draft environmental document is anticipated to be released in Spring 2017 for

public review at which time more will be known about the alignment, profile and track needs through Burbank, Glendale and Los Angeles to Union Station.

Other Studies

In July and October 2014, the Board directed staff to undertake a technical study for implementing Bus Rapid Transit (BRT) between North Hollywood (NoHo) and Pasadena (BRT Connector Orange/Red Line to Gold Line). This study was initiated in July 2015. It is using the Line 501 NoHo to Pasadena Express Bus Pilot as a basis for analysis and should be completed in early winter 2017. The Study is examining both arterial and freeway alignments through the Cities of Los Angeles, Burbank, Glendale and Pasadena and will inform future work in this corridor.

Los Angeles River Restoration Coordination

Staff met with representatives of the LA River to gain a better understanding of future plans. These discussions focused on the possibility of adding stations in Glassell Park and potentially adjacent to Taylor Yard. This will be examined as part of the proposed Metrolink Study.

Meeting with Cities of Los Angeles, Glendale and Burbank

Staff met with representatives of the Cities of Los Angeles, Glendale, and Burbank to discuss the above findings concerning the Burbank-Glendale-Los Angeles line and to better understand local connectivity needs to the emerging Regional and Urban Transit System. The City of Glendale discussed their existing and future plans and needs for transit connectivity. Based on this discussion, there seemed to be general agreement that additional Metrolink stations and increased train service throughout the day should be explored including the potential for additional service to the Antelope Valley. Additionally, Metro staff will prepare an inventory to determine the existing and proposed transit infrastructure, what is planned and funded to improve connectivity and potential future initiatives. Upon Board authorization, this inventory would be completed later in the fiscal year when more is known about the status of Measure M. The study of additional stations and expansion of Metrolink service would take approximately six to eight months to complete once Notice to Proceed is authorized.

DETERMINATION OF SAFETY IMPACT

These studies will have no impact on the safety of our passengers and employees.

FINANCIAL IMPACT

With Board approval, \$900,000 in Measure R 3% funds will be added to the FY 2016-17 budget in cost center 2415, Regional Rail, for the additional Metrolink stations and service expansion study.

Impact to Budget

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

The Board could elect not to authorize the study of additional Metrolink stations and expansion of Metrolink services from Union Station to Burbank and potentially the Antelope Valley or to prepare an inventory of current, planned and funded transit programs for the corridor. This alternative is not recommended as the corridor could benefit from additional Metrolink stations and service and the inventory would assist in identifying connectivity gaps to the regional transit system.

NEXT STEPS

With Board authorization, both planning efforts will be initiated. Upon completion of the work, staff will meet with the Cities of Glendale, Burbank and Los Angeles and then return to the Board with the results of the findings.

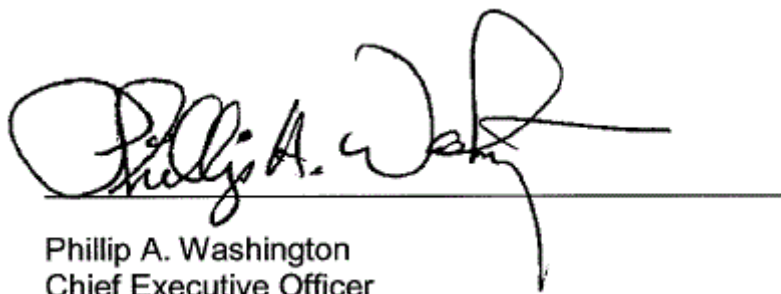
ATTACHMENTS

Attachment A - March 2016 Board Motion

Attachment B - Burbank-Glendale-Los Angeles Light Rail Corridor Alignment Map

Prepared by: David Mieger, Executive Officer, Transit Corridors (213) 922-3040
Renee Berlin, Senior Executive Officer, Transit Corridors (213) 922-3035
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 922-6877

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



Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #:2016-228, File Type:Motion / Motion
Response

Agenda Number:39

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

Motion by:

Solis, Najarian, Krekorian, Antonovich and DuBois

March 16, 2016

New Station on the Metrolink Riverside Line and Multimodal Transit Hub

The Greater Whittier Narrows area encompasses the many communities that surround the Whittier Narrows Recreation Area including the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. These communities are home to major regional destinations like Rio Hondo College, Rio Hondo Police & Fire Academy, Puente Hills Landfill Park and Rose Hills Cemetery. The area is also a large employment center with a high level of industrial and commercial facilities, such as the Sanitation Districts of Los Angeles County's Materials Recovery Center, FedEx distribution centers, the Shops at Montebello and Fry's Electronics among many others.

Based on the regional appeal and significant levels of activity, the Greater Whittier Narrows area is experiencing transportation capacity and operational deficiencies on local streets, arterials, and highways. The *I-605 Needs Assessment and Initial Corridor Study* identified the I-605/SR-60 interchange as a high priority "Hot Spot" due to increasing passenger vehicle and freight truck traffic. Although freeway improvements are justifiable and necessary, the region stands to benefit most from a comprehensive, multimodal approach aimed at shifting vehicle trips to transit alternatives and active transportation.

Currently, there are separate but related transportation projects and services that aim to achieve the common goals of reducing traffic congestion, improving safety for all road users, and improving air quality. These projects include:

- Sanitation Districts of Los Angeles County Waste-by-Rail project (near complete);
- Rio Hondo College Multimodal Transit Hub project (early planning);
- LA County Department of Public Works Rosemead Blvd. Complete Streets project (early planning);
- Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement project (early design);
- San Gabriel Valley Active Transportation Greenway Network project (i.e. Rio Hondo, San Gabriel River, San Jose Creek bike paths);

- Metro Gold Line Eastside Extension Phase 2 (SR-60 and Washington alignment);
- Gateway Cities Council of Governments Lakewood Ave./Rosemead Blvd. Complete Streets Corridor Master Plan;
- Regional and local transit providers (i.e. LA County shuttles, Foothill Transit, Metro, Montebello, Norwalk, etc.)

Combined with the Metrolink Riverside Line that transects the Greater Whittier Narrows area, there is a unique opportunity to explore a robust multimodal transit hub - including a new Metrolink station - at the base of Rio Hondo College.

APPROVE Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following:

- A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;
- B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and
- C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

AMENDMENT by Directors Garcetti, Krekorian, Dupont-Walker, Kuehl and Antonovich that the Board direct the CEO to report back on the following:

- A. an analysis of the feasibility of relocating the existing Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard. The analysis shall include the following:
 1. identifying, and recommendation on maximizing, Metro and local bus connectivity usage
 2. coordination with California State University Northridge (CSUN) officials to improve

connectivity to the university.

3. identify Transit Oriented Development and other land-use opportunities to maximize the use of a station at Reseda Boulevard;
- B. identify and recommend funding sources (including Measure R 3%) to support the relocation of the station;
 - C. create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and
 - D. report back on all the above during the May 2016 Board cycle.

AMENDMENT BY DIRECTORS NAJARIAN, GARCETTI AND ANTONOVICH

March 24, 2016

Item # 39

In 1992, an Environmental Impact Report was completed for a Burbank-Glendale-Los Angeles Rail Transit Project. Subsequent to its completion, the project was ranked #10 on the Long Range Transportation Plan and remained in the top ten until the passage of Measure R. The project is referenced in the current draft Expenditure Plan on Attachment I, Systemwide Connectivity. With the advent of High Speed Rail and its intention to reconfigure along this alignment near Doran Street at upwards of \$100 million, it would be prudent to review this document to better coordinate with High Speed Rail, MTA staff and the cities of Los Angeles and Glendale.

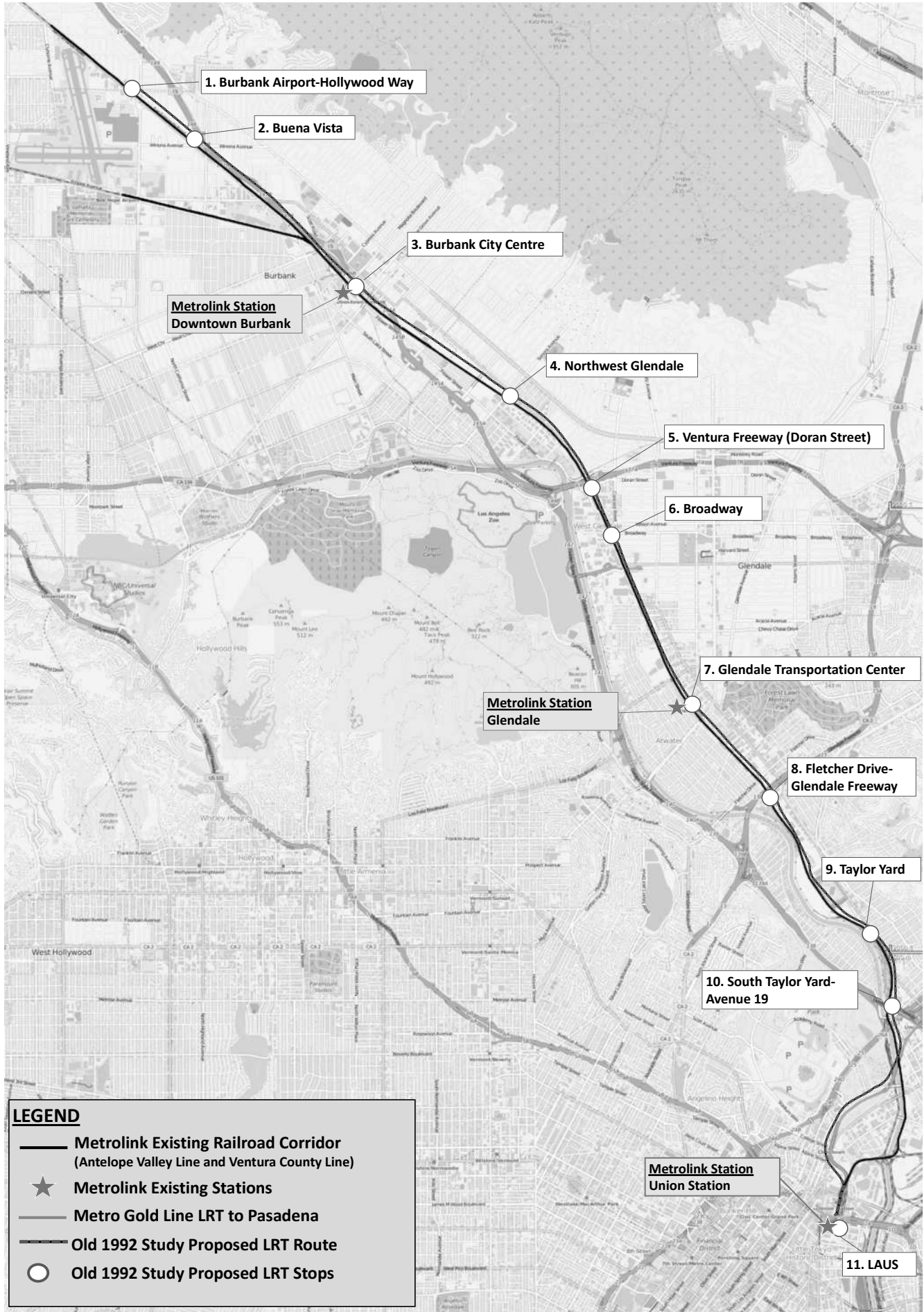
WE THEREFORE MOVE:

- The Board direct the CEO to assign staff to review the above named document as it relates to today's plans for this corridor, including Doran Street and County, City, and Army Corps of Engineers LA River master plans and projects; and
- Identify any cost-saving measures, including but not limited to High Speed Rail reconfiguration; and
- Identify potential rail connectivity with Metrolink, High Speed Rail and Burbank-Glendale-Los Angeles Rail project and local bus services; and
- Explore possible TOD and TOC opportunities and opportunities to support revitalization and/or restoration of the LA River; and
- Identify possible funding sources to support recommendations; and
- Form a working group, including but not limited to the Cities of Glendale, Los Angeles, MTA planning staff and community relations; and
- Report back on all the above during the ~~May~~ 2016 Board cycle.

July

**Burbank-Glendale-Los Angeles
 Rail Transit Corridor
 1992 – 1994 Certified EIR Alignment**

ATTACHMENT B





Board Report

File #: 2016-0614, File Type: Contract

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016

SUBJECT: METRO COUNTYWIDE BIKE SHARE

ACTION: AUTHORIZE CONTRACT OPTIONS TO EXPAND BIKE SHARE

RECOMMENDATIONS

APPROVE:

- A. EXTENDING the Downtown Los Angeles Pilot for a period of 5 years.
- B. AUTHORIZING the Chief Executive Officer (CEO) to exercise options and execute Modification No. 4 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. to account for an accelerated schedule for the implementation and operation of the **Metro Countywide Bike Share expansion in Downtown Los Angeles** for an additional 5 years and in Venice, Pasadena, and the Port of Los Angeles for 6 years in the firm fixed amount of \$42,618,583, increasing the total contract value from \$11,174,329 to \$53,792,912 as follows:
 - 1. Extending Downtown Los Angeles Pilot in the amount of \$19,658,911
 - 2. Expansion to Venice in the amount of \$5,069,606
 - 3. Expansion to Pasadena in the amount of \$12,908,510 (inclusive of an initial two-year pilot for \$4,731,689 plus options for four additional years)
 - 4. Expansion to the Port of Los Angeles in the amount of \$4,907,529
 - 5. Implementing GPS equipment in bicycles to support Countywide modeling efforts in the amount of \$74,027
- C. AUTHORIZING the Life of Project budget (LOP) including the following capital costs:
 - 1. \$2.072M for Pasadena
 - 2. \$670K for Port of LA
 - 3. \$10K for Venice
- D. CHANGING the project sponsor for Call for Project Grant Number F9515 (Pasadena Bike Share Start Up Capital Costs) from Pasadena to Metro in order to utilize funding toward Metro Bike Share implementation in Pasadena.
- E. AUTHORIZING the CEO to take the following actions to expand the Metro Countywide Bike

Share program:

1. Negotiating and executing an amendment to the MOU between City of Los Angeles and Metro to expand bike share to Venice and extend DTLA MOU timeframe;
2. Negotiating and executing a Memorandum of Understanding (MOU) between Pasadena and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C); and
3. Negotiating and executing a Memorandum of Understanding (MOU) between the Port of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C).

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for the provision of the equipment, installation, maintenance and operation of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). The contract includes phases for expanding bike share to other cities throughout the county, to be exercised upon Board authorization. Board authorization is needed to exercise phases within the contract to expand bike share to the communities of Pasadena, the Port of Los Angeles (POLA) and Venice, to modify the contract in order to allow for an accelerated expansion of the system, and to extend the operation period of DTLA.

DISCUSSION

DTLA Pilot

Metro, in partnership with the City of Los Angeles, launched the Countywide Bike Share program in DTLA on July 7, 2016. On August 1, 2016, the system opened to walk up users. The first months of the Metro Bike Share program have shown steady growth and success. September 30, 2016 will mark the end of the first quarter of Metro Bike Share operations. In the first quarter, the program surpassed 50,000 total rides and 2,000 annual flex or monthly pass-holders. As another measure of performance, we also track number of rides per bike per day. The system goal is to reach two rides per bike per day by the 12 month mark of operations. We are at one ride per bike per day and showing steady growth in this metric. The Metro Bike Share program continues to work towards increasing program awareness, growing ridership and increasing pass sales.

In tandem with our outreach efforts and per the Board's direction, we are also working with the City of Los Angeles and community partners Los Angeles Bicycle Coalition (LACBC) and Multicultural Communities for Mobility (MCM) to make the bike share program equitable and accessible to all. This work is being funded through a grant provided by the Better Bike Share Partnership. We will continue to report on this work and the outcomes of the grant funded outreach.

Extending the DTLA period of performance will allow us to continue to grow and strengthen bike share as a first and last mile solution to access Metro rail and bus stops and encourage bicycling as a mode of transportation for short trips.

Bike Share Expansion

The current contract with BTS allows for a regional bike share system with up to five phases including approximately nine different bike share ready communities in Los Angeles County, as identified in the Implementation Plan. The scope was tailored to be inclusive of all the regional needs for bike share since the best way to ensure regional interoperability is to use one vendor for all of Los Angeles County.

Since the award of contract, staff has continued to meet with the Bike Share Working Group and provided presentations at each of the Council of Governments, sharing updates on the DTLA Pilot, and providing information that would better inform potential participation in Metro's Bike Share program. Through this effort, three communities have confirmed that they are ready to have bike share launched within their jurisdiction: Pasadena, POLA and Venice within the City of Los Angeles.

City of Los Angeles Expansion to Venice

Expansion to the community of Venice was identified through the 2015 Board adopted Implementation Plan as phase five of the Metro Countywide Bike Share program. Indicators for success such as density, existing bikeway network, and support have contributed to moving up the Venice expansion. In line with Board direction and in an effort to address system interoperability, the Venice expansion will also explore siting station within the City of Santa Monica.

The City of Los Angeles and City of Santa Monica have an established MOU allowing for up to five bike share station locations to be located in the other's right-of-way in order to facilitate inter-jurisdictional trips. Five Hulu stations are already located in the City of Los Angeles' Venice neighborhood. The two cities and Metro will collaborate in efforts to work toward interoperability and user-friendliness. Per Metro's MOU with the City of Los Angeles, locations within the City of Santa Monica be delivered by the City of Los Angeles ready for station installation.

An accelerated launch to Venice is being accomplished by exercising a portion of Phase III in BTS' contract. Expansion to Venice and the Santa Monica area would include up to 15 stations with a summer 2017 launch date. Due to economies of scale, 82 stations were purchased as part of the DTLA Pilot, with 65 implemented and 17 stations available for expansion in other areas of the City of Los Angeles. The City of Los Angeles has indicated they would like to allocate 15 of these stations to Venice and Santa Monica. The summer 2017 launch date reflects a two-year acceleration of a portion of Phase III in BTS's contract. The costs of the Venice expansion will be shared between Metro and the City of Los Angeles as directed by the Board in the January 2014 Motion 58 (Attachment E) and Received and Filed by the Board in January 2015 (Attachment C). Attachment D reflects each agency's financial responsibility.

Pasadena Expansion

The City of Pasadena was identified through the 2015 Board adopted Implementation Plan as Phase II of the Metro Countywide Bike Share program. Expansion to Pasadena would include approximately 34 stations with a scheduled launch for summer 2017. This launch date reflects a one-year acceleration over what was included in BTS's contract. The cost of the Pasadena expansion will be shared between Metro and the City of Pasadena as directed by the Board in the January 2014 Motion 58 (Attachment E) and Received and Filed by the Board in January 2015 (Attachment C).

Attachment D reflects each agency's financial responsibility.

In anticipation of launching bike share, the City of Pasadena applied for and was awarded Call for Project funding in 2015 for the Pasadena Bike Share Capital Cost. As Metro is the lead agency in implementing the Countywide Bike Share program, the City of Pasadena has requested that sponsorship of the Call for Project (F9515) be transferred to Metro. The grant award amount shall be applied towards the City's 50% contribution of capital cost. The City of Pasadena shall fulfill its financial commitment of the 50% local match, with a minimum 20% hard match and minimum 30% in-kind match towards the grant amount.

Port of Los Angeles Expansion

POLA has expressed interest in joining Metro's Countywide Bike Share program to provide visitors and residents with improved connectivity between key waterfront attractions. Expansion to POLA would include approximately 11 stations with a scheduled launch for summer 2017. The cost of POLA expansion will be shared between Metro and POLA as directed by the Board in the January 2014 Motion 58 (Attachment E) and Received and Filed by the Board in January 2015 (Attachment C). Attachment D reflects each agency's financial responsibility.

Memorandum of Understanding

The execution of an MOU between Metro and each expansion jurisdiction is necessary to implement a bike share system where Metro is acting as the lead agency administering the contract to install bike share stations on each jurisdiction's right-of-way. The MOUs set terms of fiscal and administrative responsibility for the expansions. The financial participation is set at 50/50 split for capital and 35/65 split for operating and maintenance (O&M) per the direction of Metro Board Motion 58 (Attachment E) and the Receive and File report in January 2015 (Attachment C). The agreement outlines the roles and responsibilities of Metro and each jurisdiction by setting the procedures for reimbursement of the capital and O&M costs, the rights of advertisement/sponsorship, and the delivery of bike share station locations.

Based on lessons learned from the DTLA Pilot and input from the expansion cities, the MOU will also address early termination provisions, cost overruns and revenue reconciliation splits between cities. Included is a provision to offer the participating city first right of refusal to take ownership of the equipment should the program be terminated. The MOUs also clarify that any cost overruns incurred due to the participating city's inability to deliver station locations on a timely manner, will be borne by the city.

DETERMINATION OF SAFETY IMPACT

The Metro Countywide Bike Share expansion will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The proposed FY17 project cost is \$4.499M. Of this, \$2.751M is a one-time capital cost, \$1.713M for pre-launch O&M costs and \$35K for bicycle GPS for regional modelling. Since the expansions will be

launched at the end of FY17, the majority of the costs for the fiscal year will be capital. Attachment D reflects the funding plan for the continuation of the DTLA pilot and the proposed expansion phases.

The FY17 budget only includes \$2.7M for expansion phases' capital costs in Cost Center 4320 (Bike Programs), under Project 200015 (Metro Bike Share Phase II Implementation in Pasadena) and no pre-launch O&M costs have been included. The proposed action will require an additional \$51K for capital and \$1.713M for pre-launch O&M for a total of \$1.764M to Cost Center 4320 under Project 405305 (Bikeshare Prelaunch and Plan), for expansion phases to be redistributed to the appropriate newly developed project numbers upon the Board approval. The \$35K needed for bicycle GPS for all cities are included in the FY17 budget under Cost Center 4320, Project 405302 (Complete Streets).

Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years, including any phase(s) the Board authorized to be exercised.

