

Metro

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



Metro

Agenda - Final

Wednesday, January 16, 2019

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

John Fasana

Ara Najarian

John Bulinski, 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.

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

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

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

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.

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Internet Access to Agendas - www.metro.net

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item(s): 15.

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

CONSENT CALENDAR

15. **SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT** [2017-0177](#)
(B2R DESIGN)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. PS2415-34120 with STV, Inc. for the Brighton to Roxford Double Tracking (B2R) Project in the amount of \$2,203,529, increasing the total contract value from \$12,633,429 to \$14,836,958.

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

NON-CONSENT

16. **SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE** [2018-0622](#)

RECOMMENDATION

RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:

- A. Public Engagement Summary Report (Phase 1); and
- B. Draft Mobility Plan to Access Opportunity Framework.

Attachments: [Attachment A - Public Engagement Summary Report, Phase 1](#)
[Attachment B - Draft Mobility Plan to Access Opportunity Framework Presentation](#)

17. **SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE** [2018-0761](#)
PLANNING AND DEVELOPMENT DEPARTMENT'S
STRATEGIC PROJECTS AND PROGRAMS

RECOMMENDATION

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

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

Adjournment



Board Report

File #: 2017-0177, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 16, 2019

SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT (B2R DESIGN)

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. PS2415-34120 with STV, Inc. for the Brighton to Roxford Double Tracking (B2R) Project in the amount of \$2,203,529, increasing the total contract value from \$12,633,429 to \$14,836,958.

ISSUE

On July 26, 2018, the Board approved programming \$11,528,416 for professional services for the B2R project to accommodate the changes necessary to accommodate the East San Fernando Valley Transit Corridor (ESFVTC) Project and a new pedestrian underpass for the Burbank Airport North Metrolink Station as well as incorporate changes related to safety improvements and state of good repair of the existing at-grade crossings, tracks and signals. With the previously approved programmed funds, staff is requesting authorization to modify the existing Contract No. PS2415-34120 with STV, Inc. for the B2R Project in the amount of \$2,203,529.

BACKGROUND

The Metrolink Antelope Valley Line is the only commuter rail service serves Burbank Airport North station, Sun Valley, Sylmar/San Fernando, the cities Santa Clarita, Palmdale, Lancaster and unincorporated Los Angeles County. Amtrak also provides inter-city rail service to Glendale and Burbank. The Metrolink Antelope Valley line is approximately 62 percent on single track. The existing single track starts from CP Brighton in Burbank to Lancaster is operationally challenging due to safety, scheduling, inability to recover from incidents and service delays. A single track system is equivalent to a one lane road with bi-directional traffic.

DISCUSSION

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

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

In April 2017, staff placed the B2R Project on hold prior at the 65% design stage to coordinate with the ESFVTC Project. The ESFVTC Project is planned from Van Nuys Boulevard in Los Angeles through the Metro owned and Metrolink operated right-of-way (ROW) up to the Metrolink Sylmar/San Fernando Station. The B2R and the ESFVTC Projects will share approximately 2.5 miles of ROW corridor along six at-grade intersections where a single commuter/freight track currently exists within the ROW. Metro has requested that STV design team make adjustments in final design as needed to accommodate the ESFVTC Project. The design adjustments will include track realignment, redesign of signals and communications, design for construction of a new bridge for the relocated Metrolink track, additional utilities research, updating traffic studies, redesign of grade crossings, additional surveying, and additional drainage design.

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety by upgrade 16 existing at-grade crossings to quiet zone ready standards with improvements such as pedestrian gates, emergency egress swing gates, and channelization handrails that will be included on the engineering drawings.

FINANCIAL IMPACT

In July 2018, the Board approved programming authority in the amount of \$11,528,416 of Measure R 3% for the B2R Project and design revisions related to ESFVTC Project in the amount of \$1,078,584. FY19 funding has been budgeted in Cost Center 2415, Project 460074, Account 50316, and Cost Center 4010, Project 465521, Account 50316. The Project Manager, the Cost Center Manager and the Senior Executive Officer, Regional Rail will be responsible for budgeting costs in future years.