Impact to Budget

For contracting purposes, \$2.735M is already included in the FY17 budget. Countywide Planning and OMB staff will identify available and eligible funding in the mid-year budget process to cover the additional \$1.764M capital and pre-launch costs. This funding will be partially or wholly restored (depending on revenues) to the general funds with cities' reimbursements and 2015 Call for Projects fund assignment to ensure revenue neutrality and no impact to other programs supported through the general fund. Anticipated cities' reimbursements and Metro contributions are outlined in Attachment D.

ALTERNATIVES CONSIDERED

The Board may choose not to exercise the contract options or modify the contract to allow for an accelerated expansion. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

Bike Share Marketing and Outreach

Since the DTLA Pilot launch, Metro has continued to conduct outreach and marketing activities with an emphasis on educating the public about bike share, increasing bike share sales passes, and encouraging ridership. The Bike Metro program has participated in over a dozen community events, hosted bike share pass sales, and provided briefings to community-based organizations and elected officials.

In coordination with Metro, the City of Los Angeles has hosted and organized over a dozen bike share rides. They have also continued to keep the Business Improvement Districts informed of bike share activities.

As a new mode of transportation for the DTLA area, employers and hotels have inquired about how bike share can be offered as a benefit to their employees and guests. In response to this interest

and as part of our ongoing outreach, marketing and bike share education efforts, we will be launching a pilot Bulk Pass and Single Ride program. Outreach for the program will be a coordinated effort led by the Active Transportation group and will include Metro's Communications Department and the Shared Use Mobility and Implementation group, the City of Los Angeles, and Bicycle Transit Systems.

Bike Share Title Sponsor

We continue to work with BTS and Comcast Spectator in securing a title sponsor. We have had several meetings with prospective sponsors and continue to reach out to others. We will continue to keep the Board apprised of progress.

Feasibility Study and Preliminary Station Siting

In response to the July 2015 Board Motion 22.1 (Attachment F) directing staff to conduct additional feasibility studies and preliminary station siting for potential expansion communities, staff issued a request for proposals (RFP) on June 13, 2016. Proposals are currently under review.

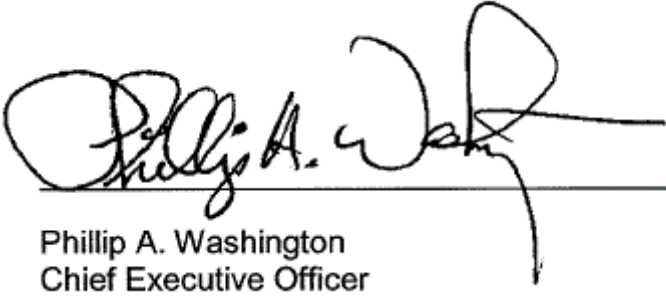
Upon approval by the Board, staff will execute Modification No. 4 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - January 2015 Bike Share Program Receive and File
- Attachment D - Bike Share Funding/Expenditure Plan
- Attachment E - January 2014 Metro Board Motion 58
- Attachment F - July 2015 Metro Board Motion 22.1
- Attachment G - DEOD Summary

Prepared by: Avital Shavit, Senior Manager, Transportation Planning, (213) 922-7518
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Calvin E. Hollis, Senior Executive Officer, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO COUNTYWIDE BIKESHARE/PS272680011357

1.	Contract Number: PS272680011357		
2.	Contractor: Bicycle Transit Systems, Inc.		
3.	Mod. Work Description: Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)		
4.	Contract Work Description: Metro Countywide Bikeshare Program		
5.	The following data is current as of: 9/19/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	6/25/15	Contract Award Amount: \$11,065,673
	Notice to Proceed (NTP):	7/31/15	Total of Modifications Approved: \$108,656
	Original Complete Date:	Phase I 7/31/17	Pending Modifications (including this action): \$42,618,583
	Current Est. Complete Date:	7/30/22	Current Contract Value (with this action): \$53,792,912
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Avital Shavit		Telephone Number: (213) 922-7518

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of Metro's Countywide Bikeshare Program to expand, accelerate, and maintain the current system as follows:

- Phase I: Downtown Los Angeles - Extend the Program for five years from July 31, 2017 to July 30, 2022 in the amount of \$19,658,911
- Phase II: Pasadena – Accelerate the schedule for Phase II implementation by installing 34 new stations and 375 bikes in the amount of \$12,908,510, inclusive of all options *
- Phase III: Venice and Port of Los Angeles - Accelerate the schedule for Phase III implementation by installing 11 new stations with 120 bicycles in the Port of Los Angeles in the amount of \$4,907,529 and the installation of 15 existing stations in Venice in the amount of \$5,069,606
- GPS equipment for bicycles to support Countywide modeling efforts in the amount of \$74,027

* If the options under Phase II, in the amount of \$8,176,821, are not exercised by the City of Pasadena, the contract value will decrease from \$53,792,912 to \$45,616,091.

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

On June 25, 2015, the Board approved Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Countywide Bikeshare Phase I Pilot in the amount of \$11,065,673 for a two-year period. The Contract included five phases for expanding the bikeshare program to other cities throughout the county upon Board approval.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost

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

Proposal Amount	Metro ICE	Negotiated Amount
\$42,618,583	\$42,455,126	\$42,618,583

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO COUNTYWIDE BIKESHARE/PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Added Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Added 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Pending	Pending	\$42,618,583
	Modification Total:			\$42,727,239
	Original Contract:			\$11,065,673
	Total:			\$53,792,912

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2015****SUBJECT: METRO COUNTYWIDE BIKESHARE****ACTION: RECEIVE AND FILE METRO COUNTYWIDE BIKESHARE BUSINESS
STRUCTURE****RECOMMENDATION**

Receive and file Metro Countywide Bikeshare business structure.

ISSUE

At the January 2014 meeting, the Board authorized staff to develop a Countywide Bikeshare Implementation Plan (Plan). The proposed business plan has been developed as part of the Plan and is based on the framework presented to the Board in January 2014 and in response to Board Motion 58 (Attachment A & B). The Metro Bikeshare Phase 1 Pilot in DTLA will apply and test the feasibility of the proposed Bikeshare business plan in preparation for expansion to Pasadena and eight other proposed Bikeshare ready communities. This report identifies the program structure.

DISCUSSION**Status**

Simultaneously, Metro staff are working on the completion of the Countywide Bikeshare Implementation Plan and initiating a bikeshare pilot project in Downtown Los Angeles. This report addresses the basic structure that would be implemented both for the pilot project and the expanded program in the future. Concerning the pilot project, the Request for Proposals was issued on December 15th and responses are due to Metro on January 20th.

Bikeshare Implementation Plan

In preparing the Plan, we have worked closely with the Bikeshare Working Group including the cities of Santa Monica, Pasadena, and Los Angeles. Our focus has been to identify and define a regional business model that would lay out the financial parameters and commitments by each party. As part of this effort we also identified potential Bikeshare station locations for the pilot cities. In coordination with Los Angeles

and Pasadena, the locations were further vetted through a feasibility site analysis that determined right-of-way availability and public ownership (Attachment C).

During the preparation of the recommended business plan, due to timing constraints associated with their bikeshare funding, Santa Monica decided to procure a bikeshare vendor, independent of Metro's regional effort. We continue to coordinate with Santa Monica and leave open the possibility that Santa Monica could be integrated into the Metro Bikeshare system in the future. We also continue to coordinate with Long Beach, as they too have an existing contract with a bikeshare vendor.

Business Plan

Model: Metro owns and contracts out operations and maintenance of Bikeshare system

In January the Metro Board directed staff to develop a Bikeshare business plan in which Metro would fund up to 50% of total capital costs per each city and up to 35% of total operations and maintenance (O&M) costs per each city on an on-going basis. Using this framework we have identified the business model wherein the Bikeshare program operates as a publicly owned/privately operated system. Under this model Metro owns the Bikeshare infrastructure and contracts out O&M. This is the model that tends to be adopted by larger bikeshare programs, especially those wherein multiple jurisdictions participate in one regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bikesharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. Our research indicated that a majority of the 20 plus bikeshare programs in the United States operate using this model, including the Bay Area, Boston, Chicago and Washington D.C./Arlington/Alexandria bikeshare programs. Based on program success, program size and multi-jurisdictional collaboration, we have found these programs to be most representative of a Los Angeles region endeavor.

Operations Costs: Metro and cities will split Operations & Maintenance (O&M) based on net costs

Metro would manage the master contract with a single contractor to install and operate a bikeshare system. Metro would establish MOU's, subject to negotiations, with participating local cities to set terms of engagement, contribution levels and advertising responsibilities. In the case of Santa Monica, in the short-term Metro will continue to coordinate with them and explore ways to eventually integrate them into the regional system, at which time they may be eligible for Metro funding.

Under the proposed business model Metro would own the countywide integrated Bikeshare system, including capital elements such as the bikes, kiosks and technology. We would contract for the installation and operations. Metro would contribute up to 50% of capital cost with cities contributing the balance for the initial capital investment. Metro would retain ownership of the regionally integrated system in all cities for the long-term regardless of vendor contracts for systems.

Metro and cities would split O&M costs by 35/65% based on a net (of membership and user fees) balance of the costs. The O&M costs include repair and maintenance of bikes, rebalancing bikes among stations, technology & website, customer service, outreach and marketing. Bikeshare user fees from annual/monthly memberships and daily use fees will pay for a portion of the O&M costs.

Sponsorship: Metro will negotiate title sponsorships, in close cooperation with participating cities

Metro will work closely with participating cities in attracting and negotiating a title sponsorship agreement. Metro would retain on-bike title sponsorship and reserve the right to sell to sponsor(s) as a source of Metro's funding commitment. Metro will solicit, in collaboration with local cities, and maintain a separate contract for on-bike title sponsorship and other revenue generating opportunities. Cities would retain the right to sell advertising or sponsorship at Bikeshare stations based on their jurisdiction's policies to meet local share of capital and operating expenses.

On-bike title sponsorship revenue would first be applied towards Metro's financial commitment. Remaining sponsorship revenues would then be applied towards each city's O&M cost. Any excess sponsorship revenues would then be expended for the Bike Share program under the terms of the MOU's to be negotiated with the local communities.

Existing Bikeshare systems in Denver Colorado, Minneapolis Minnesota, Washington DC and New York have utilized corporate sponsorship/advertisements contracts to generate revenue to cover all or some of the O&M costs in which ads are placed on the bike and/or the kiosks. An average title sponsorship in these Bikeshare systems generates \$11,000 of revenue annually per bike. Although markets vary and it is unknown at this time what the Los Angeles region's potential is, based on an average from other programs, we estimate that a Metro Bikeshare system could generate \$1.12 Million annually in the first 3 years with expansion to Downtown Los Angeles and Pasadena.

Fare Structure: Metro will further explore potential for an integrated fare structure

We considered two types of fare structures, integrated and conventional. For purposes of the initial pilot, TAP integration will be limited, with the initial fare structure developed with the selected vendor. Under an integrated structure, bikeshare fees are reflective of Metro's bus and rail fare structure and can be set up so as to either treat bikeshare as a part of our system or require a transfer fee from our system to bikeshare (similar to how transfers between Metro and a municipal operator currently function). To accomplish this, a certain level of Transit Access Pass (TAP) integration will be needed. Under a conventional fare structure, bikeshare fees would stand alone and have no relationship to Metro's bus and rail fare structure. We have estimated that an integrated fare structure versus a conventional one would generate twice the ridership on the Bikeshare system and slightly raise ridership on the Metro transit system. As a transportation authority and transit agency, Metro has a unique opportunity to develop a Bikeshare fare structure in which the program can be positioned to best address first and last mile challenges while encouraging transit ridership. We are working with the

TAP group to establish best practices for integrating the bikeshare fare structure and have identified this as an eventual program goal in the technical specifications.

We will continue to work with the TAP group, participating cities and the Bikeshare vendor in exploring opportunities for an integrated fare structure.

Jurisdictional Coordination and Public Input

Since the initiation of the Bikeshare Implementation Plan we have had over 16 meetings with either the entire Working Group or individually with the pilot cities of Santa Monica, Pasadena and Los Angeles and have held a Public Metro Bicycle Roundtable meeting that included discussions about Metro Bikeshare. Additionally, in order to gauge whether our technical work is in line with community support, we solicited feedback through an online crowdsourcing map that identified potential locations for Bikeshare stations in the pilot cities of Downtown Los Angeles, Pasadena and Santa Monica in September 2014. We had a successful response with over 3,000 people viewing the map, over 5,200 location “likes” and 400 suggested locations were received. To follow up on this first map, in December 2014, we requested additional input through a second crowdsourcing map. The second crowdsourcing map identified potential future bikeshare communities identified through the Plan. Similar to the first map, we asked that community members provide feedback regarding our identified communities. The input collected from these crowdsourcing maps helped confirm and inform the locations that we have identified for Bikeshare station locations and potential future bikeshare communities. Final Bikeshare station locations will be determined by respective city staff, Metro and the Bikeshare operator.

Bikeshare Marketing & Branding

We have been coordinating with the Design Studio and the Bikeshare Working Group regarding design and branding of a regional Metro Bikeshare system. We are working collectively with the pilot cities to determine a design that is representative of the individual jurisdictions and Metro. The Metro Bike Program's identifying color palette will be used in designing the graphic elements of the bikes and/or the docks and we will continue to coordinate with the Working Group and study how other multi-jurisdictional bikeshare programs address the issue of local identity. Concepts will be fully fleshed out once a bikeshare vendor is identified.

Bikeshare Request For Proposals

We have released a request for proposals (RFP) for a Bikeshare vendor for Phase 1 Pilot in Downtown Los Angeles (DTLA) in order to test the bikeshare market in the region as well as apply the recommended business plan. As the pilot, this first phase will be launched within a focused area with an estimated 65 to 80 bikeshare stations (Attachment C). We anticipate returning to the Board in Summer 2015 with a recommended bikeshare vendor/operator and expect to roll out the program within 9 months of award of contract and once the MOU between Metro and the City of Los Angeles has been executed.

As part of the Plan, we have identified other bikeshare ready communities that should be considered for future phases. Pasadena has been identified as Phase 2 of the Pilot effort, with an additional eight communities to be considered thereafter (Attachment D). Bikeshare “readiness” was determined by a number of variables, including, but not limited to population and employment density, job and trip attractors, topography, bicycle infrastructure, community support and funding availability. Potential future bikeshare communities beyond DTLA and Pasadena have preliminarily been identified to include Venice, Marina Del Rey, Hollywood / Silverlake / Echo Park, West Hollywood, East Los Angeles, North Hollywood, Korea Town/ Macarthur Park, University Park/USC, and Huntington Park. We will return to the Board once financial readiness, station siting and supporting bicycle infrastructure have been confirmed, and as it is determined each community is ready to be folded into the Metro Bikeshare program.

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on the safety of our employees or patrons.

FINANCIAL IMPACT

We have explored a number of eligible grant opportunities to support the costs of the program including the State Active Transportation Program, (“ATP”) funds, State “Cap & Trade” funds, Federal bicycle and active transportation funds, and all other eligible funding sources.

In our review of Bikeshare programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs. No one single source of funding covers either capital or operating and maintenance costs, with programs relying on various combinations of user revenues, advertising/sponsorship revenues, federal and local funds.

A \$3.8 Million ExpressLanes grant, previously secured by Metro in partnership with the City of Los Angeles, will pay for the capital costs for the Phase 1 Pilot in DTLA. Funding for future capital expansion may be funded through the Active Transportation Program (ATP), CMAQ or other funding programs. We estimate that considering user fee revenue but not advertising sponsorship revenue, Metro’s 35% O&M share for the DTLA pilot would be approximately \$500,000 annually. Once the program is underway, we will pursue sponsorship and advertising opportunities and anticipate Metro’s 35% net O&M contribution to be covered by sponsorship and advertising revenue. Since the Bikeshare is a multi-year program, the cost center manager and Chief Planning Officer will be accountable for budgeting the O&M and capital costs in future years.

Impact to Budget

A previously awarded \$3.8 million ExpressLanes grant will pay for the capital costs for Phase I: Downtown Los Angeles (DTLA) Pilot. This fund is not eligible for bus and rail operating and capital expenditures. Staff will coordinate with Regional Programming to determine the best source of funding for O&M and future phases. The final funding

source will be programmed and identified by the department of OMB and Regional Programming. Should other eligible local funding sources become available, they may be used in place of the originally identified funds.

NEXT STEPS

We will negotiate an MOU with the cities and return to the Board for authorization to execute the MOU. We will also return to the Board to request the award of a contract for Metro Bikeshare Pilot in DTLA.

ATTACHMENTS

- A. January 2014 Bikeshare Board Report
- B. Metro Board Motion 58
- C. Map & List of Proposed Bikeshare Locations for Los Angeles, Pasadena
- D. Map & List of 8 Proposed Bikeshare Ready Expansion Communities/Area

Prepared by: Avital Shavit, Transportation Planning Manager V (213) 922-7518
Laura Cornejo, Deputy Executive Officer (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning (213) 922-3076
Cal Hollis, Managing Executive Officer (213) 922-7319



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2014****SUBJECT: BIKE SHARE PROGRAM****ACTION: APPROVE DEVELOPMENT OF IMPLEMENTATION PLAN****RECOMMENDATION**

Authorize the Chief Executive Officer (CEO) to undertake a study of how a Bike Share Program could be implemented throughout the County, including the following provisions:

- 1) Coordinate with the recommended pilot cities before adopting a plan;
- 2) Funding for the Bike Share Program will be the responsibility of the cities, Metro will only play a coordinating role;
- 3) Complete the study within six months and return to the Board with the recommended approach.

ISSUE

At the October meeting, the Board approved Motion 66 (Attachment A), providing direction to staff to report back to the Board at the January 2014 meeting with a business case analysis, including recommendations on how to proceed to develop a regional bicycle share program.

At the November Executive Management Committee, we provided information on the Industry Review that was held (Attachment B). Since that time, additional work has been done. We are requesting Board approval to develop a Bike Share Implementation Plan in coordination with pilot cities, with an intent to explore cooperative funding by local participants as the principal source of project funding. We feel that the analysis that will be provided by this six month study is necessary before the pilot cities can launch into a regional bike share program.

DISCUSSION

Bike Share is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bike Share programs around the country and world have proven to be a strong first and last-mile short-trip transportation option. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Funding Sources

In our review of Bike Share programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs, and in no case are transit agencies paying for these programs. Some programs are supported by sponsorships, some are funded privately, many cities rely on CMAQ funds (Congestion Mitigation and Air Quality Improvement Program), and other local funds are used. If Metro were to fund a countywide Bike Share program, resources needed to build the transit corridors would be diminished.

Area Readiness

With Metro's regional rail network currently expanding, the region is primed for a Bike Share program that will support and enhance first-last mile connections and intra-jurisdictional local trips. According to the 2000 National Household Travel Survey, bicycling in Los Angeles County accounted for 1% of all trips. For comparison purposes, 3% of trips were made on transit. The 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), notes that between 2000 and 2009, bicycling as a means of transportation increased by 75%.

Pointing to the role of bicycling as a first-last mile solution, a recent sampling of Metro's rail system showed approximately 8,560 daily bike boardings on Metro's rail network, a 42% increase from fiscal year 2012. Average daily bicycle boardings per station are included in Attachment C.

Important to a successful Bike Share program is having the bicycle infrastructure in place to support bicycling. Per the 2012 RTP/SCS, Los Angeles County has almost 1,270 miles of bicycle infrastructure with approximately an additional 1,030 miles planned. Metro rail stations also house a total of 624 bike lockers, 1,231 bike racks and three secured bike parking hubs will be opened within the coming year.

Bike Share Implementation

Metro's role has been to facilitate Bike Share implementation, including providing funding to local jurisdictions through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues. Metro's 2012 Bike Share Concept Report used a number of key criteria to identify where within Los Angeles County Bike Share would be most successful. Based on the report's findings a Bike Share Working Group was established and several communities have been awarded Call funding, including Long Beach, Los Angeles and Santa Monica.

Supporting the 2012 Concept Report findings, these cities have attempted or are in the process of launching Bike Share within their city boundaries, each with varying degrees of progress and success. Other cities are considering initiating similar efforts. Each of these cities has also acknowledged the importance of a seamless regional system.

In light of the varying degrees of progress each of these cities have made and the growing interest to have a regional, seamless program, both the Bike Share Working Group and Bicycle Roundtable recommended that Metro take a lead role. To ensure a user friendly system and facilitate first-last mile connections across Metro's rail network, it is particularly important that Metro facilitate the development of a Bike Share program where users are able to access Bike Share systems seamlessly throughout key cities in the County. The primary role for Metro may be to create a common platform that can be expanded throughout the County, as local communities dedicate facilities and operating revenues.

Based on area readiness, as identified in the 2012 Concept Report and expressed interest from cities, we would recommend an initial Bike Share launch in three key areas: Downtown Los Angeles, Pasadena and Santa Monica/Venice. We would also coordinate with Long Beach, as they are independently pursuing Bike Share and anticipate launching in early 2014. Areas that should be considered for future early phases and that would further enhance first-last mile connections to our transit system or would facilitate intra-jurisdictional travel may include Boyle Heights, Burbank, Culver City, East Los Angeles, Echo Park/Silver Lake, Glendale, Hollywood, Marina Del Rey, UCLA, USC and West Hollywood (Attachment D). Future Bike Share phasing and timeframes would be confirmed as we develop the Implementation Plan and in conjunction with each jurisdiction as they develop funding programs.

Bike Share Pilot Launch

Using Metro's rail network as the foundation for the Bike Share program, we identified key rail stations within each of the recommended pilot areas- Downtown Los Angeles, Pasadena, and Santa Monica, then identified a one mile radius around each of these stations to identify the minimum and maximum number of potential Bike Share stations that could be located within these jurisdictions. We assumed two spread options- the densest is based on findings established by the 2012 Mineta Transportation Institute report, "Public Bike Share in North America: Early Operator and User Understanding",

where the recommended distance between docking stations is considered to be approximately every one-quarter mile. The second, less dense distancing is based on minimum densities as cited in the 2012 USDOT/FHWA “Bike Sharing in the United States: State of the Practice and Guide to Implementation” where a half mile distance is noted. For each of the pilot jurisdictions, preliminary potential locations within the public right-of-way have been identified by each city. As such, these locations, in addition to the recommended rail station locations are noted in the three maps included in Attachment E.

Within the Downtown Los Angeles area we identified five key rail stations and created one mile buffers around them: Union Station, Civic Center, Pershing Square, 7th/Metro and Pico/Chick Hearn. This netted a 7.68 square mile Bike Share station aggregated buffer area. At a one-quarter mile density, 123 Bike Share stations could potentially be located within this area. At a half mile density, 31 Bike Share stations could potentially be located within this area. Because the Chinatown and Little Tokyo/Arts District stations fall within the buffer range and due to characteristics that indicate bike sharing would be successful, we would also recommend docking stations at these rail stations.

In Pasadena, five rail stations were identified: Fillmore, Del Mar, Memorial Park, Lake and Allen stations. A one mile buffer around each of these stations netted an 8.91 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 142 Bike Share stations could potentially be located within this area. At a half mile density, 36 Bike Share stations could potentially be located within this area.

In Santa Monica, three future Expo Stations were identified: 26th Street/Bergamot, 17th Street/Santa Monica College and Downtown Santa Monica. A one mile buffer around each of these stations netted a 6.39 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 102 bike share stations could potentially be located within this area. At a half mile density, 25 Bike Share stations could potentially be located within this area.

As indicated in Attachment E, each of the Bike Share aggregated buffer areas have the bicycle infrastructure in place to support bicycling as a form of transportation. Within three miles of the Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, and Chinatown stations, there are 62.3 miles of bicycling infrastructure. Pasadena has 75 miles of bicycle infrastructure and Santa Monica has 42 miles.

Bike docking locations within the public right-of-way and at Metro rail stations will be solidified as we develop the Implementation Plan and will be finalized based on a number of variables, including sources of demand, availability of space, real estate costs and jurisdictional support.

Business Model

Three Bike Share business models dominate the industry: (1) Public agency owns capital and contracts for the operations and maintenance, (2) a non-profit public/private

partnership, created specifically to provide Bike Share service owns capital and contracts for the operations and maintenance and (3) private company owns capital, operates and maintains. We have been focusing on the first and third models as potential options for a Metro led Bike Share program.

The first model, public agency owns and contracts operations/maintenance is the model that tends to be adopted by larger jurisdictions and those wherein multiple jurisdictions that have implemented a regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bike Sharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. A primary disadvantage is the jurisdiction assuming capital investment and all liability. Cities and regions operating under this model include: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County/San Francisco (Bay Area) Pilot, and Washington, D.C. Based on program success, program size and multi-jurisdictional collaboration, we have found the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs to be most representative of a Los Angeles region endeavor.

Under this model, participating agencies would purchase and own the Bike Share infrastructure- bicycles, docking stations and kiosks. Attachment F breaks down the potential capital investment. Reflecting the minimum and maximum number of potential Bike Share stations per each pilot jurisdiction at a per bike cost of \$4,500 (based on Bay Area, Washington D.C. and vendor estimates of system and bike costs) we find that the total capital investment could range between \$4,815,000 and \$17,190,000. These cost figures do not include potential real estate costs.

The second model, private company owns and operates is akin to what the City of Los Angeles had previously pursued and Long Beach is now pursuing. Advantages of this model are that the burden of liability and cost of implementing a Bike Share program lies with the vendor. The disadvantages may include a profit driven decision making process whereby Bike Share stations are strictly business decisions with limited consideration for equity issues and regional distribution. Cities operating under this model include: Charlotte, Miami Beach, New York City, and Tampa Bay.

Both business models assume revenues would be derived from membership fees, and advertising and/or sponsorships. Via the Industry survey that we conducted all participating vendors confirmed that advertising and sponsorships would be relied upon to some extent. It was noted that in cases where advertising policies are highly restrictive, then sponsorship policies needed to allow for the maximum potential sponsorship revenues. Vendors also confirmed that advertising and/or sponsorship revenues are especially relied upon in models where the vendor is required to carry the full risk. In the few instances where neither advertising or sponsorships are options, the jurisdiction funds the revenue gap.

Discussions with potential pilot cities all indicate that each of their advertising policies prohibits advertising and most limit or prohibit sponsorship opportunities as well.

However, each of the cities also indicated that efforts are underway to re-examine and revise outdoor policies so as to allow some level of sponsorships.

Preliminary Bike Share Cost Analysis

For this exercise, we examined 14 Bike Share programs currently in place throughout the United States (Attachment G). In doing so we studied their respective business models, membership structures and funding sources. Because the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs are most reflective of a Los Angeles County-wide effort, many of the cost assumptions are derived from these programs. Locally, we also looked at the model the City of Long Beach is pursuing.

The Preliminary Bike Share Cost Analysis (Attachment H) was developed using several assumptions. These assumptions are as follows:

- Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro's Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth is based on Metro recommendations for regional Bike Share growth (assuming an average of 25 Bike Share stations per jurisdiction). After 5 years, 10% of fleet is expected to need replacement each year.
- Cost per bike is based on estimates from Washington D.C., Bay Area Pilot, and vendor provided estimates.
- Operating and Maintenance costs per kiosk based on Washington D.C. and Denver systems.
- User Fees in Washington D.C. were \$20,000 per station in the first year. Long Beach's preliminary estimates are \$15,000 per station. Our model assumes a rate structure of \$19,000 per station.
- The \$1,000,000 sponsorship revenue is based on Long Beach's preliminary estimates. New York City's sponsorship was \$8 million in the first year. We have shown a low number due to currently restrictive sponsorship policies in multiple jurisdictions.
- Advertising revenues shown are based on Long Beach's preliminary estimate. We have kept this number low number due to current strict advertising policies in multiple jurisdictions.
- Grant funding assumptions are based on the Bay Area Pilot, Boston Hubway and Washington D.C. trends.

The Cost Analysis is also model neutral, meaning, we do not identify who owns the capital and the cumulative pretax cash flow should be regarded as the program's overall cash flow. It is the cash flow that is typically divided between the jurisdiction(s) and vendor/operator based on negotiated revenue splits.

Per our cost analysis, the bike share program would begin to recover the capital cost and to make a profit in the fifth year of operation. We assumed the program would grow as it becomes a truly regional effort growing from 2,500 bicycles in the initial year to approximately 5,775 bikes by the sixth year. Potential for additional growth would be assessed as part of the Implementation Plan.

Attachment I includes a list of potential funding sources that could be considered for the Bike Share program's capital cost. Availability of listed funds has not yet been analyzed. Funding sources, including private investment opportunities, would be identified through development of the Implementation Plan and brought back to the Board for approval at a future date.

Implementation Plan

In conducting the industry review it became clear that given the number of agencies involved with a regional Bike Share program, the development and successful implementation requires resolution of a number of issues that need to be addressed prior to releasing a Request For Proposals (RFP) to potential bike share vendors.

Some of the items include identifying the best business model that meets the program purpose and addresses each jurisdiction's financial capacity and flexibility; advertising and sponsorship policies need to be solidified as this will inform the program budget; permitting processes need to be established by each jurisdiction so as to facilitate Bike Share implementation; identifying number and locations for Bike Share stations within the public right-of-way; determining if Metro, each jurisdiction or vendor will be responsible for Bike Share marketing, outreach and education; determining revenue split among participating jurisdictions and Metro's role in distributing revenue; coordinating Transit Access Pass (TAP) integration; identifying available real estate or associated costs; identifying a sustainable source of funding; establishing inter-agency agreements; and identifying phase two and three communities. We have therefore concluded that the best approach is to undertake an Implementation Plan to address these issues prior to launching the bike share program by local participating jurisdictions..

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on the safety of our employees or patrons.

FINANCIAL IMPACT

Funding for the study of how a Bike Share Program could be implemented throughout the County is included in the FY14 budget under cost center 4320, project number 405510, task 06.001.11. Once the program is actually underway, no Metro funds are envisioned to be used for the program.

Impact to Budget

The funding source for this activity is Proposition A Administration dollars. This fund is not eligible for bus and rail operating and capital expenditures. No other source of funds was considered.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize the development of an Implementation Plan. However, this would be contrary to the October 2013 Board directive to examine the implementation of a Regional Bike Share program

NEXT STEPS

Upon approval, we will issue a RFP for the development of an Implementation Plan. It is anticipated that an Implementation Plan can be developed within six months of award.

ATTACHMENTS

- A. October 2013 Bike Share Motion 66
- B. December 2013 Receive and File Bike Share Industry Review Status
- C. Rail System Bike Boardings
- D. Potential Bike Share Expansion Map
- E. Pilot City Maps
- F. Bicycle Share Preliminary Capital Cost Estimates
- G. Bicycle Share Business Models
- H. Preliminary Bicycle Share Cash Flow Analysis
- I. Bicycle Share Funding Options

Prepared by: Laura Cornejo, Director Countywide Planning, (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076

Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy
Chief Executive Officer

**MAYOR ERIC GARCETTI,
SUPERVISOR ZEV YAROSLAVSKY,
SUPERVISOR DON KNABE,
DIRECTOR MIKE BONIN, AND DIRECTOR PAM O'CONNOR**

Countywide Bicycle Share Program

October 17, 2013

MTA needs to lead and supplement its regional public transportation system by supporting bicycles and bicycle infrastructure in completing the first and/or last leg of a trip (e.g., from a train station to the workplace).

Bicycle ridership will also help reduce dependency on automobiles, particularly for short trips, thereby reducing traffic congestion, vehicle emissions, and the demand for parking.

A bicycle share program will also promote sustainable and environmentally friendly initiatives.

Bicycle share is a program designed for point-to-point short trips using a for-rent fleet of bicycles strategically located at logical stations locations.

Beginning in 1993, a series of successful bicycle share programs were implemented in Europe.

Currently the US is home to a number of bicycle share programs in cities such as Chicago, Denver, Minneapolis, New York City, San Francisco, etc.

According to the Earth Policy Institute, the number of bicycles in the U.S. bicycle share fleet is set to double by the end of 2014.

The Los Angeles region has seen a variety of bicycle share efforts, but none have taken hold because of a lack of regional coordination.

Given its role as the countywide transportation agency, in July 2011 the MTA board passed a motion directing staff to develop a strategic plan for implementing bicycle share in Los Angeles County.

CONTINUED

WE THEREFORE MOVE that the MTA Board direct the CEO to:

- A. Adopt as policy MTA's support of bicycles as a formal transportation mode.
- B. Convene a bicycle share industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County.
- C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program.
- D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

###

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**62****EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2013****SUBJECT: BIKE SHARE PROGRAM****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this update on the Bike Share Program in response to the October 2013 Board Motion 66 (Attachment A).

ISSUE

At the October meeting, the Board approved Motion 66, providing direction to:

- A. Adopt as policy MTA's support of bicycles as a formal transportation mode;
- B. Convene a Bicycle Share Industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County;
- C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program; and
- D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

This report provides the status of the Board directive.

DISCUSSION

Connected by the Metro transit system, bike share can help address first-last mile gaps around transit stations, increase the station catchment area and can introduce new users to bike transportation by removing barriers, such as bicycle ownership, maintenance, and security and can increase mobility while decreasing automobile use.

Most recently, Metro's role has been to facilitate bike share implementation, including providing funding to local jurisdictions for bike share through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues.

Status

In response to the Motion, we initiated the first phase of the industry review. We have met with bike share industry stakeholders and municipal planners, convened as the Bike Share Working Group and Metro's Bicycle Roundtable on November 4th and November 5th, respectively. The goal of the meetings were to gauge what role stakeholders and municipalities deemed appropriate for Metro to take and what opportunities as well as concerns existed by Metro taking on a larger role in a regional bike share effort. In anticipation of the next phase of the industry review which will be to conduct a market survey as well as developing the business case and next steps, we established a rudimentary understanding of the level of flexibility municipalities would need if Metro led a regional effort and highlighted areas that still need to be vetted further.

The following is a summary of the Bike Share Working Group and Bicycle Roundtable input received:

- One contractor, or multiple contractors with compatible technologies is key to achieving regional connectivity
- Metro, as a regional agency, should lead the effort and set the regional framework for cities to leverage at the local level
- A single system with local flexibility
- Bike Share must connect to a larger transit network
- Infrastructure, such as bike lanes and way finding, should support bike share implementation
- Phasing, especially pilot phase is key to success
- Local universities and colleges should be invited to participate
- Increase bike mode Call for Project funding to facilitate regional participation and infrastructure to support bike share

If we move forward with a greater role in establishing a regional bike share program, the following items surfaced during the two meetings as needing to be addressed:

- Revenue Split with Cities: Would Metro serve as a clearing-house or would cities receive their split directly from vendors
- Advertising/Sponsorship: How would differing advertising policies potentially affect proposed business plans
- Software: Develop a program that allows flexibility for evolving software and bike technology
- Payment: Can Transit Access Pass be adapted to allow for bike share payment
- Implementation: Pilot area and subsequent phasing and timing for roll out
- Inter-jurisdictional Operability: Bike redistribution and cost split, multi-jurisdictional membership cards

NEXT STEPS

We will return to the Board in January with the results of the market survey, business case and recommended next steps.

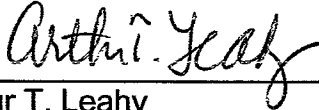
ATTACHMENT

A. October 2013 Motion 66

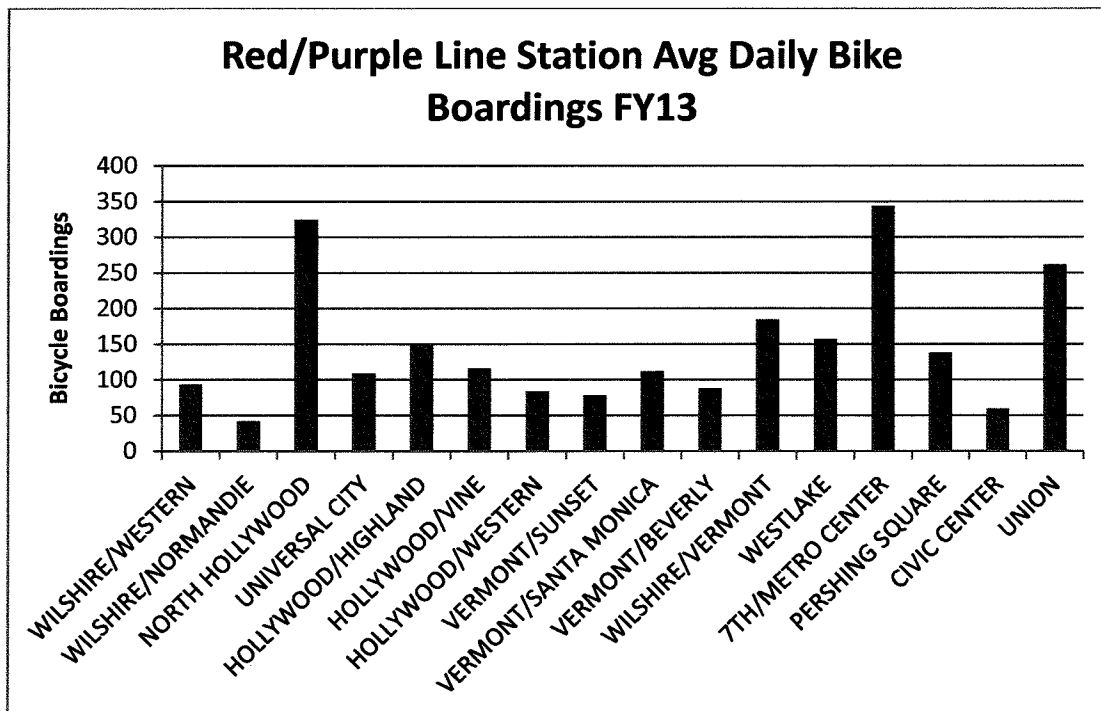
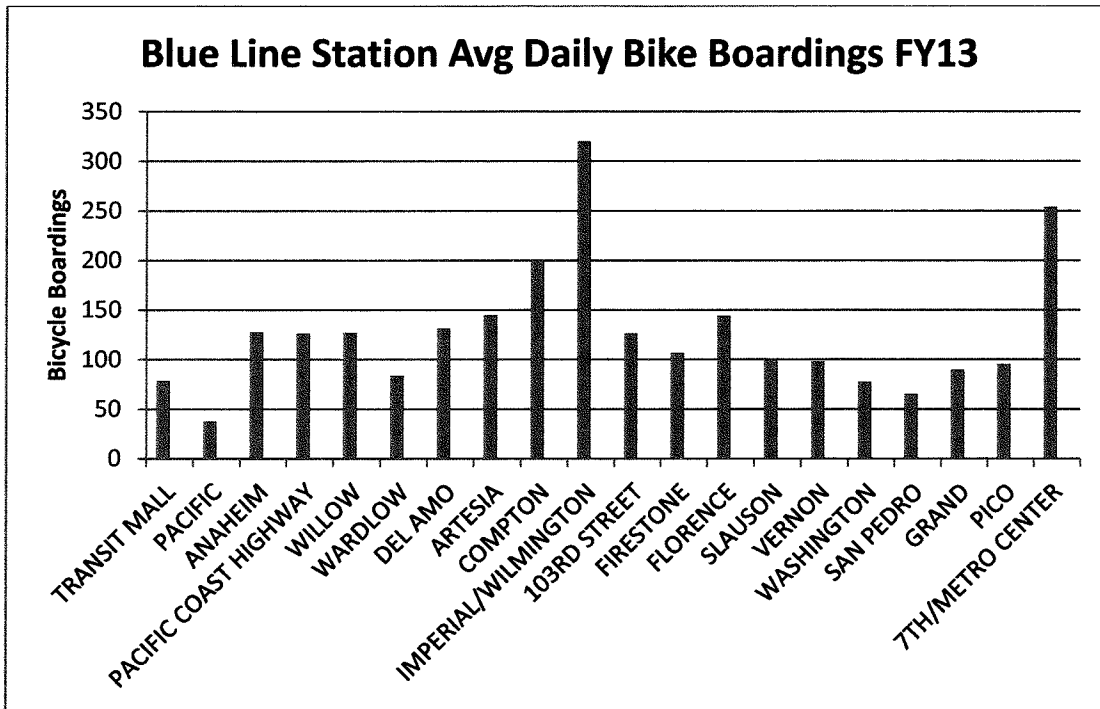
Prepared by: Laura Cornejo, Director, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

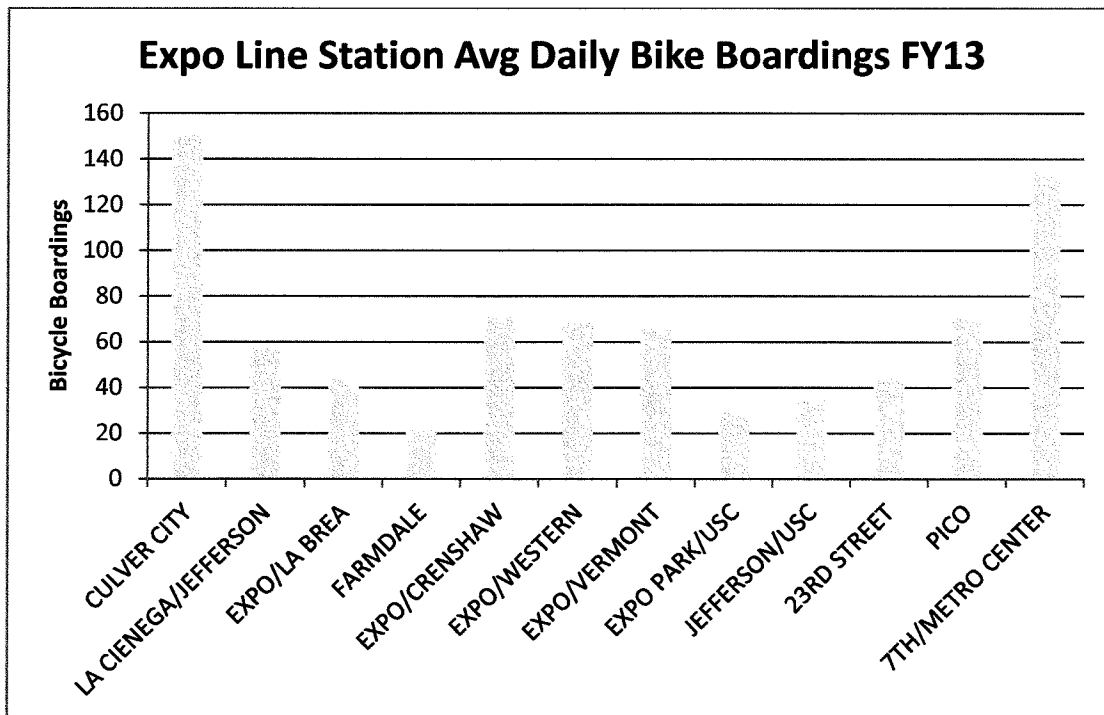
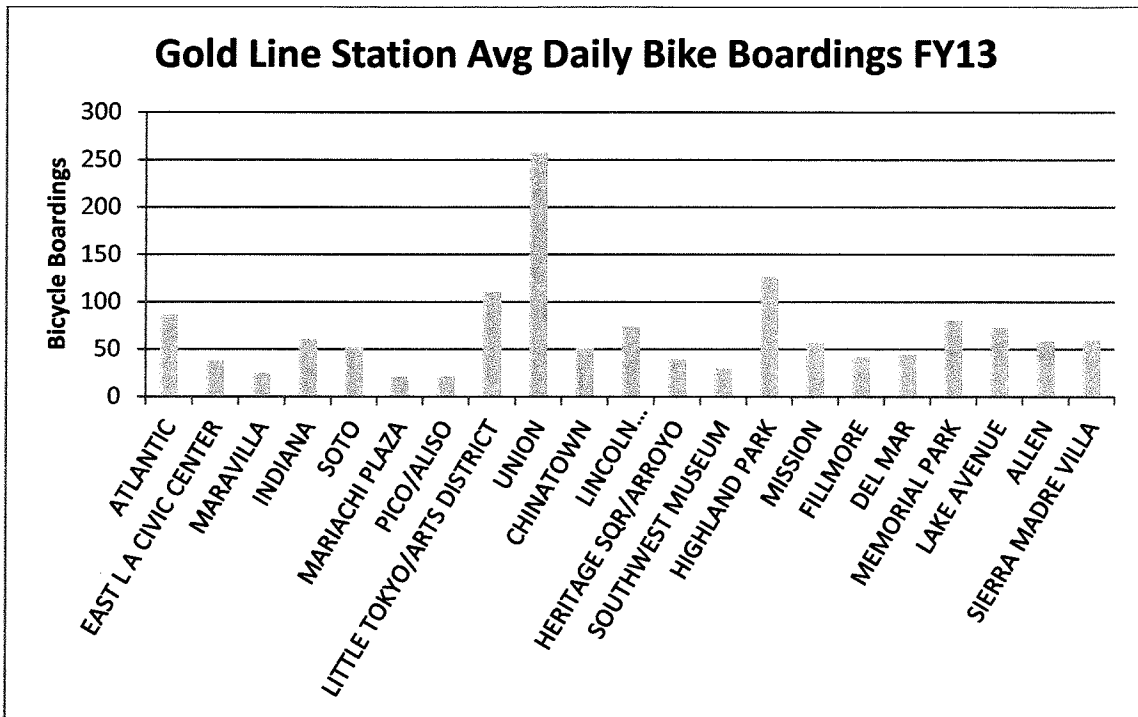