Impact to Budget

The funding for the contract modification in the amount of \$2,203,529 comprises of \$1,078,584 from ESFVTC Project, Cost Center 4350, System Team 2 and the remaining \$1,124,945 from Measure R 3% funds. These funds are not eligible for bus and rail operations expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this contract modification will support the following Metro Strategic Plan Goal: Once the Brighton to Roxford Double Track Project is completed, there will continuous double track along the Antelope Valley Line from Los Angeles Union Station (MP 0) to the Balboa Blvd Overpass (MP25.3), a total length of over 25 miles. To realize the full benefit of a true double track corridor, which provides operational benefits that that help ensure service reliability and capacity enhancement as well as improved safety of operations, it is important to ensure that the existing track is brought up to a state of good repair so that it can be relied upon to function with the same reliability and functionality as the newly constructed second track, and to avoid potential ongoing maintenance

issues or track outages for repair that may otherwise be required if SOGR improvements are not included.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Contract Modification and decide not to continue to complete the design documents for B2R Project. This alternative is not recommended as design revisions are needed to the B2R Project in order to accommodate the ESFVTC Project. In addition, the B2R Project provides much needed capacity and service reliability improvements to the only rail service to Burbank Airport North station, Sun Valley, Sylmar/San Fernando, the cities of Santa Clarita, Palmdale, Lancaster and unincorporated Los Angeles County.

NEXT STEPS

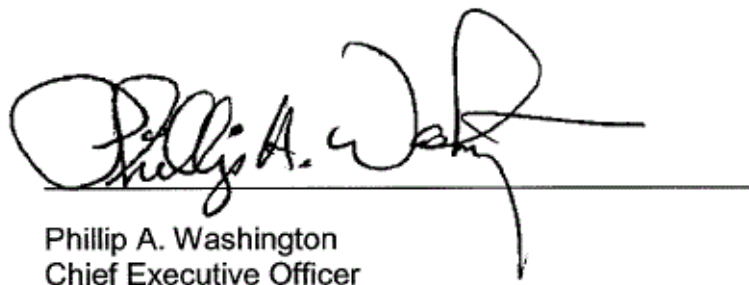
Upon Board approval and concurrence of requested funds, staff will execute Modification No. 4 with STV, Inc. to complete the environmental clearance and final design documents.

ATTACHMENTS

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

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

Reviewed by: Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT/PS2415-3412

1.	Contract Number: PS2415-3412		
2.	Contractor: STV, INC.		
3.	Mod. Work Description: Completion of environmental clearance and 100% plans, specifications and estimates		
4.	Contract Work Description: Professional services contract to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting and final design engineering		
5.	The following data is current as of: 10/15/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/23/15	Contract Award Amount: \$12,490,781
	Notice to Proceed (NTP):	08/25/15	Total of Modifications Approved: \$142,648
	Original Complete Date:	09/01/18	Pending Modifications (including this action): \$2,203,529
	Current Est. Complete Date:	09/01/20	Current Contract Value (with this action): \$14,836,958
7.	Contract Administrator: Angela Mukirae		Telephone Number: (213) 922-4156
8.	Project Manager: Dan Mahgerefteh		Telephone Number: (213) 418-3219

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of the completion of environmental clearance and 100% design plans for the Brighton to Roxford Double track project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus-fixed-fee.

On July 23, 2015, the Board awarded a cost-plus-fixed-fee Contract No. PS2415-3412 to STV, Inc. in the amount of \$12,490,781 for the Brighton to Roxford Double Track Project.

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

B. Cost Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$2,203,529	\$2,823,250	\$2,203,529

CONTRACT MODIFICATION/CHANGE ORDER LOG

BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT/PS2415-3412

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Supplemental scope for flagging crews, right of entry permits and field survey work on SCRRRA (Metrolink) rail track.	Approved	09/24/15	\$51,700
2	Supplemental scope for environmental clearance per the National Environmental Policy Act.	Approved	09/20/16	\$90,948
3	Period of performance extension through 09/01/20 to complete phase 2 of the project.	Approved	08/14/18	\$0
4	Supplemental scope for completion of environmental clearance and 100% design documents.	Pending	10/25/18	\$2,203,529
	Modification Total:			\$2,346,177
	Original Contract:		07/23/15	\$12,490,781
	Total:			\$14,836,958

DEOD SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACKING PROJECT/PS2415-3412

A. Small Business Participation

STV Incorporated made a 26.62% Small Business Enterprise (SBE) commitment. The project is 31% complete and the current SBE participation is 39.22%. STV Incorporated is currently exceeding their SBE commitment.