Martha Welborne, FAIA
Chief Planning Officer

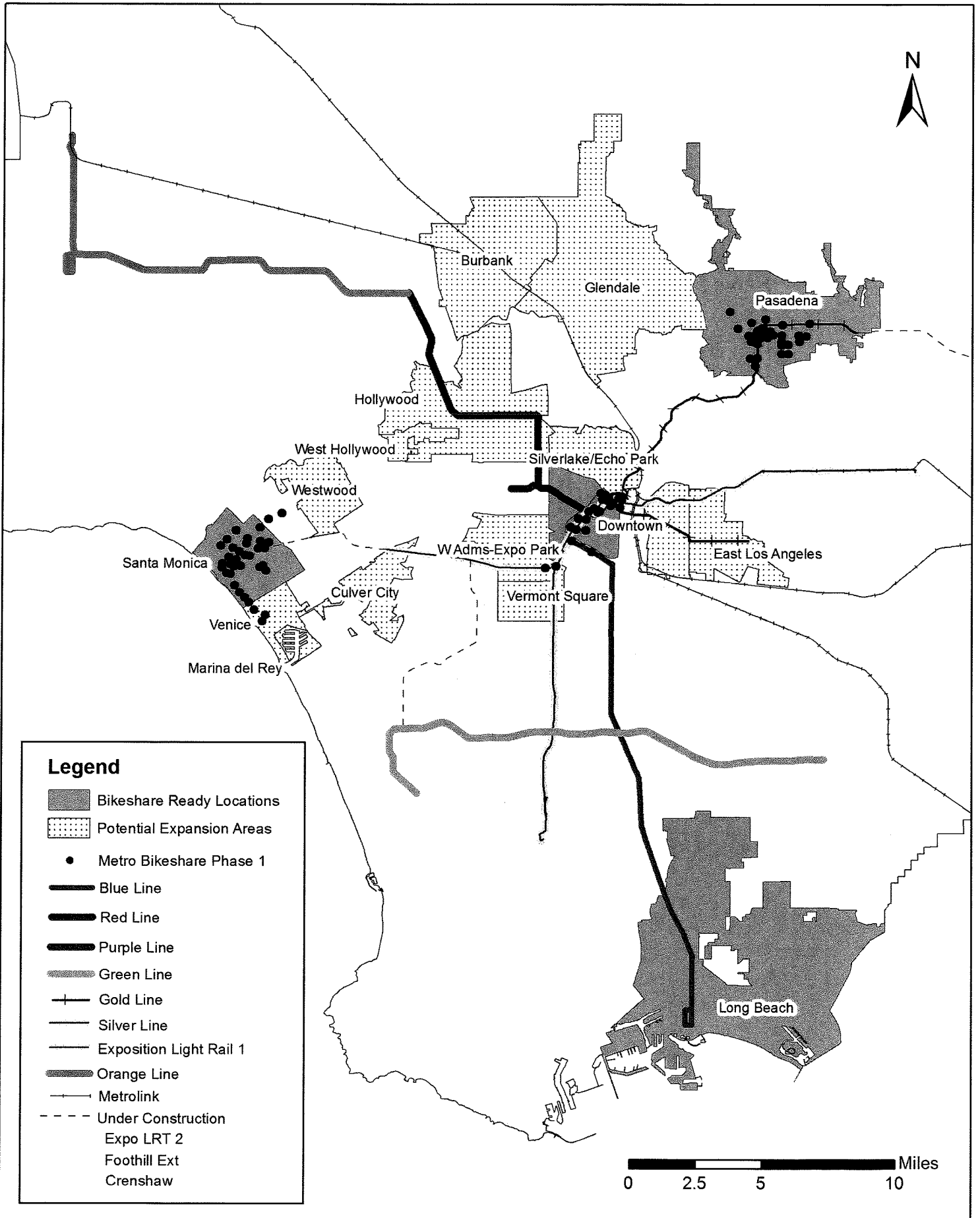


Arthur T. Leahy
Chief Executive Officer

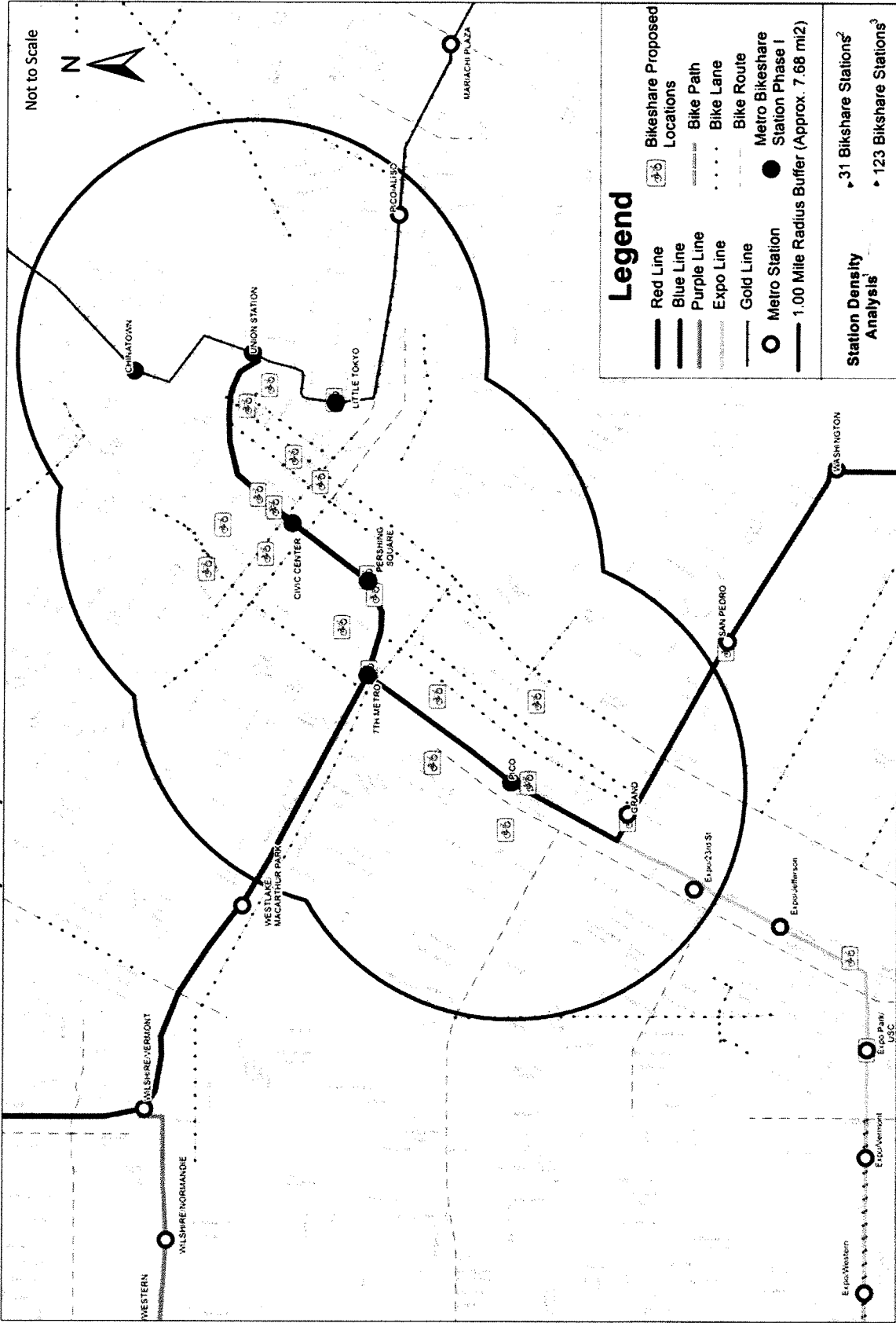




Potential Bikeshare Expansion Areas



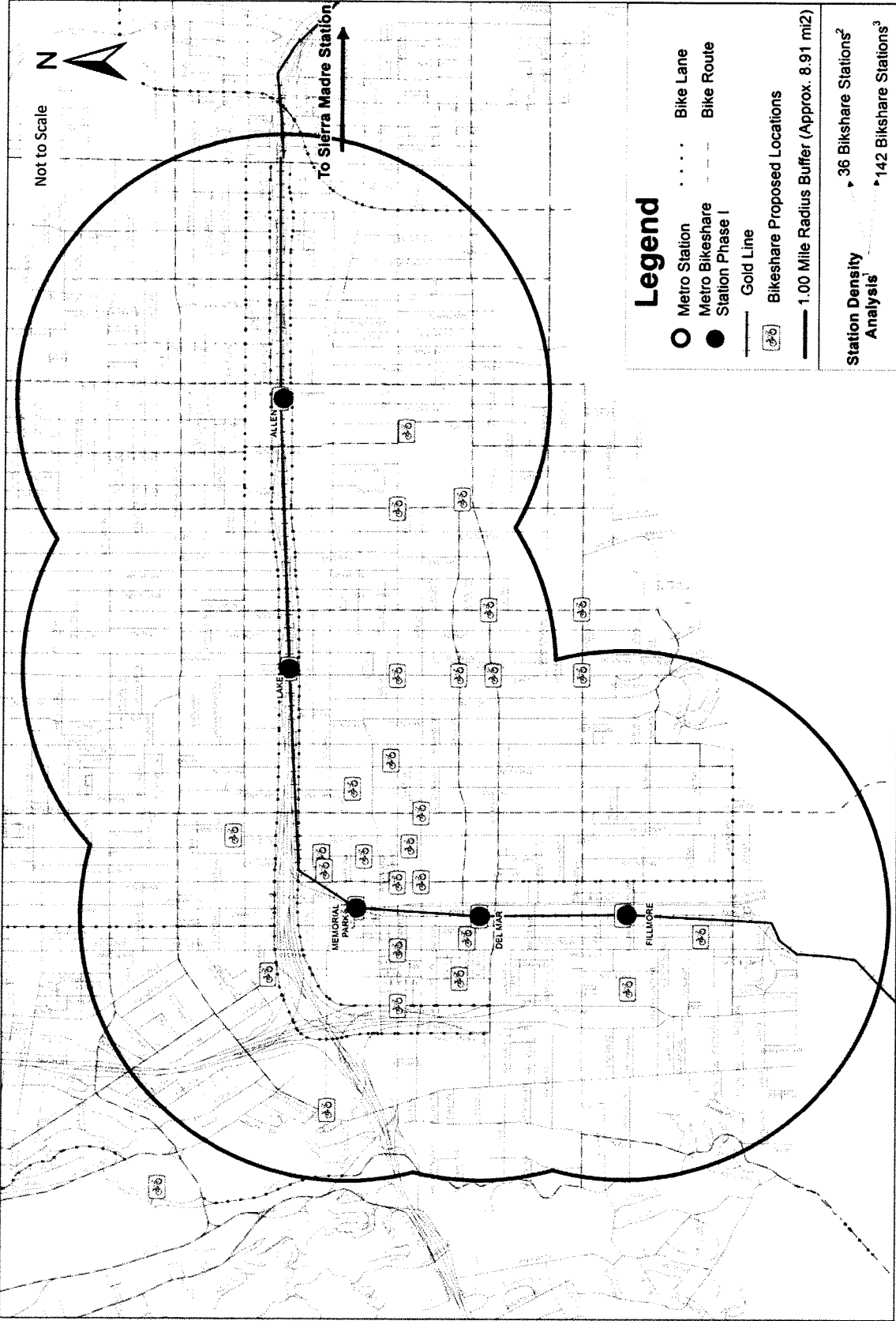
City of LA Bikeshare Preliminary Analysis



1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.
2. 4 bikeshare stations per square mile at one-half mile apart.
3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

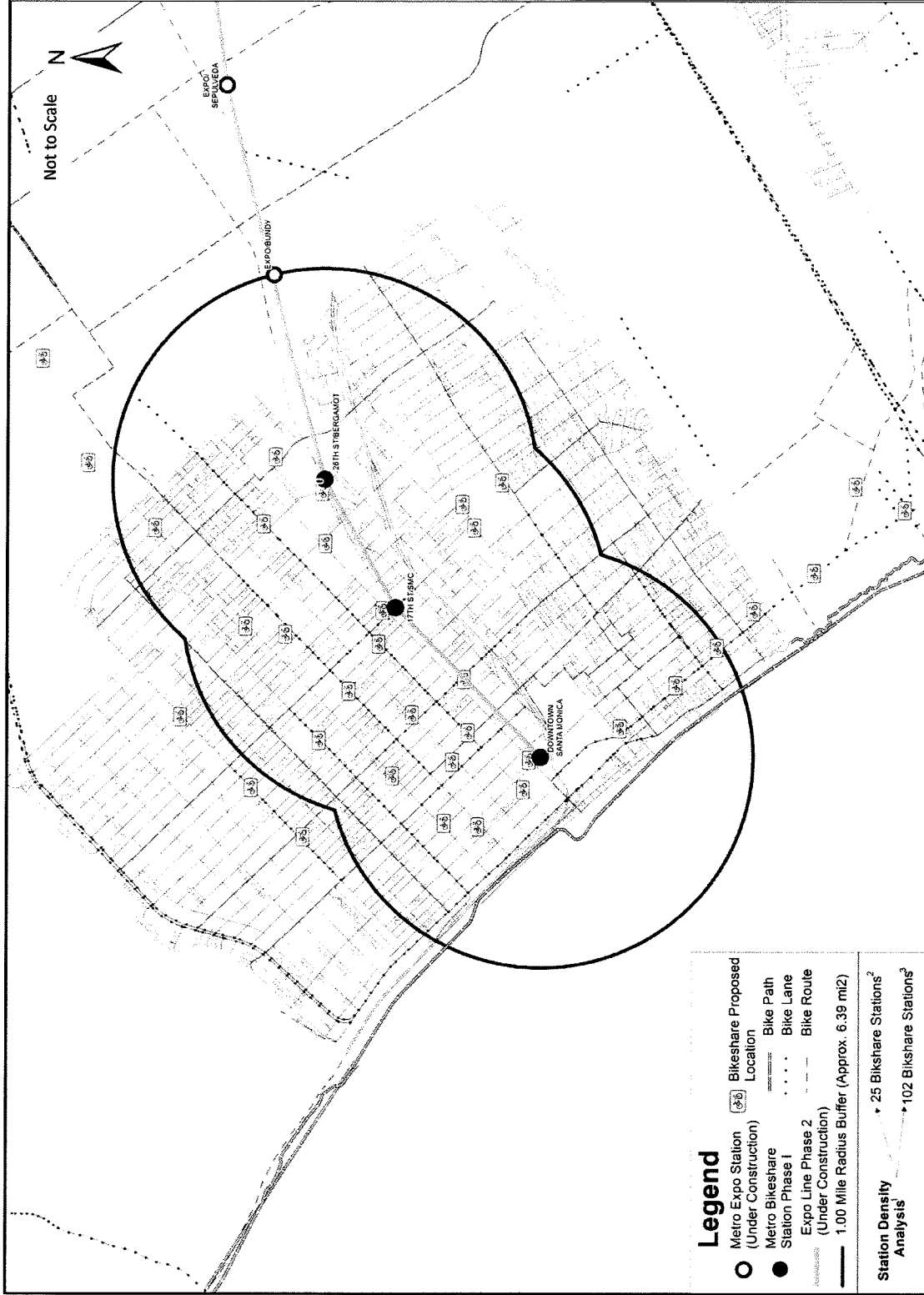
City of Pasadena Bikeshare Preliminary Analysis



1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 1.1-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.
2. 4 bikeshare stations per square mile at one-half mile apart.
3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions.

City of Santa Monica Bikeshare Preliminary Analysis



1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.
2. 4 bikeshare stations per square mile at one-half mile apart.
3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

ATTACHMENT F

PRELIMINARY BIKE SHARE CAPITAL COST ESTIMATES

Based on figures from bike share locations in other regions across the United States and vendor estimates, cost ranges were calculated for the Los Angeles Region accounting for low and high density station locations and average costs of equipment (bikes per dock), as follows:

LOS ANGELES STATION COST¹	Low Density (31 Stations)²	High Density (123 Stations)²
Cost (\$4,500)³	\$1,395,000	\$5,535,000

PASADENA STATION COST	Low Density (36 Stations)²	High Density (142 Stations)²
Cost (\$4,500)³	\$1,620,000	\$6,390,000

SANTA MONICA STATION COST	Low Density (25 Stations)²	High Density (102 Stations)²
Cost (\$4,500)³	\$1,125,000	\$4,590,000

Combined regional costs based on costs per stations in each city and the number of Metro stations in each jurisdiction yield potential cost ranges:

TOTAL COST AT METRO STATIONS IN EACH CITY⁴	Metro Stations	Cost (\$4,500)³
Los Angeles	7	\$315,000
Santa Monica	3	\$135,000
Pasadena	5	\$225,000
TOTALS	15	\$675,000

TOTAL COST AT METRO AND CITY STATIONS⁴	Low Density (107 Stations)²	High Density (382 Stations)²
Cost (\$4,500)³	\$4,815,000	\$17,190,000

¹ Gold Line Station Pico/Aliso and Blue Line Station Grand are located within the City of Los Angeles buffer area, but not included in calculation due to physical space constraints at station locations.

² Methodology for calculating preliminary station ranges is detailed in Bikeshare Preliminary Analysis.

³ Bicycle per docking station costs calculated based on estimates from Washington D.C., Bay Area Pilot, Denver B-Cycle and Alta Bike Share. Actual costs will vary from location to location. Costs assume 10 bikes will dock at each station.

⁴ Cost does not assume any real estate transactions or land use considerations.

DISCLAIMER: This cost analysis is for preliminary analysis only. Actual costs will depend on the number of bike share stations determined by a feasibility study, vendor technology and land use considerations.

BICYCLE SHARE BUSINESS MODELS

BIKE SHARE BUSINESS MODELS

- Modern Information Technology-based bicycle share capital development appears in three forms:
 - 1) Public agency owns and contracts with private (for-profit or non-profit) company for operations
 - Advantages: Expands offerings of jurisdiction's transportation service, while bringing the experience and innovation of a tried and tested operator
 - Disadvantages: Jurisdiction assumes all liability
 - Cities operating under this model: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County & San Francisco Pilot, and Washington D.C.
 - 2) Non-profit public/private partnership, created specifically to provide bike share service, owns and contracts with private (for-profit or non-profit) company for operations
 - Entities can include city, county, chamber, public health department, redevelopment agency, or the private sector
 - Advantages: Receives funding from the jurisdiction, while relieving liability from the jurisdiction
 - Disadvantages: Splitting control amongst multiple stakeholders is difficult
 - Cities operating under this model: Chattanooga, Boulder, Des Moines, Denver, Milwaukee, Minneapolis, Oklahoma City, Omaha, San Antonio, and Salt Lake City, and San Antonio
 - 3) Private company owns and operates
 - Advantages: Relieves jurisdiction from committing resources
 - Disadvantages: Does not ensure equity, quality service, and may fail if not profitable in first few years
 - Cities operating under this model: Charlotte, Miami Beach, New York City, and Tampa Bay

CAPITAL/OPERATIONAL COSTS & FUNDING SOURCES

- Direct Capital Costs
 - Bicycles
 - Docking stations
 - Kiosks or User interface technology
 - Real estate transactions
- Direct Operational Costs
 - Administration: Website, Mobile apps, Registrations
 - Redistribution of bicycles: Manual redistribution and/or pricing incentives
 - System monitoring: Call centers and on-call repair
 - Maintenance: Keeping bicycles, software, etc. in running order
 - Power supply: Maintaining solar, battery, or grid power supply
 - Data Reporting: Maintenance, planning and real time data
- Associated Capital Costs
 - Construction of infrastructure: Bicycles, docks, kiosks or user interface
 - Streetscape improvements

ATTACHMENT G-2

- **Associated Operational Costs**
 - Insurance
 - Maintenance of infrastructure and bikeways
 - Bicycle safety training and education
- **Real Estate Costs**
 - Land Use Negotiations:
 - Metro Property: Where Metro does not own sufficient land, negotiations with private owner or entity
 - Public Right-of-Way: Negotiations with Cities or County of Los Angeles
 - Private Property: Negotiations with private owner
 - Spatial Considerations:
 - Sidewalk: ADA compliance, right-of-way negotiations
 - In-Street: Removal of street parking negotiations, safety considerations
- **Funding Sources**
 - Municipalities: Federal, state, local or other grants and funding
 - Advertising: Kiosk or Station advertising
 - Sponsorship: Title, presenting, station, dock, bike/fender, web, helmets, or other opportunities
 - Memberships & user fees
 - Public-private partnerships: Sponsorship or corporate donor

The business model matrix below captures the business models and funding sources for bike share for 14 systems in the United States:

COMPARISON TABLE OF EXISTING UNITED STATES BIKE SHARE PROGRAMS

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Boston & Cambridge, MA	July 2011	Hubway (Alta Bike Share)	600/60	36,000 annual/ 30,000 casual, 140,000 rides (in 4 months)	\$85/year \$20/month \$12/3-day \$5/day	Owned/Managed by County, operated by Alta (for-profit)	\$4.5 m (75% public FTA/CMAQ, 25% private). Each municipality responsible for own sponsorship
Boulder, CO	May 2011	Boulder B-Cycle	110/15	1,171 annual/ 6,200 casual	\$50/year \$15/week \$5/day	Owned/Managed by Non-Profit & operated by B-Cycle (non-profit)	Revenue from parking fees, citations; Transportation and Distribution Services
Broward County (Fort Lauderdale), FL	December 2011	Broward County B-Cycle	200/27	37,000 rides (in 1 year)	\$45/year \$25/week \$5/day	Owned/Managed by Broward County, operated by Broward County B-Cycle (non-profit)	\$1.1 m (63% private, 27% public)
Chattanooga, TN	July 2012	Bike Chattanooga (Alta Bikeshare)	300/30	400 annual, 12,600 rides (in 6 months)	\$75/year \$6/day	Owned/Managed by Non-Profit, operated by Alta (for-profit)	\$2 m CMAQ

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Chicago, IL	June 2013	Divvy (Alta Bikeshare)	750/68	3,7000 annual, 50,000 trips (in 1 month)	\$75/year \$7/day	Owned/Managed by City, operated by Alta (for-profit)	\$22 m in fed/local grants
Denver, CO	April 2010	Denver B-Cycle	520/52	2,659 annual/ 40,600 casual, 100,000 rides	\$65/year \$30/Month \$20/week \$6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital \$1.5 m (CDOT, EPA, FHWA, gifts); 16% public (Vehicle registration tax), 84% private
Des Moines, IA	Sept 2010	Des Moines Bicycle Collective B-Cycle	22/5	20 annual, 109 rides	\$50/year \$30/month \$6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital \$120,000 funded by private contributors, sponsorships
Fullerton, CA	TBD: Planned for Fall 2014	BikeLink (Bike Nation)	TBD: Planned 165/15	N/A	\$75/annual, \$45/annual (student), \$12/week, \$5/day	Owned/Managed and operated by Bike Nation (for-profit)	Capital \$1.48 m (OCTA federal grants, local Mobile Source Aire Pollution Reduction Review Committee Grant)

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Miami Beach, FL	Mar 2011	DecoBike	800/91	2,500 annual/ 338,828 casual	\$15/month (regular) \$25/month (deluxe) \$35/month (visitors) \$24/day (visitors)	Owned/Managed and operated by DecoBike (for-profit)	\$4 m Private investor DecoBike – revenues split between DecoBike and City
Minneapolis, MN	June 2010	NiceRide Minnesota B-Cycle	1,300/145	3,521 annual/ 37,103 casual	\$60/year \$30/month \$5/day	Owned/Managed & operated by Non-Profit	Capital \$5.3 m (FHWA); 63% public funds; 37% private funds.
New York City, NY	May 2013	Citibike (Alta Bikeshare)	5,700/330	80,000 annual (in 3 months)	\$95/year \$25/week \$10/day	Owned /Managed and operated by Alta (for-profit)	Private financing
San Antonio, TX	March 2011	San Antonio B-Cycle	210/23	1,000 annual/ 2,800 casual, 16,100 rides (in 6 months)	\$60/year \$24/week \$10/day	Owned/Managed by City and operated by B-Cycle (non-profit)	\$840,000 DOE/CDC funds, \$235,000 and \$58,000 in station sponsorships

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
San Francisco/ Bay Area Cities, CA PILOT	August 2013	Bay Area Bikeshare (Alta Bikeshare)	700/34	2,080 annual, 14,591 trips (in 1 month)	\$88/year \$22/3-day \$9/day	Owened/Managed by Bay Area AQMD, operated by Alta (for-profit)	\$4.3 m Metropolitan Transportation Commission (Bay Area Climate Initiatives – CMAQ), \$1.4 m Clean Air Grant (BAAQMD)
Washington D.C. (first attempt)	2008	SmartBike (Alta Bikeshare)	120/10	1,050 annual	\$40/year	Owened/Managed and operated by Alta (for-profit)	DDOT funding & Advertising revenue
Washington D.C., Arlington, VA & Alexandria, VA (second attempt)	Sept 2010 & 2011	Capital (CaBi) Bikeshare (Alta Bikeshare)	1,200/140	19,200 annual/ 105,644 casual	\$75/year \$25/month \$15/3-day \$7/day	Owened/Managed by DDOT & City of Arlington, operated by Alta (for-profit)	Capital \$8 m fed (CMAQ)/state funds. Minimal private sponsorships & revenue.

	300	310	400	500	600	700	800	900	000
	2,500	500	750	750	750	525	525	525	525
	250	50	75	75	75	-	-	-	-
4,500	11,250,000	2,250,000	3,375,000	3,375,000	3,375,000	2,362,500	2,362,500	2,362,500	2,362,500
	35,000	-	35,000	-	35,000	-	35,000	-	35,000
100	5,750,000	6,900,000	8,625,000	10,350,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000
	17,035,000	9,150,000	12,035,000	13,725,000	15,485,000	14,437,500	14,472,500	14,437,500	14,472,500
100	4,750,000	5,700,000	7,125,000	8,550,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000
100	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
100	3,000,000	3,600,000	4,500,000	5,400,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000
	8,750,000	10,300,000	12,625,000	14,950,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000
	(8,285,000)	1,150,000	590,000	1,225,000	1,790,000	2,837,500	2,802,500	2,837,500	2,802,500
	-	4,000,000	1,000,000	-	-	-	-	-	-
	11,285,000	13,535,000	16,945,000	20,320,000	23,730,000	26,092,500	28,490,000	30,852,500	33,250,000
	5,750,000	12,650,000	21,275,000	31,625,000	43,700,000	55,775,000	67,850,000	79,925,000	92,000,000
	17,035,000	26,185,000	38,220,000	51,945,000	67,430,000	81,867,500	96,340,000	110,777,500	125,250,000
	8,750,000	23,050,000	36,675,000	51,625,000	68,900,000	86,175,000	103,450,000	120,725,000	138,000,000
	(8,285,000)	(3,135,000)	(1,545,000)	(320,000)	1,470,000	4,307,500	7,110,000	9,947,500	12,750,000

Assumptions:

Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro Preliminary Bike Share Analysis. Year 2 to Year 3 based on Metro recommendations for regional bike share growth (assuming average density of 25 stations throughout 11 jurisdictions and 10% of fleet expected to need replacement each year).

10 bikes per station. Cost per bike divides total system costs over the number of bikes.

Cost per bike based on estimates from Washington D.C., Bay Area Pilot, and bike share vendors.

*

Operation and Maintenance costs per station based on Washington D.C. and Denver systems, with 85% of fleet requiring major maintenance.

** User Fees in Washington D.C. were \$20,000 per station in first year. Long Beach estimates \$15,000 per station. To be consistent with other jurisdictions, we used \$15,000 per station.

*** The \$1,000,000 sponsorship revenue is based on Long Beach's estimates. New York City Sponsorship was \$8,000,000 in 1st year. Other jurisdictions may be split between jurisdictions.

may be split between jurisdictions

**Bicycle Share Funding Options
(in millions)**

<i>Fund Type</i>	<i>\$</i>	<i>Allocation Process</i>	<i>Programming Action Needed by the Board</i>	<i>Eligibility Criteria & Parameters</i>	<i>Applications in Existing Bike Share Programs</i>
Federal					
ATP	\$116.6 yearly**	Discretionary	No (Programming is made by CTC & SCAG)	Capital and non-infrastructure active transportation projects. **State guidelines have not been finalized.	
CMAQ	\$18 yearly	Discretionary	Yes	Capital and non-infrastructure costs. For projects that reduce single occupancy vehicle driving and improve air quality.	Has been used by Capital Bikeshare for infrastructure in Washington DC & Virginia.
JARC	\$8.35 Total	FTA grant	No	Capital and non-infrastructure costs for commute and reverse commute options for low income individuals in Long Beach & City of LA. FTA does not officially recognize bike share as public transit so the purchase and operation costs of individual bikes may be restricted. Station infrastructure may be covered.	Capital Bikeshare is using JARC to provide free membership, bike education programs and free helmets to low income participants.
Local					
CRD (Toll Lane Revenue)	\$4.2 - \$5.2 yearly*	Discretionary	Yes	Capital costs for active transportation & first-last mile solutions. Must be located within three miles of either the I-110 & I-10 Corridor) or provide regionally significant improvements for the 110 or 10 Corridor. *Fund estimate applies to FY14 only. Future funding contingent on 1-10 & 110 HOT lane project approval	
Local Return - Measure R 15% - PC20%	\$245 yearly	Formula By Population	No	Capital costs. Local cities could elect to use their share to pay for future phases or as a match.	Local sales tax funds have been used to match/supplement federal grants in many bike share schemes.
MR 25% Highway Operational Improvements	\$345 total	Discretionary to only Arroyo Verdugo and Malibu Las Virgenes Subregions	Yes	Capital costs. Potential to fund future bike share phases for cities within the subregion.	

**MOTION BY:
MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY,
MIKE BONIN, JOHN FASANA & DON KNABE**

Item 58 — Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named "The Bike-Sharing Planning Guide" (Institute for Transportation & Development Policy, December 2013) said "bike-share, more than any other form of urban transport, has the ability to improve and transform our cities."

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

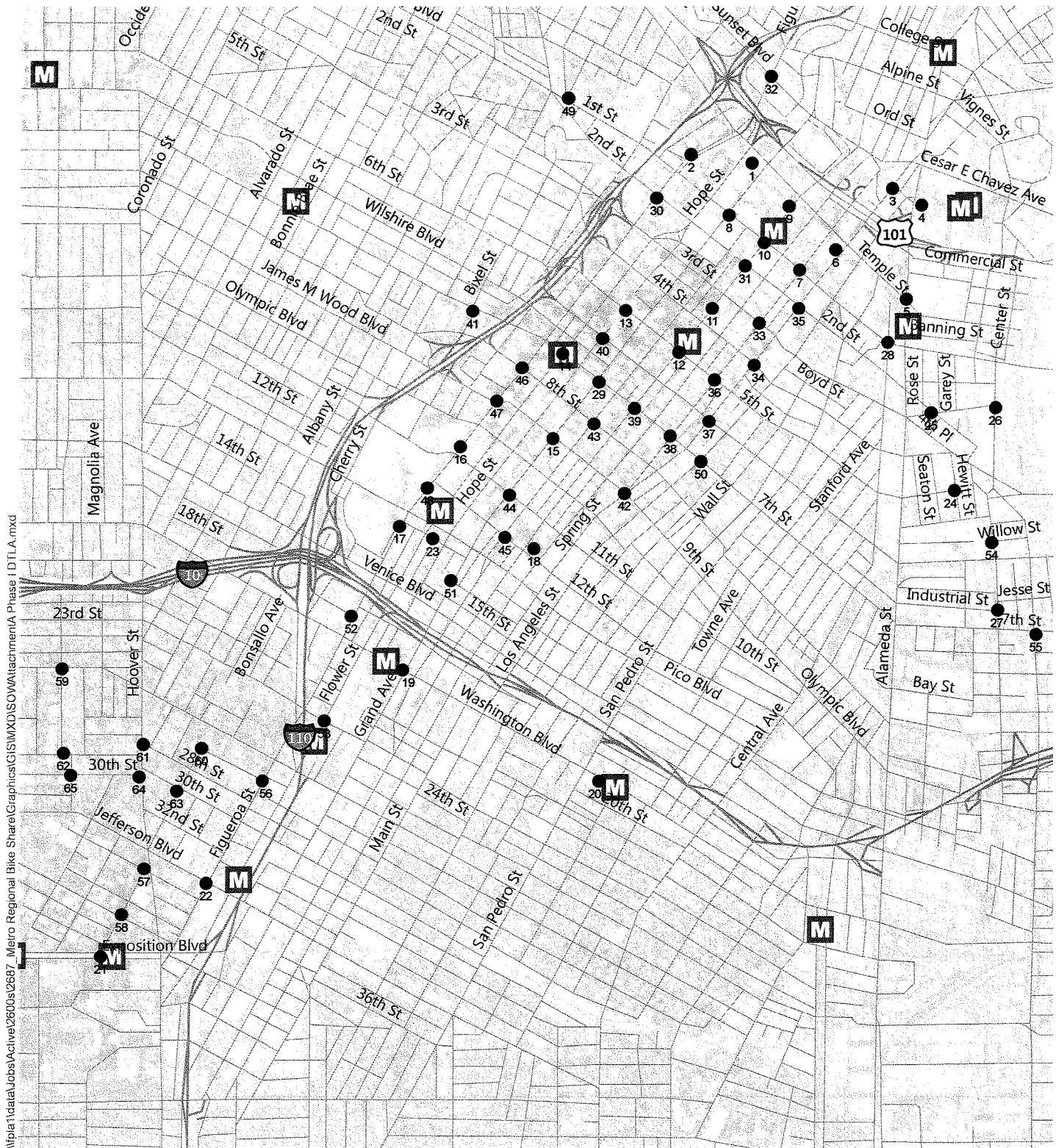
- A. Undertake a study of how a Bike Share Program could be implemented throughout the County.
- B. Procure, contract and administer the bicycle share program once the implementation study is completed.
- C. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
 1. Up to 50% of total capital costs per each city
 2. Up to 35% of total O&M costs per each city (on-going)
- D. Identify a financial business plan that includes:
 1. User fees
 2. Advertising fees
 3. Corporate sponsors
 4. A recommendation on a revenue split for all fees/revenues identified above.
- E. Prioritize eligible grants to support the costs of the program including:
 1. State Active Transportation Program ("ATP") funds
 2. State "Cap & Trade" funds
 3. Federal bicycle and active transportation funds
 4. All other eligible funding sources
- F. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.
- D. Identify the necessary resources to support the program.
- G. Update on all of the above at the April 2014 Board meeting.

E. Prioritize eligible grants to support the costs of the program

DIRECTOR O'CONNOR'S MOTION REGARDING BIKE SHARE:

- 1. Is there a firm timeline for Metro's procurement?**
- 2. How will this effort related to the procurement Long Beach is pursuing**
- 3. How will this effort work with Santa Monica's RFP/market test?**
- 4. Will there be coordination with the subregions? What form will that take?**
- 5. Has LA solved its legal outdoor advertising problem?**
- 6. Will there be flexibility for different business case models to operate within the Metro umbrella?**
- 7. Will the Metro's Bikeshare program go beyond the Metro stations? Can the program be expanded to include greater coverage for cities?**
- 6. What does Metro being the lead agency mean? Is this a clearing house for revenue sharing? What other elements are included?**
- 7. What funding is available for phasing the rollout of the program during the first year of implementation on both capital and operating expenditures? How will allocations be made?**
- 8. How will the system enable jurisdictions to make choices about how (what sources) they want to fund the operating gap?**

This motion should be fortified with a fact sheet that informs regional cities on the "nuts and bolts" of the business model Metro is pursuing, the timeline for implementation, and subregional coordination.



\\p1a1\data\Jobs\Active\2600s\2687_Metro_Regional_Bike_Share\Graphics\GIS\MXD\SOW\AttachmentA_Phase_I\DTLA.mxd

M Metro Rail Station

Recommended Regional Expansion Stations

● Phase I - 65 Stations

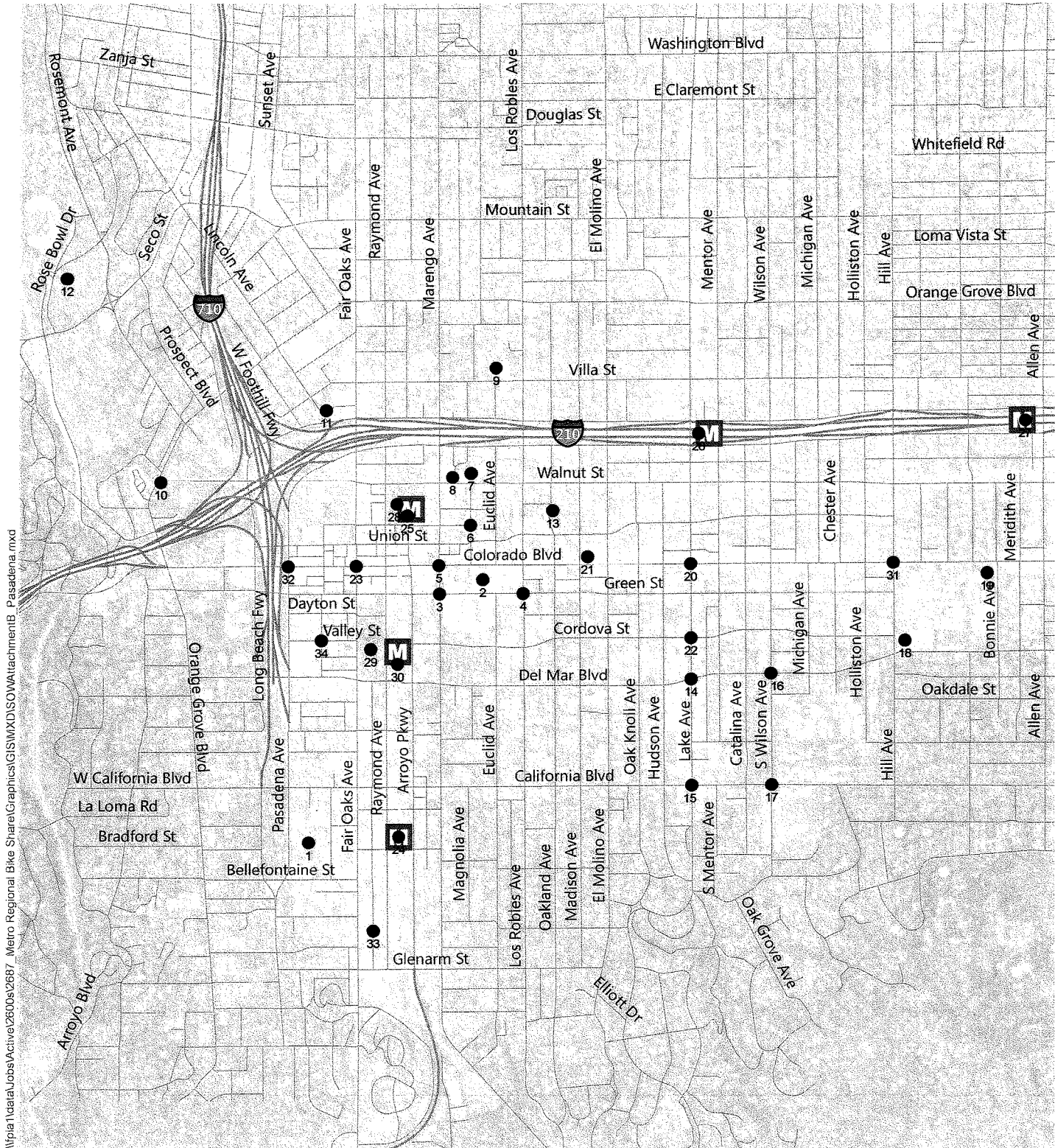
Phase I Pilot
Downtown Los Angeles, CA

Recommended Regional Expansion Stations

Phase I Pilot: Downtown Los Angeles

ID	Station	ID	Station
1	Hope / Temple	34	4th / Main
2	Figueroa / Diamond (Figueroa Plaza)	35	2nd / Main
3	North Main / Olvera	36	5th / Spring
4	Alameda (Union Station)	37	6th / Main
5	Alameda / Temple	38	7th / Spring
6	Main / Temple (City Hall)	39	7th / Hill
7	1st / Spring	40	6th / Hope
8	1st / Grand	41	7th / Bixel
9	Hill / Temple (Grand Park)	42	9th / Main
10	1st / Hill	43	8th / Olive
11	Hill (Angel's Flight)	44	11th / Grand
12	5th / Hill (Pershing Square)	45	12th / Olive
13	5th / Hope stairs (Library)	46	8th / Figueroa
14	7th / Flower (Metro Center)	47	9th / Figueroa
15	9th / Grand	48	12th / Figueroa
16	11th / Figueroa	49	1st / Toluca
17	Pico / Figueroa (Convention Center)	50	7th / Los Angeles
18	12th / Hill (DPW)	51	14th / Grand
19	Washington / Grand (Grand Station)	52	18th / Figueroa
20	Washington (San Pedro Station)	53	23rd / Flower
21	Exposition (Expo Park/USC Station)	54	Willow / Mateo
22	Jefferson / Figueroa (Jefferson/USC Station)	55	7th / Santa Fe
23	Cameron / Flower (Pico Station)	56	27th / Figueroa
24	5th / Hewitt	57	34th / Trousdale
25	3rd / Traction	58	36th / Trousdale
26	3rd / Santa Fe	59	W Adams Blvd / Ellendale Pl
27	Industrial / Mateo	60	W 27th St / University Ave
28	1st / Central	61	W 28th St / Hoover St
29	7th / Grand	62	Ellendale Pl / W 29th St
30	2nd / Figueroa	63	University Ave / W 30th St
31	2nd / Hill	64	McClintock Ave / W 30th St
32	Cesar E Chavez / Figueroa	65	Orchard Ave / W 30th St
33	3rd / Spring		

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.



\\p1a1\data\Jobs\Active\2600sa\2687 - Metro Regional Bike Share\Graphics\GIS\MXD\ISO\AttachmentB - Pasadena.mxd

M Metro Rail Station

Recommended Regional Expansion Stations

● Phase II - 34 Stations

Phase II Regional Expansion Area
Pasadena, CA

Recommended Regional Expansion Stations

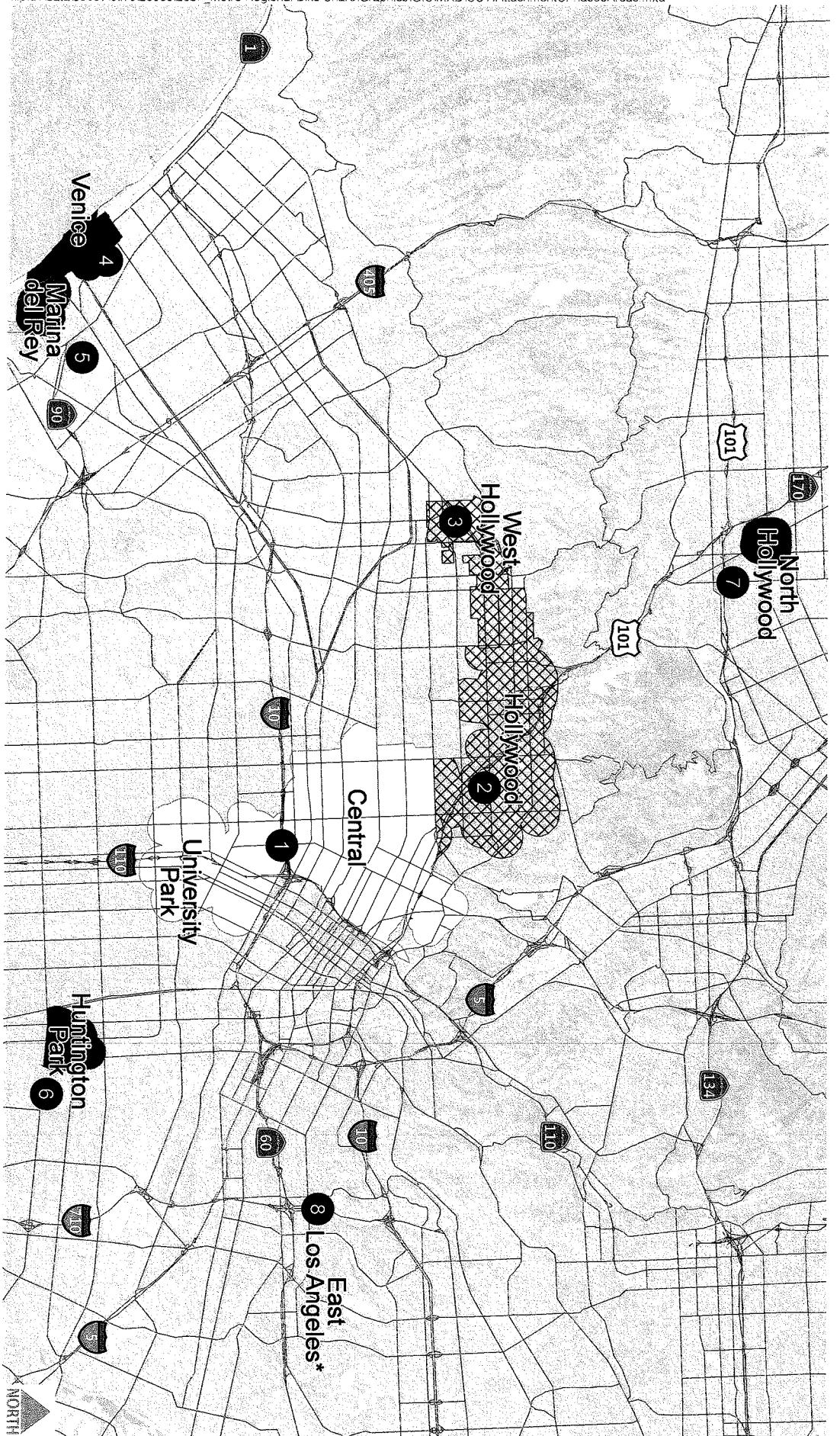
Phase II: Pasadena

ID Station

- 1 Huntington Hospital
 - 2 Garfield (Paseo Colorado)
 - 3 Green / Marengo
 - 4 Green / Los Robles
 - 5 Colorado / Marengo
 - 6 Garfield / Holly (Pasadena City Hall)
 - 7 Pasadena Library
 - 8 Garfield / Walnut (Library west)
 - 9 Villa / Euclid (Villa Park)
 - 10 Orange Grove / Walnut
 - 11 Lincoln / Eureka / Maple
 - 12 Arroyo (Rose Bowl)
 - 13 Union / Oakland (Fuller Seminary)
 - 14 Del Mar / Lake
 - 15 California / Lake
 - 16 Del Mar / Wilson
 - 17 California / Wilson
 - 18 Del Mar / Hill (Pasadena Community College)
 - 19 Colorado / Bonnie (Pasadena Community College)
 - 20 Colorado / Lake
 - 21 Colorado / Madison
 - 22 Cordova / Lake
 - 23 Colorado / Fair Oaks
 - 24 Raymond / Fillmore (Fillmore Station)
 - 25 Holly (Memorial Park Station)
 - 26 Lake (Lake Station)
 - 27 Allen (Allen Station)
 - 28 Memorial Park
 - 29 Central Park
 - 30 Del Mar / Arroyo (Del Mar Station)
 - 31 Colorado / Hill
 - 32 Colorado / Pasadena
 - 33 Edmondson Alley
 - 34 Valley / DeLacey
-

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.

W:\p1\data\Jobs\Active\2600s\2687_Metro Regional Bike Share\Graphics\GIS\MXD\1SOW\Attachment\CPHase3Areas.mxd



* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Preliminary Regional Expansion Areas

Phase III - 65 Stations

Phase IV - 53 Stations

Phase V - 37 Stations

Expansion Area

Preliminary Regional Expansion Areas

Attachment C

Preliminary Regional Expansion Areas

Phase III, IV, and V Communities

Community

Phase III – 65 Stations

- 1 Central / University Park

Phase IV – 53 Stations

- 2 Hollywood
- 3 West Hollywood

Phase V – 37 Stations

- 4 Venice
 - 5 Marina Del Rey
 - 6 Huntington Park
 - 7 North Hollywood
 - 8 East Los Angeles*
-

Note: A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

	Year 2*	year 3	year 4	year 5	year 6	year 7**	All Years	
	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	TOTALS	
PORT OF LA								
+11 Stations								
Capital Costs - Port								
	Total Capital							
	\$ 669,280						\$ 669,280	
City/Metro Contributions	Metro Contribution (up to 50% Capital)							
	\$334,640							
	Port Contribution (50% Capital)							
	\$334,640							
<i>Balance of Capital Cost</i>	\$0							
Operation and Maintenance (O&M) Costs - Port								
	TOTAL							
	\$ 400,223	\$ 730,870	\$ 745,233	\$ 765,863	\$ 787,100	\$ 808,961	\$ 4,238,249	
No Revenue Scenario	Metro Contribution (35% Net O&M)							
	\$ 140,078	\$ 255,805	\$ 260,831	\$ 268,052	\$ 275,485	\$ 283,136	\$ 1,483,387	
	Port (65% Net O&M)							
	\$ 260,145	\$ 475,066	\$ 484,401	\$ 497,811	\$ 511,615	\$ 525,824	\$ 2,754,862	
	Estimated Revenue							
	\$ -	\$ 438,522	\$ 447,140	\$ 459,518	\$ 472,260	\$ 485,376	\$ 2,542,949	
60% Fare Box Recovery Scenario*	Metro Contribution (35% Net O&M)							
	\$ 140,078	\$ 102,322	\$ 104,333	\$ 107,221	\$ 110,194	\$ 113,254	\$ 593,355	
	Port (65% Net O&M)							
	\$ 260,145	\$ 190,026	\$ 193,761	\$ 199,124	\$ 204,646	\$ 210,330	\$ 1,101,945	
TOTAL PORT							\$ 4,907,529	

PASADENA								
+34 Stations								
Capital Costs								
	Total Capital							
	\$ 34						\$ 2,071,574	
City/Metro Contributions	Metro Contribution (up to 50% Capital)							
	\$735,085							
	Pasadena Contribution							
	\$1,336,489							
	-2015 CFP Grant (LTF funds)							
	\$954,635							
	- CFP Local Match Commitment							
	\$954,635							
	- \$ Local Funds (20% of original 2015 CFP original cost \$1.91 Mil)							
	\$381,854							
	- In-Kind Match							
	\$572,781							
<i>Balance of Capital Cost</i>	\$0							
Operation and Maintenance (O&M) Costs - Pasadena								
	TOTAL							
	\$ 720,633	\$ 1,939,482	\$ 1,970,461	\$ 2,018,714	\$ 2,068,323	\$ 2,119,323	\$ 10,836,936	
No Revenue Scenario	Metro Contribution (35% Net O&M)							
	\$ 252,222	\$ 678,819	\$ 689,661	\$ 706,550	\$ 723,913	\$ 741,763	\$ 3,792,928	
	Pasadena (65% Net O&M)							
	\$ 468,411	\$ 1,260,663	\$ 1,280,800	\$ 1,312,164	\$ 1,344,410	\$ 1,377,560	\$ 7,044,008	
	Estimated Revenue							
	\$ -	\$ 1,163,689	\$ 1,182,277	\$ 1,211,228	\$ 1,240,994	\$ 1,271,594	\$ 6,502,162	
60% Fare Box Recovery Scenario*	Metro Contribution (35% Net O&M)							
	\$ 252,222	\$ 271,527	\$ 275,865	\$ 282,620	\$ 289,565	\$ 296,705	\$ 1,517,171	
	Pasadena (65% Net O&M)							
	\$ 468,411	\$ 504,265	\$ 512,320	\$ 524,866	\$ 537,764	\$ 551,024	\$ 2,817,603	
TOTAL 2 YR PILOT		\$ 4,731,689						
TOTAL PASADENA							\$ 12,908,510	

VENICE								
15 Stations (purchased w/ pilot)								
Capital Costs - Venice								
	Total Capital							
	\$ 10,000						\$ 10,000	
City/Metro Contributions	Metro Contribution (up to 50% Capital)							
	\$5,000							
	LA Contribution (50% Capital)							
	\$5,000							
<i>Balance of Capital Cost</i>	\$0							
Operation and Maintenance (O&M) Costs - Venice								
	TOTAL							
	\$ 567,416	\$ 854,729	\$ 871,640	\$ 896,298	\$ 921,689	\$ 947,834	\$ 5,059,606	
No Revenue Scenario	Metro Contribution (35% Gross O&M)							
	\$ 198,596	\$ 299,155	\$ 305,074	\$ 313,704	\$ 322,591	\$ 331,742	\$ 1,770,862	
	LA (65% Net O&M)							
	\$ 368,820	\$ 555,574	\$ 566,566	\$ 582,594	\$ 599,098	\$ 616,092	\$ 3,288,744	
	Estimated Revenue							
	\$ -	\$ 512,837	\$ 522,984	\$ 537,779	\$ 553,014	\$ 568,700	\$ 3,035,763	
60% Fare Box Recovery Scenario*	Metro Contribution (35% Gross O&M)							
	\$ 198,596	\$ 119,662	\$ 122,030	\$ 125,482	\$ 129,037	\$ 132,697	\$ 708,345	
	LA (65% Net O&M)							
	\$ 368,820	\$ 222,230	\$ 226,626	\$ 233,038	\$ 239,639	\$ 246,437	\$ 1,315,497	
TOTAL VENICE							\$ 5,069,606	

DTLA								
65 existing stations								
Operation and Maintenance (O&M) Costs - DTLA								
	TOTAL							
	\$ 24,866	\$ 3,760,725	\$ 3,822,813	\$ 3,918,017	\$ 4,015,911	\$ 4,116,579	\$ 19,658,911	
No Revenue Scenario	Metro Contribution (35% Net O&M)							
	\$ 8,703	\$ 1,316,254	\$ 1,337,985	\$ 1,371,306	\$ 1,405,569	\$ 1,440,803	\$ 6,880,619	
	LA (65% Net O&M)							
	\$ 16,163	\$ 2,444,471	\$ 2,484,829	\$ 2,546,711	\$ 2,610,342	\$ 2,675,776	\$ 12,778,292	
	Estimated Revenue							
	\$ -	\$ 2,256,435	\$ 2,293,688	\$ 2,350,810	\$ 2,409,547	\$ 2,469,947	\$ 11,795,347	
60% Fare Box Recovery Scenario*	Metro Contribution (35% Net O&M)							
	\$ 8,703	\$ 526,502	\$ 535,194	\$ 548,522	\$ 562,228	\$ 576,321	\$ 2,752,248	
	LA 65% Net O&M)							
	\$ 16,163	\$ 977,789	\$ 993,931	\$ 1,018,684	\$ 1,044,137	\$ 1,070,311	\$ 5,111,317	
TOTAL DTLA							\$ 19,658,911	

TOTAL CITIES CAPITAL & O&M (No GPS)	\$ 4,463,992	\$ 7,285,806	\$ 7,410,147	\$ 7,598,892	\$ 7,793,023	\$ 7,992,696	\$ 42,544,556
--	--------------	--------------	--------------	--------------	--------------	--------------	---------------

GPS For 10% of All Bicycles							
GPS Capital and O&M Total	Capital Costs (153 Bikes)	\$ 34,425	\$ -	\$ -	\$ -	\$ -	\$ 34,425
	Monthly Fee (153 Bikes)	\$ 612	\$ 7,344	\$ 7,564	\$ 7,791	\$ 8,025	\$ 39,602
	TOTAL GPS PHASES I-III BY YEAR	\$ 35,037	\$ 7,344	\$ 7,564	\$ 7,791	\$ 8,025	\$ 74,027

Metro Capital	\$ 1,074,725	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City Capital	\$ 1,676,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Metro O&M	\$ 599,598	\$ 2,550,032	\$ 2,593,551	\$ 2,659,612	\$ 2,727,558	\$ 2,797,444	\$ 13,927,796
City O&M	\$ 1,113,540	\$ 4,735,774	\$ 4,816,595	\$ 4,939,280	\$ 5,065,465	\$ 5,195,253	\$ 25,865,906
Total Capital	\$ 2,750,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total O&M	\$ 1,713,138	\$ 7,285,806	\$ 7,410,147	\$ 7,598,892	\$ 7,793,023	\$ 7,992,696	\$ 39,793,702
Total Capital & O&M (No GPS)	\$ 4,463,992	\$ 7,285,806	\$ 7,410,147	\$ 7,598,892	\$ 7,793,023	\$ 7,992,696	\$ 39,793,702

GRAND TOTAL	\$ 4,499,029	\$ 7,293,150	\$ 7,417,711	\$ 7,606,683	\$ 7,801,048	\$ 8,000,962	\$ 42,618,583
--------------------	--------------	--------------	--------------	--------------	--------------	--------------	---------------

* 2 year costs for Pasadena, Port of LA, and Venice is for Pre-Launch O&M costs

MOTION BY:

**MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY
& MIKE BONIN**

Item 58 – Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named “The Bike-Sharing Planning Guide” (Institute for Transportation & Development Policy, December 2013) said “bike-share, more than any other form of urban transport, has the ability to improve and transform our cities.”

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program (“TAP”) smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

1. Undertake a study of how a Bike Share Program could be implemented throughout the County.
2. Procure, contract and administer the bicycle share program once the implementation study is completed.
3. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
 - A. Up to 50% of total capital costs per each city
 - B. Up to 35% of total O&M costs per each city (on-going)
4. Identify a financial business plan that includes:
 - A. User fees
 - B. Advertising fees
 - C. Corporate sponsors
 - D. A recommendation on a revenue split for all fees/revenues identified above.
5. Prioritize eligible grants to support the costs of the program including:
 - A. State Active Transportation Program ("ATP") funds
 - B. State "Cap & Trade" funds
 - C. Federal bicycle and active transportation funds
 - D. All other eligible funding sources
6. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.
7. Update on all of the above at the April 2014 Board meeting.

Metro

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



Board Report

File #:2015-1093, File Type:Motion / Motion
Response

Agenda Number:22.1

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015**

Motion by:

Supervisor Ridley-Thomas

July 15, 2015

**22.1, Relating to File ID 2015-0995
Next Steps for Implementing the Countywide Bikeshare Program**

The Metro Board of Directors (Board) has expressed a strong commitment to deploy a Countywide Bikeshare Program as a first and last mile solution and as a practical option for inter-jurisdictional travel. A regionally-coordinated bikeshare program will reduce vehicle miles travelled, improve the accessibility of our transit system and enhance the overall livability of the region.

At the June 2015 Metro Board meeting, the Board awarded a bikeshare contract to Bicycle Transit Systems and instructed staff to move forward with the pilot phase of implementation in downtown Los Angeles. Metro should serve as the regional facilitator of a financially sustainable system and seamless user experience and work with communities throughout the region as they are prepared to join a Countywide Bikeshare Program. Some cities have already initiated efforts to establish bikeshare programs.

Metro should work with those jurisdictions to optimize opportunities for interoperability.

APPROVE Ridley-Thomas Motion that the Metro Board of Directors instruct the Chief Executive Officer to proceed as follows:

- A. Continue to work with the cities of Santa Monica and Long Beach, which have executed a contract and plan to move forward with an alternate bikeshare provider to achieve the Interoperability Objectives as presented at the June 2015 Board meeting, including title sponsorship, branding and marketing, membership reciprocity, reciprocal docks, a unified fare structure and data sharing;
- B. Consistent with the Interoperability Objectives, require that any city with an existing bikeshare vendor contract as of June 25, 2015, using a bikeshare system other than Metro's selected system, shall be eligible for up to 35% of operating and maintenance funding support from Metro on condition that the city or cities agree to fully participate in a Metro Countywide Bikeshare Title Sponsorship by reserving on bike title placement and associated branding for

Metro's Sponsor (including branding, color, and ad space on baskets, skirt guards and bike frame) and agree to meeting the other Interoperability Objectives, consistent with the agreement developed between Metro and the City of Los Angeles for the pilot phase of Metro's Countywide Bikeshare Program. Such cities shall also agree to participate in and provide data for the evaluation study described in Directive 8 below;

- C. Proceed with awarding Call for Projects funding to the Cities of Beverly Hills, Pasadena and West Hollywood, consistent with the staff recommendations for the 2015 Call for Projects, for the capital costs associated with their proposed bikeshare programs.
- D. Include in the 2015 Call for Projects bikeshare funding contracts, that if any of the cities select a bikeshare system other than Metro's, operations and maintenance funding will not be provided unless each city agrees to the Interoperability Objectives outlined above. All costs associated with providing duplicative dock or other systems within adjacent jurisdictions to enhance interoperability shall be borne by such cities and shall not be funded with Metro funds.
- E. Specify in future Call for Projects applications that any city requesting bikeshare funding for either capital and operations and maintenances expenses must commit to using Metro's selected vendor and Title Sponsorship, and other Interoperability Objectives;
- F. Engage Bicycle Transit Systems in accelerating the roll out of all identified project phases so that implementation can be accomplished no later than 2017. Staff shall work with each city to secure local funding commitments and report to the Board for specific approval of any expansion beyond the downtown Los Angeles Pilot, together with a proposed funding plan;
- G. Conduct additional feasibility studies and preliminary station placement assessments to incorporate the communities of Boyle Heights (centering around the Mariachi Plaza Gold Line Station), El Monte (centering around the Bus Station) and the Westside of Los Angeles (along the Exposition Line as well as Venice), as part of the Bikeshare Program; and
- H. Conduct an evaluation of the bike share systems operating within Los Angeles County after 12 months from the downtown Los Angeles Pilot launch date. Evaluation of the systems shall, at a minimum, address operations and user experience, including the following:
 - 1. Timeliness and success of roll-out;
 - 2. Experience of the respective agencies in working with their respective vendors;

3. Ability of bikeshare providers to meet performance criteria including bicycle distribution, removal and replacement of inoperable bicycles and cleanliness of bikeshare facilities;
 4. Customer satisfaction as measured by a survey;
 5. Fare structure;
 6. Equity/effectiveness serving disadvantaged community; and
 7. Bicycle use/behavioral change; and
- I. Once the independent evaluation of both systems is complete, the Board should consider funding for future bikeshare systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives.

DEOD SUMMARY

METRO COUNTYWIDE BIKESHARE PROGRAM / PS272680011357

A. Small Business Participation

Bicycle Transit Systems. Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment. The project is 23% complete and the current DBE participation is 7.85%, representing a shortfall of 14.52%. BTS explained that funds spent during the first year of the program are predominantly for equipment purchases, including 1,000 bikes and 82 stations, purchased through BCycle, a non-DBE. BTS confirmed its plan to meet its DBE commitment during the term of the contract.

Small Business Commitment	22.37% DBE	Small Business Participation	7.85% DBE
----------------------------------	-------------------	-------------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Accel Employment Services	Asian Pacific American	15.28%	2.01%
2.	BikeHub	Asian Pacific American	5.48%	1.24%
3.	Toole Design Group	Non-Minority Female	0.93%	2.07%
4.	Say Cargo Express	Hispanic American	0.68%	2.53%
5.	Delphin Computer Supply	Non-Minority Female	Added	0.00%
	Total		22.37%	7.85%

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 is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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.

Metro Countywide Bike Share



Metro

Recommendation

Approve

A. Extending the Downtown Los Angeles Pilot for a period of 5 years.

B. Authorizing the Chief Executive Officer to exercise options and execute Modification No. 4 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. to accelerate implementation and operation of the Metro Countywide Bike Share in the firm fixed amount of \$42,618,583, increasing the total contract value from \$11,174,329 to \$53,792,912 as follows:

- 1. Extending Downtown Los Angeles Pilot in the amount of \$19,658,911 for an additional 5 years**
- 2. Expansion to Venice in the amount of \$5,069,606 for six years**
- 3. Expansion to Pasadena in the amount of \$12,908,510 inclusive of an initial two-year pilot for \$4,731,689 plus options for four additional years**
- 4. Expansion to the Port of Los Angeles in the amount of \$4,907,529 for six years**
- 5. Implementing GPS equipment in bicycles to support Countywide modeling efforts in the amount of \$74,027**



Metro

Recommendation Continued

Approve

C. Authorizing the Life of Project budget (LOP) including the following capital costs:

- 1. \$2.072M for Pasadena**
- 2. \$670K for Port of LA**
- 3. \$10K for Venice**

D. Changing the project sponsor for Call for Project Grant Number F9515 (Pasadena Bike Share Start Up Capital Costs) from Pasadena to Metro in order to utilize funding toward Metro Bike Share implementation in Pasadena.

E. Authorizing the CEO to take the following actions to expand the Metro Countywide Bike Share program:

- 1. Negotiating and executing an amendment to the MOU between City of Los Angeles and Metro to expand bike share to Venice and extend DTLA MOU timeframe;**
- 2. Negotiating and executing a Memorandum of Understanding (MOU) between Pasadena and Metro; and**
- 3. Negotiating and executing a Memorandum of Understanding (MOU) between the Port of Los Angeles and Metro.**



Metro

Downtown Los Angeles Pilot

- Launched July 7, 2016
- Over 60 stations
- 1st Quarter Performance
 - +55,000 rides
 - Averaging .93 rides/bike/day
 - 68% of trips are made by pass holders
- Extend service for additional five years
 - City of LA financial commitment \$12.7m
 - Metro financial commitment



Bike Share Expansion

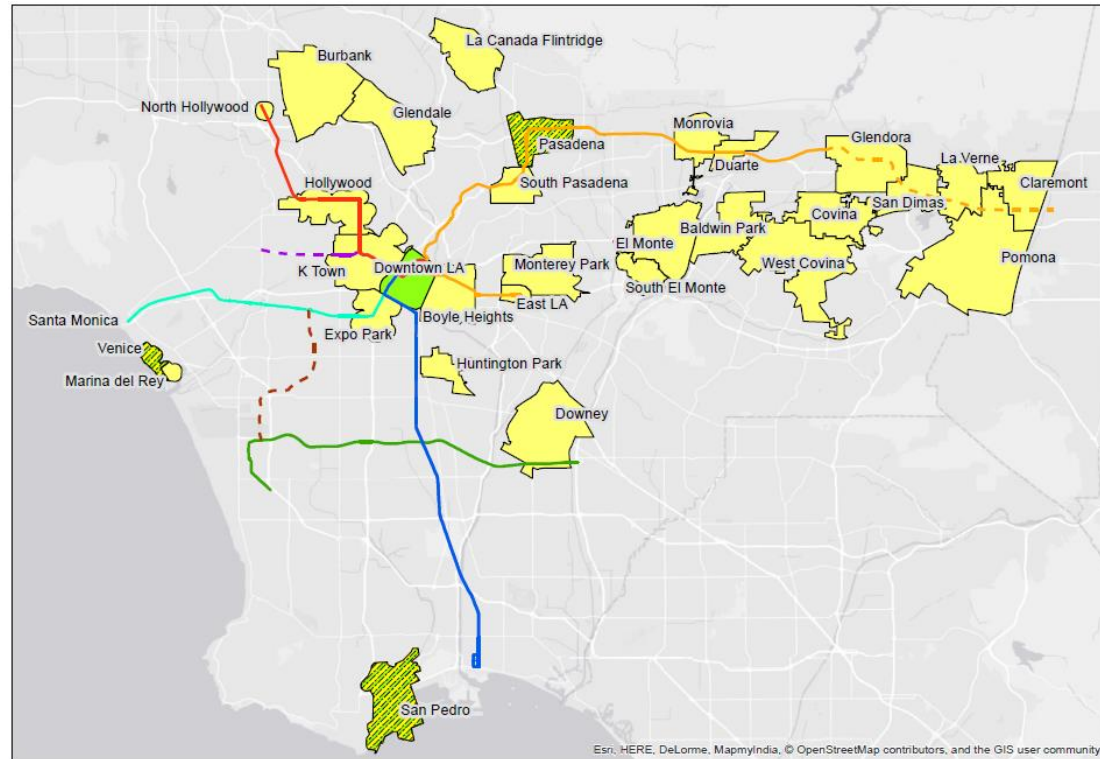
- **Summer 2017 launch**
- **City of Los Angeles expansion to Venice**
 - 15 stations
 - Schedule is accelerated by two years
 - Financial commitment \$3.2m
- **City of Pasadena**
 - 34 stations
 - Schedule is accelerated by one year
 - Financial commitment \$3m (2 yr pilot)
- **Port of Los Angeles**
 - 11 stations
 - Financial commitment \$3m
- **Metro's financial commitment \$8.1m pre-revenue**



Metro

Next Steps

- Feasibility Studies
- Pilot Bulk Pass and Single Ride program
- Work with LACBC, MCM and City of LA to define and address equity
- Continue to pursue a title sponsor
- TAP integration





File #: 2016-0649, File Type: Contract

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016**

SUBJECT: RESTORATION OF HISTORIC STREETCAR SERVICE IN DOWNTOWN LOS ANGELES

ACTION: EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 13 to Contract No. PS10-4320-2618 with HDR Engineering, Inc. to prepare the Draft and Final Environmental Assessment (EA) for the **Restoration of Historic Streetcar Service in Downtown Los Angeles**, in the firm fixed amount of \$361,149, increasing the total contract value from \$3,075,793 to \$3,436,942; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS10-4320-2618 in the amount of \$200,000, increasing the total authorized CMA amount from \$476,000 to \$676,000 to support potential additional environmental assessment work.

ISSUE

As directed by the Board in February 2010, Metro has been serving as a technical consultant and project manager under contract to the City of Los Angeles for purposes of completing an Alternatives Analysis, environmental review, and Small Starts application for the Downtown Los Angeles Streetcar Project (Project). The next step in the environmental process is compliance with the National Environmental Policy Act (NEPA).

As the Project Sponsor, federal co-lead agency and local lead agency, the City of Los Angeles (City) has requested that Metro proceed with NEPA clearance, including the preparation of the Draft and Final EA. This requires a modification to the scope of work in the existing consultant contract and extension of the performance period from December 31, 2016 to June 30, 2017. An increase in CMA is requested to support unforeseen additional environmental assessment work. Los Angeles Streetcar, Inc. (LASI) has provided sufficient funds necessary for Metro staff and third party consultant services for this work. Board approval of the contract modification and CMA increase is being requested so that work may proceed.

DISCUSSION

Background

At the February 25, 2010 meeting, the Metro Board authorized Metro staff assistance to the City for the Downtown Streetcar Project, predicated on the receipt of funds from the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and execution of reimbursement agreements with Metro. On May 5, 2010, Metro entered into a funding commitment and repayment agreement with CRA/LA for this effort. This agreement states that Metro agrees to dedicate the staffing resources necessary to support the Project and that the City agrees to reimburse Metro for one hundred percent (100%) of the staff and consultant costs incurred by Metro.

At the March 24, 2011 meeting, the Metro Board awarded the firm fixed price Contract No. PS10-4320-2618 to HDR Engineering, Inc. to provide professional services for the Restoration of Historic Streetcar Service in Downtown Los Angeles for the preparation of the Alternatives Analysis (AA), Advanced Conceptual Engineering (ACE), environmental documentation, and Small Starts application. Metro, on behalf of the City and in cooperation with Federal Transit Administration (FTA), completed the AA which resulted in the selection by the City and CRA/LA of the Locally Preferred Alternative (LPA). The LPA was adopted by the Los Angeles City Council in January 2012.

Prior to the dissolution of CRA/LA in 2012, Project funds dedicated for completing the environmental document, ACE, and Small Starts application were transferred from CRA/LA to the City and LASI. A portion of these funds were advanced to Metro for related Project costs.

The environmental document was initially prepared as an Environmental Impact Report (EIR)/ EA. In March 2014, after completing an Administrative Draft EIR/EA, FTA requested that additional ridership analysis be conducted.

After discussion with FTA in 2015, the CEQA EIR and the NEPA EA were separated and are to be completed sequentially. Work on the Draft EIR began in July 2015. It was released for public comment on June 24, 2016. The Final EIR is being prepared.

The next step in the environmental process is compliance with NEPA. Metro and LASI completed an amendment to the funding agreement to fund this work effort. LASI has advanced funds to Metro to cover anticipated project costs for Metro staff and consultants.

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and/or employees.

FINANCIAL IMPACT

The additional cost to complete the environmental process for compliance with NEPA is \$674,754

including both consultant services and Metro labor, which had been paid by LASI to Metro as advanced payment. This additional cost is within the FY17 approved budget in Cost Center 4350, Transit Corridors, Project Number 405553, Downtown Streetcar Project Environmental.

Since this is a multi-year contract, the cost center manager and the Chief Planning Officer will be accountable for budgeting the cost in the future years.

Impact to Budget

The source of funding for this contract is the City of Los Angeles through LASI. As these funds are specified for this project under agreement with LASI, they are not eligible for bus and rail capital or operating expenses.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the contract modification. This is not recommended as Metro and the City have reviewed and approved the proposed contract modification, and delay may compromise the pursuit of federal funding.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 13 to Contract No. PS10-4320-2618 for the preparation of federal environmental documentation. Staff will continue to coordinate with the City and assist with the steps necessary to meet federal environmental and funding eligibility requirements for Small Starts.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Proposed Downtown Los Angeles Streetcar Route
- Attachment D - Board Motion, February 18, 2016, Item No. 34
- Attachment E - DEOD Summary

Prepared by: Peter Carter, Project Manager, (213) 922-7480
David Mieger, Executive Officer, (213) 922-3040
Renee Berlin, Senior Executive Officer, (213) 922-3035

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

RESTORATION OF HISTORIC STREETCAR SERVICE IN DOWNTOWN
LOS ANGELES/PS10-4320-2618

1.	Contract Number: PS10-4320-2618		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Preparation of Draft Environmental Assessment (EA) and Final EA		
4.	Contract Work Description: Professional services for the restoration of historic streetcar in downtown Los Angeles		
5.	The following data is current as of: 9/12/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	03/24/11	Contract Award Amount: \$2,260,000
	Notice to Proceed (NTP):	04/01/11	Total of Modifications Approved: \$815,793
	Original Complete Date:	02/28/13	Pending Modifications (including this action): \$361,149
	Current Est. Complete Date:	12/31/16	Current Contract Value (with this action): \$3,436,942
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Peter Carter		Telephone Number: (213) 922-7480

A. Procurement Background

This Board Action is to approve Contract Modification No.13 issued in support of the preparation of the Draft Environmental Assessment (EA) and Final EA for the restoration of historic streetcar service in downtown Los Angeles. This Modification will also extend the period of performance from December 30, 2016 to June 30, 2017.

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

On March 24, 2011, the Board approved award of Contract No. PS10-4320-2618 to HDR Engineering, Inc. in the firm fixed-price amount of \$2,260,000 for professional services for the restoration of historic streetcar service in downtown Los Angeles.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, and fact finding.

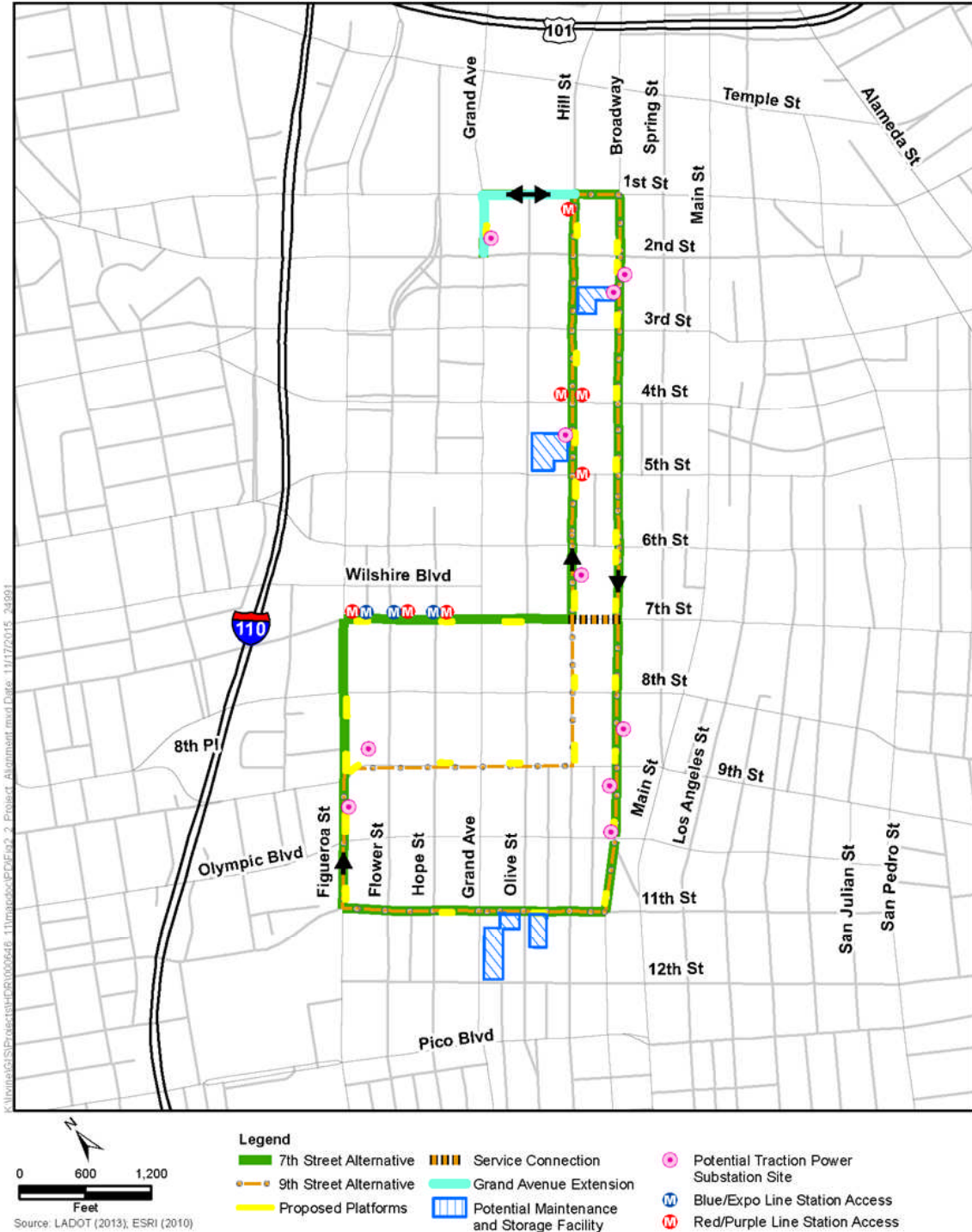
Proposal Amount	Metro ICE	Negotiated Amount
\$361,138	\$366,689	\$361,149

CONTRACT MODIFICATION/CHANGE ORDER LOG

RESTORATION OF HISTORIC STREETCAR SERVICE IN DOWNTOWN
LOS ANGELES/PS10-4320-2618

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Task 1: further develop the purpose and need for the Alternative Analysis	Approved	06/06/12	\$145,912
2	Task 5A: move from initial study to environmental impact report (EIR)	Approved	11/05/12	\$75,170
3	Task 5A: expanded scope of the EIR	Approved	02/28/13	\$339,793
4	Reallocation of funds from Task 5 to Task 1	Approved	08/11/13	\$0
5	Reallocation of funds from Task 5 to Task 2	Approved	03/06/14	\$0
6	Traffic study: increased level of effort	Approved	07/15/14	\$34,269
7	Administrative Draft EIR/EA: increased level of effort	Approved	10/03/14	\$84,722
8	Initial phase to consider two additional maintenance and storage facilities	Approved	11/21/14	\$25,530
9	Three-dimensional Massing Survey	Approved	12/18/14	\$6,220
10	Exercise Option "C"/Task 6 and extension of period of performance	Approved	06/30/15	\$0
11	Small Starts Speed Improvement Analysis and extension of period of performance	Approved	03/31/16	\$70,024
12	Final EIR, reallocation of funds from Task 5A and Task 6, and extension of period of performance	Approved	08/08/16	\$34,153
13	Preparation of Draft Environmental Assessment (EA) and Final EA and extension of period of performance	Pending	Pending	\$361,149
	Modification Total:			\$1,176,942
	Original Contract:			\$2,260,000
	Total:			\$3,436,942

Figure ES-2. Proposed Downtown Los Angeles Streetcar Route¹



¹ Platform locations subject to change in final design.

**HUIZAR
MOTION**

34

On December 1, 2009, Federal Transportation Secretary Ray LaHood announced plans to award \$280 million in grants to support the Obama Administration's Livability Initiative.

Two distinct, non-competing programs have been developed and separate Notices of Funding Availability have been issued for \$130 million in exempt discretionary grants for Urban Circulator Systems on fixed rail (streetcars) to be funded through unallocated Discretionary New Starts/Small Starts Program funds; and \$150 million for bus and bus facility projects unallocated Discretionary Bus and Bus Facilities Program funds.

According to Secretary LaHood, the funds will be used to support "urban circulator projects such as streetcars, buses and bus facilities to support communities, expand business opportunities and improve people's quality of life while also creating jobs." According to the Federal Transit Administration, a maximum amount of \$25 million will be made available for individual projects that foster the redevelopment of districts into walkable, mixed use and high density environments.

The City of Los Angeles is preparing an application for a grant through the urban circulator / streetcar program, which does **not compete** with any other METRO funding applications.

A requirement of the grant is that environmental review be completed and construction be underway by the end of 2011. Based on the urgent need to expedite environmental review in order to move forward with this important job creation project, the Community Redevelopment Agency of the City of Los Angeles, which is working to advance the streetcar effort is requesting a partnership with METRO to complete the environmental review in a timely manner.

Federal Transit Administration staff has recognized the METRO'S considerable expertise and prior history related to environmental review of transit projects. CRA/LA is requesting that METRO serve as the "responsible agency" for the environmental review of the project and preparation of environmental documents to be submitted to the City of Los Angeles Bureau of Engineering as the lead agency.

This partnership will include CRA/LA reimbursing METRO for the expenses incurred, making this a budget-neutral partnership for METRO.

I THEREFORE MOVE that:

1. METRO serve as the lead agency for the coordination of expedited environmental review for the Downtown L.A. Streetcar and integrated Broadway Streetscape Master Plan.
- ~~2. METRO approve the appropriate budget and staffing resources necessary to do this work, subject to a legally binding agreement with the CRA/LA to reimburse Metro for 100% of the costs.~~
3. The Board authorize the CEO to execute this agreement.



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

35

PLANNING & PROGRAMMING COMMITTEE

FEBRUARY 18, 2010

SUBJECT: DEVELOPMENT OF THE BRINGING BACK BROADWAY, LLC LOS ANGELES STREET CAR INITIATIVE

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO SUPPORT THE CITY OF LOS ANGELES FTA NEW STARTS SUBMITTAL AND ENVIRONMENTAL CLEARANCE FOR THE LOS ANGELES STREET CAR INITIATIVE INCLUDING ENTERING INTO AGREEMENTS WITH THE CITY OF LOS ANGELES.

RECOMMENDATION

Authorize the Chief Executive Officer to:

1. Support the City of Los Angeles' application to the Federal Transit Administration (FTA) under its 5309 Discretionary Grant program for development of the Bringing Back Broadway Los Angeles Street Car initiative;
2. Assist the City in completing the required environmental analysis and clearances;
3. Execute agreement(s) with the City of Los Angeles for MTA to be the responsible agency for the appropriate environmental clearances for this project;
4. Execute appropriate agreements with the City of Los Angeles to insure that MTA is reimbursed for all MTA incurred costs, including staff and consultant services, for environmentally clearing this project, and;
5. Initiate actions necessary to procure environmental consultants for this project.

ISSUE

The Los Angeles City Council passed a motion on December 16, 2009 authorizing the City of Los Angeles Community Redevelopment Agency (CRA) to prepare and submit an application to the FTA to seek funding under the Urban Circulator Systems discretionary grants component of the unallocated Discretionary New Starts/Small Starts Program funds. Subsequent to City Council action MTA received a request from

the Los Angeles Streetcar Initiative, Inc, representing the “Bringing Back Broadway” stakeholders for MTA to also manage the environmental clearances of this project consistent with FTA guidelines. The application will seek funding for the purpose of developing and constructing the proposed downtown Los Angeles Streetcar project, which is a major component of the City’s “Bringing Back Broadway” downtown revitalization initiative. The motion and subsequent City requests recognize Metro’s expertise in developing rail projects and a history of working with FTA.

POLICY IMPLICATIONS

The Los Angeles Street Car project is included in the strategic unfunded section of the Long Range Transportation Plan (LRTP). The project has not previously been the recipient of MTA development or planning funds. The proposed street car would provide additional circulation and transport options in the City’s Central Business District (downtown) for MTA patrons and serve to link via rail transit presently under-served areas in the downtown area. Staff participation with the City on the proposed project has been consistent with the intent and purpose of the recently Board adopted LRTP and is consistent with the priorities adopted by the Board.

The Downtown Streetcar project has the potential to create opportunities for Metro to refocus the bus service operations plan for the CBD. This could have the effect of allowing a reduction in the level of bus service in and to the downtown area, allow for potential reorganization of the City’s DASH service, and thereby reduce operating costs. Improvement of transit operations and reduction of operations costs are among the distinct advantages of this project.

MTA has historically provided technical support and information for City/County jurisdictions but has limited that role to technical advice. MTA has focused its limited resources to complete the LRTP and Measure R funded projects. MTA has also performed as the Lead Agency for other agencies in the preparation of environmental analyses and documentation.

OPTIONS

The Board of Directors could limit MTA’s involvement to technical support and not take on the additional efforts to environmentally clear this project. Clearing a project through both the FTA new starts process and the NEPA/CEQA environmental processes requires a specific level of detailed experience. MTA’s staff efforts are already dedicated to accelerating Measure R projects.

FINANCIAL IMPACT

Funding for this project is not included in the FY10 budget. However, it is anticipated that there will be minimal administrative costs to perform the recommendations for the remainder of FY10 and these costs could be absorbed within the FY10 budget. The City of Los Angeles will be reimbursing us for the costs associated with this project and will therefore be cost neutral. Since this is a multi-year project it will be the responsibility of the cost center manager and the Chief Planning Officer for budgeting expenditures in future years.

Impact to Bus and Rail Operating and Capital Budget

The funding for the environmental work to support this project will be from Proposition A, C, and TDA Administration funds. The Planning activities proposed in this report will have no impact on bus and rail operating and capital costs.

BACKGROUND

The Downtown Streetcar project is a key component of the Downtown Los Angeles Bringing Back Broadway revitalization initiative. The proposed streetcar project has been designed from the ground up to be a public-private partnership to finance planning and construction of the streetcar system. The core alignment is envisioned to connect the LA Live/Convention Center/Staples Center complex on the south of downtown with destinations such as Bunker Hill-City Hall-Little Tokyo in the north via Broadway. The project is designed to be extensible in the future when additional funds become available. The public/private partnership includes LA Streetcar, Inc. (LASI), CRA, downtown property and business owners and the City of Los Angeles. LASI is a non-profit entity organized to provide project management and planning functions for development of the project. Metro has provided technical assistance for the streetcar project and review of the initiatives potential impacts on current transit operations in the downtown area.

The City of Los Angeles is preparing an application for a grant through the urban circulator/streetcar program, which does not compete with any other MTA funding applications. FTA periodically allocates Section 5309 Bus and New Starts funds to innovative transit projects and Urban Circulator projects (including streetcars) to advance six livability principles adopted by the DOT-HUD-EPA Partnership for Sustainable Communities:

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.

4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

On December 1, 2009, Federal Transportation Secretary Ray LaHood announced plans to award \$280 million in grants to support the Livability Initiative.

Two distinct, non-competing programs and separate Notices of Funding Availability (NOFA) were issued for \$130 million in exempt discretionary grants for Urban Circulator Systems on fixed rail (streetcars) to be funded through unallocated Discretionary New Starts/Small Starts Program funds; and \$150 million for bus and bus facility projects unallocated Discretionary Bus and Bus Facilities Program funds. Per FTA guidelines, a maximum amount of \$25 million will be made available for projects that foster the redevelopment of districts into walkable, mixed use and high density environments.

The City of Los Angeles is preparing an application for a grant through the urban circulator/streetcar program, which does not compete with any other MTA funding applications. FTA staff has advised the city that detailed knowledge and experience with the FTA process is critical to meet the performance dates listed in the funding application. An additional requirement of the grant is that environmental review be completed during 2011 with a construction start beginning by the end of 2011. Based on this timeframe, the City has indicated the urgent need to expedite the environmental review requires that MTA agree to function as Lead Agency to prepare the environmental analysis in time.

In addition, the City of Los Angeles has requested MTA to secure and manage a project consultant in the preparation of the environmental analysis. The City is proposing to reimburse Metro for the cost of the environmental analysis.

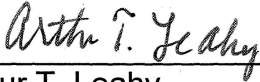
NEXT STEPS

- Work with the City to complete a scope of work for the project in cooperation with the City of Los Angeles.
- Coordinate meetings with FTA to assure an agreed upon NEPA and CEQA process including an acceptable Alternatives Analysis.
- Assist in procuring an environmental consultant under the previously approved consultant bench.
- Commence environmental review.
- Initiate discussions with the CPUC for preliminary review of “street running” options.

Prepared by: Irv Taylor, TPM V, TDI
Robin Blair, Director, Central Area Planning, TDI
Diego Cardoso, Executive Officer, Transportation Development and
Implementation



Douglas R. Failing, P.E.
Interim Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

DEOD SUMMARY

**RESTORATION OF HISTORIC STREETCAR SERVICE IN DOWNTOWN
LOS ANGELES/PS10-4320-2618**

A. Small Business Participation

HDR Engineering, Inc. (HDR) made a 20.06% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. Current DALP participation is 18.22%, a shortfall of 1.84%. The project is 89% complete. According to HDR, the DALP shortfall is due to scope changes by Metro that had negative impacts to DALP commitments. Metro’s project manager confirmed the scope changes.

HDR’s plan to mitigate its shortfall is to add Terry A. Hayes Associates, a DBE subcontractor, to perform on Contract Modification No. 13, subject to Metro approval. Based on this plan, HDR expects to increase its DALP Participation by 1.23%, and exceed its commitment by achieving DALP participation of 21.29%.

Small Business Commitment	DALP 20.06%	Small Business Participation	DALP 18.22%
----------------------------------	--------------------	-------------------------------------	--------------------

	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Coast Surveying	Hispanic American	7.46%	2.79%
2.	Intueor Consulting	Asian Pacific American	6.62%	11.69%
3.	The Robert Group	African American	1.68%	1.00%
4.	V&A Inc.	Hispanic American	4.30%	2.74%
	Total		20.06%	18.22%

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 is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



File #: 2016-0730, File Type: Program

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016**

**SUBJECT: FY 2016 FEDERAL HOMELAND SECURITY AND STATE PROPOSITION 1B
SECURITY PROJECTS**

ACTION: APPROVE PROGRAMMING RECOMMENDATION AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming of up to \$17.233 million from **fiscal year (FY) 2016 Federal Department of Homeland Security Transit Security Grant Program (TSGP) and State Proposition 1B California Transit Security Grant Program funds** that are available for eligible capital transit projects, as shown in Attachment A;
- B. AMENDING the FY 2017 budget to add \$1.13 million in revenues and expenditures to begin implementing the recommended TSGP project shown in Attachment A; and
- C. ADOPTING the required FY 2016 resolution, as shown in Attachment B, authorizing the Chief Executive Officer to execute any actions necessary for obtaining state financial assistance that the California Office of Emergency Services may provide.

ISSUE

The Board of Directors must approve the programming of \$17.233 million in federal and state transit security grant funding for the eligible operating projects, before we can begin to draw down such funding according to grant guidance. The funding will implement actions to address vulnerabilities at operating and maintenance facilities, and construction of the Center Street Emergency Operations Center.

DISCUSSION

In July 2015, Department of Homeland Security (DHS) announced awards from Congress that appropriated \$87 million through the *Consolidated Appropriations Act, 2016, Division D* (Public Law 112-74). The TSGP is one of the DHS FY 2016 grant programs that directly support transportation infrastructure security activities. The application process for applying for these funds was competitive. We were awarded \$1.13 million out of the \$87 million appropriated funds for TSGP. In

December 2015, the State Controller's Office (SCO) also notified Metro that it was allocated \$16.103 million under the FY 2016 state Proposition 1B Transit Security Program for eligible transit system safety, security and disaster response capital projects. The Board of Directors must approve the programming of \$17.233 million combined for eligible capital projects, before Metro begins to draw down funds according to grant guidelines.

Federal TSGP Funding

Federal TSGP funding may be used for protecting critical infrastructure within our transit system from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption within the greater Los Angeles region. Since 2004, we have received an estimated \$65 million in federal transit security funds. These grants have been used to harden subway security, enhance bus facility surveillance, operate random patrols throughout the transit system, and provide terrorist awareness training for the majority of the transit staff. The \$1.13 million available in FY 2016 TSGP funding is recommended to be programmed for transit security activities shown in Attachment A. We submitted our applications for this funding on April 22, 2016. These FY 2016 TSGP federal funds must be encumbered and expended by August 31, 2019, and we anticipate expending the entire funds by end of FY 2017.

State Proposition 1B Funding

In November 2006, California voters approved Proposition 1B (Prop 1B), which authorized \$19.925 billion of state general obligation bonds for specified transportation purposes, including transit modernization and transit safety and security improvements. Under Prop 1B, the state established the \$600 million, Transit Security Program (or the California Transit Security Grant Program - California Transit Assistance Fund [CTSGP-CTAF], as identified by California Emergency Management Agency). In previous years, we have programmed, applied for, and received an allocation of \$145 million for Metro security and safety projects. The \$16.103 million available in FY 2016 State Proposition 1B California Transit Security Grant Program funding is recommended to be programmed for the project shown in Attachment A. We submitted our funding applications for state review before the January 15, 2016 deadline. FY 2016 Transit Security state bond funds must be encumbered and expended by March 31, 2019.

DETERMINATION OF SAFETY IMPACT

The implementation of these federal and state funded transit security projects will improve safety. In particular, the state funding will be allocated towards the building of the new Emergency Operation Center, which would allow a safer system for our employees and patrons.

FINANCIAL IMPACT

No expenses for the projects listed in Attachment A are included in the FY 2017 Budget. If approved, \$1.13 million for the TSGP-funded project will be added to the FY 2017 Budget in Cost Center 2610, System Security & Law Enforcement, to continue project implementation once the federal agency issuing the grant award authorizes expenses to be incurred. The remaining funds of \$16.103 million for the Prop 1B funded project will be included in future year budgets. As this is a multi-year project,

Cost Center 2610 will be accountable for budgeting the costs required in future years.

Impact to Bus and Rail Operating and Capital Budget

The funds programmed by this action will come from \$1.13 million in federal Transit Security funds to finance the eligible operating project shown in Attachment A. These activities may impact our bus and rail budgets because operating funds are required to sustain the security projects at an estimated cost of \$1 million per year.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to program funding or approve the related resolution. We do not recommend these options because without Board approval, we cannot access the \$17.233 million in available federal and state transit security funds for the needed transit security projects shown in Attachment A.

NEXT STEPS

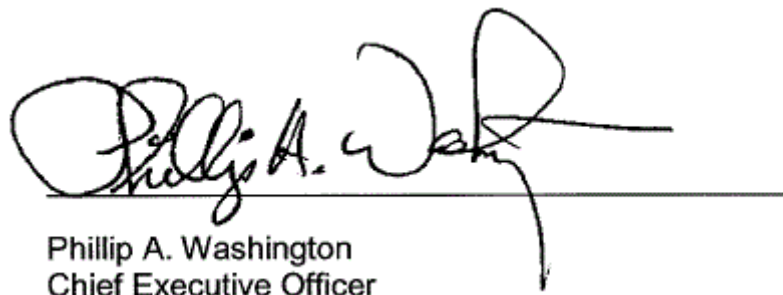
With Board approval, we will process the necessary documents with the appropriate awarding agency to secure up to \$17.233 million in transit security funds available. We also will work to ensure timely implementation of the project and monitor grant compliance activities.

ATTACHMENTS

Attachment A - FY 2016 TSGP and Prop 1B Project List
Attachment B - Governing Body Resolution

Prepared by: James Allen, Senior Manager, Transportation Planning, Regional Grants Management,
(213) 922-2556

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROGRAM \$17.2 Million

**Fiscal Year 2016 Department of Homeland Security – Transit Security Grant Program
(\$000)**

Project	Total
<p>Mass Transit Passenger Screening and Facilities Hardening</p> <p>Metro has identified the lack of technology capable of screening passengers or vehicles entering facilities that maybe carrying concealed weapons or explosives. These funds will assist in mitigating this area of vulnerability.</p> <p>Security Vulnerability at Metro Bus and Rail Facilities:</p> <ul style="list-style-type: none"> • Install technology to detect weapons and/or explosive devices • Install High Definition cameras at parking lot/structure and building interiors • Harden facility perimeters 	\$1.130
Total Programming Request	\$1.130

**Fiscal Year 2016 Prop 1B California Transit Security Grant Program
(\$000)**

Project	Total
<p>LACMTA Emergency Security Operation Center</p> <p>The Emergency Security Operations Center (ESOC) project will provide an offsite ESOC for the Metro.</p>	\$16.103
Total Programming Request	\$16.103

Attachment B

Governing Body Resolution

BE IT RESOLVED by the Board of Directors of the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (Metro) that the Chief Executive Officer, or his designee, is hereby authorized to execute for and on behalf of the Metro, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining state financial assistance provided by the California Emergency Management Agency under the fiscal year 2016 Proposition 1B Transit Security Program/California Transit Security Grant Program for the projects approved in Board Report dated October 22, 2016.

Passed and approved this 22nd day of October, 2016

Certification

I, Michele Jackson, duly appointed and Board Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority on the 22nd day of October, 2016.

MICHELE JACKSON
Board Secretary

(Date)



Board Report

File #: 2016-0762, **File Type:** Resolution

Agenda Number: 13.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016**

SUBJECT: AUTHORIZATION TO NEGOTIATE, EXECUTE AND FILE FEDERAL, STATE, REGIONAL AND LOCAL FUNDING DOCUMENTS

ACTION: AUTHORIZE CEO OR DESIGNEE TO NEGOTIATE, EXECUTE AND FILE FEDERAL, STATE, REGIONAL AND LOCAL FUNDING DOCUMENTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to adopt:

- A. the attached resolution (Attachment A) **authorizing the Chief Executive Officer (CEO) or the CEO’s Designee to negotiate, execute, and file federal, state, regional and local funding documents** for Board-approved projects and activities; and
- B. the attached resolution (Attachment B) authorizing the CEO or the CEO’s Designee to **execute and file Federal Transit Administration funding documents** for Board-approved projects and activities.

ISSUE

For Metro to apply and be awarded grants or other grant-related funding assistance, the Board of Directors must adopt certain resolutions allowing the CEO or the CEO’s Designee to negotiate, execute and file funding documents on behalf of Metro. Funding documents may include agreements, contracts, memoranda of understanding, certifications, assurances, and all other necessary covenant documentation required to secure federal, state, regional and local revenue sources for Board-approved projects and activities. The current resolution was originally adopted in 1995 and re-certified in 2005.

DISCUSSION

Currently, we have a general authorizing resolution that covers all fund source types and which the Board of Directors last re-certified a little over ten years ago. The Board originally adopted the first authorizing resolution on November 20, 1995, and that resolution allowed us to do what we needed administratively to secure federal, state, and local funding for Board-approved transportation projects and activities. That general resolution also authorized the CEO or the CEO’s Designee to provide any

additional information needed to secure such funding.

Since the general authorizing resolution was adopted and updated, there have been opportunities available for Metro to obtain new grant funding from grantors who require more recent evidence from staff that the Board has authorized staff to secure grants for Board-approved projects and activities. More recently, the Federal Transit Administration (FTA) has requested that an updated resolution with more specific language be adopted before executing a Section 5309 New Starts Full Funding Grant Agreement for Westside Purple Line Extension Section 2.

To address the need for these administrative resolutions, we have attached two recommended resolutions for Board consideration. Attachment A provides an update to the previous Board authorizations, reaffirms the commitments made by the previous general resolution, and certifies Metro compliance with all applicable statutes and requirements to obtain such funding. Attachment B contains a resolution that specifically addresses the recent FTA request and contains updated language from the previously adopted resolution that pertained to FTA funding.

DETERMINATION OF SAFETY IMPACT

The recommended actions will have no impact on Metro's established safety standards.

FINANCIAL IMPACT

In adopting the attached resolutions, the Board of Directors would be authorizing us to secure federal, state, regional and local sources of revenue needed for Metro to meet its capital and operating budget requirements for Board-approved projects and activities.

ALTERNATIVES CONSIDERED

The alternative to adopting the attached resolutions is to bring each grant application, agreement or contract, and its related documents to the Board of Directors for individual direction and approval. We do not recommend such an alternative because executing and filing federal, state, regional and local funding documents constitutes an administrative assignment that can be completed more efficiently and timely by staff, and will ensure strict deadlines are met in a timely manner.

NEXT STEPS

Once approved, we will provide a copy of the certified resolution contained in Attachment A to federal, state, regional and local grantor agencies upon request when grants and other funding assistance is being pursued to support Board-approved projects and activities. We also will file a copy of the certified resolution presented in Attachment B with the FTA for FTA-specific grant assistance as required.

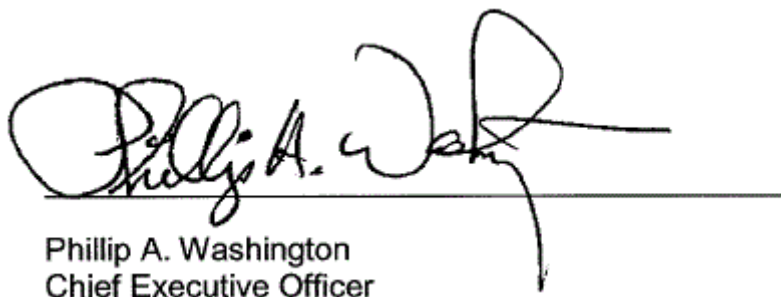
ATTACHMENTS

Attachment A - Updated Resolution to Negotiate, Execute and File Federal, State, Regional and Local Funding Documents for Board-Approved Projects and Activities.

Attachment B - Updated Resolution Authorizing the Filing of Applications with the Federal Transit Administration

Prepared by: Nathan Maddox, Transportation Planner, Regional Grants Management, (213) 922-7368
Cosette P. Stark, Deputy Executive Officer, Regional Grants Management, (213) 922-2822
David Yale, Senior Executive Officer, Countywide Planning and Development, (213) 922-2469

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



Phillip A. Washington
Chief Executive Officer

RESOLUTION AUTHORIZING CHIEF EXECUTIVE OFFICER OR DESIGNEE TO NEGOTIATE, EXECUTE AND FILE FEDERAL, STATE, REGIONAL AND LOCAL FUNDING DOCUMENTS FOR BOARD-APPROVED PROJECTS AND ACTIVITIES

WHEREAS, federal, state, regional and other local revenue sources are needed in addition to local revenue sources of the Los Angeles County Metropolitan Transportation Authority (“Metro”) to help meet budget goals and objectives established and adopted by the Board of Directors for approved projects and activities for Los Angeles County; and

WHEREAS, the Board of Directors adopts a Long Range Transportation Plan for Los Angeles County that identifies, schedules, and programs funding for transportation projects and activities (including planning, capital, training, demonstration, research, and operating programs); and

WHEREAS, federal, state, regional and local sources of revenue are needed in addition to Metro’s own sources of revenue to help finance projects and activities approved by the Board through its Long Range Transportation Plan for Los Angeles County, separate directives, and/or budget actions; and

WHEREAS, to access or draw down on such federal, state, regional and local sources of revenue that are managed and administered by Federal, State, and Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors (including those providing private sector contributions or funding), Metro will be required to apply for such federal, state, and local funding; seek and negotiate related approvals; and execute funding agreements, contracts, and memoranda of understanding with said funding parties; and

WHEREAS, agreements, contracts, and memoranda of understanding with Federal, State, Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors for such federal, state, regional and local sources of revenue may impose specific matching funding requirements by each agreement, contract, or memorandum of understanding for projects and activities; and

WHEREAS, agreements, contracts, and memoranda of understanding with Federal, State, Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors for such federal, state, regional and local sources of revenue also may impose certain obligations upon Metro, including but not limited to provisions that indemnify and hold harmless said funding parties on Board-approved projects and activities and that require certain certifications and assurances as condition for providing such sources of revenue needed for Board-approved projects and activities; and



WHEREAS, with this resolution the Board is updating its authorization for negotiating, executing and filing all federal, state, regional and local funding documents and reaffirming its commitment to comply with federal, state, regional and local state funding requirements.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer or the Chief Executive Officer's Designee is authorized to execute and file applications, agreements, contracts, memoranda of understanding, certifications, assurances, amendments and all other necessary documents on behalf of Metro with Federal, State, Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors to secure the federal, state, regional and local sources of revenue needed for Board-approved projects and activities; and
2. The Chief Executive Officer or the Chief Executive Officer's Designee is authorized to furnish such additional information as may be required by Federal, State, Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors to secure the federal, state, regional and local sources of revenue needed for Board-approved projects and activities.

BE IT FURTHER RESOLVED, that the Board of Directors of the Los Angeles County Metropolitan Transportation Authority:

1. Certifies that Metro will comply with all applicable statutes, regulations, executive orders, circulars, policies, and other administrative provisions required by agreements, contracts, and memoranda of understanding providing federal, state, regional and local funding from Federal, State, Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors for Board-approved projects and activities; and
2. Understands that many of those provisions or requirements will be specifically identified in said agreements, contracts, and memoranda of understanding, and that applicable statutes, regulations, executive orders, circulars, policies, and administrative practices may be modified from time-to-time and will affect the implementation of Board-approved projects and activities; and
3. Agrees that the latest applicable federal, state, regional and local requirements will apply to Board-approved projects and activities, unless Federal, State, Local Governments, their Grantor Agencies, Regional Agencies and Other Local Grantors determine otherwise.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on this 27th day of October, 2016.

DATED:

Michele Jackson, Board Secretary

Los Angeles County Metropolitan Transportation Authority

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE
FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF
THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL
TRANSPORTATION ASSISTANCE AUTHORIZED BY CHAPTER 53 OF TITLE 49 OF
THE UNITED STATES CODE AND ANY OTHER FEDERAL STATUTES
ADMINISTERED BY THE FEDERAL TRANSIT ADMINISTRATION**

WHEREAS, the Federal Transit Administration has been authorized to provide funding to support public transportation under 49 U.S.C. Chapter 53;

WHEREAS, grants or cooperative agreements for Federal financial assistance will impose certain obligations upon the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) and may require LACMTA to provide the non-Federal share of transportation-related expenses supported with Federal financial assistance;

WHEREAS, LACMTA is legally authorized under Federal, state, or local law to apply for and receive Federal assistance;

WHEREAS, LACMTA has received authority from the Southern California Association of Governments (“SCAG”) to apply for and receive Urbanized Area Formula Program assistance authorized by 49 U.S.C.5307.

WHEREAS, LACMTA is required to provide certain certifications and assurances to the Federal Transit Administration at least annually;

NOW, THEREFORE, BE IT RESOLVED BY the Metro Board of Directors:

1. That the Chief Executive Officer or designee is authorized to execute and file an application for Federal assistance on behalf of LACMTA with the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. Chapter 53 or any other Federal statutes authorizing activities administered by the Federal Transit Administration.
2. That the Chief Executive Officer or designee is authorized to execute and file with the Federal Transit Administration the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement.
3. That the Chief Executive Officer is authorized to execute the grant and cooperative agreements with the Federal Transit Administration on behalf of LACMTA.
4. That the Chief Executive Officer or designee is authorized to draw payments against available grant funding using the ECHO web system or other Federal Transit Administration automated application used to request payments from grant awards.



CERTIFICATION

The undersigned duly qualified Board Secretary, acting on behalf of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors, of the Los Angeles County Metropolitan Transportation Authority held on this 27th day of October, 2016.

DATED:

Michele Jackson, Board Secretary
Los Angeles County Metropolitan Transportation Authority