Small Business Commitment	SBE 26.62%	Small Business Participation	SBE 39.22%
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	DBE/SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc.	4.07%	6.79%
2.	Cornerstone Studios, Inc.	0.55%	0.48%
3.	Diaz Yourman & Associates	2.52%	5.49%
4.	Epic Land Solutions, Inc.	0.94%	0.25%
5.	Lin Consulting	2.88%	5.79%
6.	Pacific Railway Enterprise, Inc.	11.33%	11.53%
7.	Ryan Snyder Associates, LLC	0.20%	0.22%
8.	Wagner Engineering & Surveying, Inc.	4.13%	8.67%
	Total	26.62%	39.22%

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 Contract Modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this Modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA)

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0622, **File Type:** Informational Report

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 16, 2019

SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

WITHDRAWN: RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:

- A. Public Engagement Summary Report (Phase 1); and
- B. Draft Mobility Plan to Access Opportunity Framework.

ISSUE

This is a status report on the development of the LRTP update. Included is a summary for the first phase of public engagement (Attachment A), and Draft Mobility Plan to Access Opportunity Framework (formerly Vision) as overview guidance to the entire LRTP (Attachment B).

DISCUSSION

Background

In September 2017, LRTP Work Plan was presented to the Metro Board (Legistar File No. 2017-0548); it included a scope of work that has distinct modules (i.e., chapters) for development and timeline for key deliverables to the Board. In March 2018, the Board was presented the Orientation and Context module framework (Legistar File No. 2018-0003). In November 2017, the Board received a Public Participation Plan outline for phases of public engagement (Legistar File No. 2017-0644), with an update provided in August 2018 (via Board Box) regarding Phase 1 outreach that began summer 2018, with a scheduled conclusion of November 2018.

Public Engagement - Phase 1 Approach

Phase 1 of LRTP's public engagement was an open-ended listening phase. The outreach is designed around a "Our Next LA" thematic frame. A broad variety of stakeholders were asked what they envision for their future communities, especially as it related to Metro's use of its future transportation dollars. For example, Post-it forms were used to ask where participants lived, and how

they would describe the “My Next_____” future of that community.

Metro conducted more than 35 public events and attended an additional 21, collected more than 3,000 post-its and received more than 20,000 surveys. Additional outreach was conducted online, at public meetings, through social media, major employers and more. A summary of public events, including location, and other outreach details is provided in Attachment A.

Public Engagement - Phase 1 Results

Analysis of the completed post-its and top survey answers indicates that public interest focuses primarily on the following 5 areas (in no particular order):

- Livability -- Increase access to jobs, affordable housing and more, through quality transportation, to improve the public well-being
- Complete streets -- Safer corridors that include expanded bike, pedestrian and green infrastructure, while maintaining a state of good repair on roadways
- Improved transit -- Optimize speed, reliability, security, customer experience and performance on the transportation network
- Less congestion -- Provide options to bypass traffic, improve traffic flow and improve travel times
- Innovative transportation options -- Provide innovative and high quality mobility service options

Public Engagement - Phase 2

These five focus areas will be used to establish a Values Framework in Phase 2 of LRTP public engagement. Stakeholders will be asked to rank these five areas in terms of their own top priorities. A new online ranking tool was developed in December 2018, but stakeholders will continue to be able to write in their priorities, if they do not see their priority area listed. Phase 2 outreach will continue through spring of 2019, and the responses will help shape the LRTP Values Framework, which will include performance metrics.

A Mobility Plan to Access Opportunity Framework Module

This module is intended to provide the overview of what Metro will achieve through the LRTP. Attachment B presents a detailed outline of what that entails. Importantly, the foundational guidance in this framework is based on the Board-adopted Metro Vision 2028 Strategic Plan, which sets up near term goals and action plans for Metro. This framework explains the relationship between Vision 2028 goals and LRTP plan requirements. Both plans are aligned to achieve Metro goals, but the LRTP has significant distinctions, including: required financial constraint to bound investment priorities; three decades longer time frame to support Measure M delivery; and application of federal and state air quality requirements. Both plans are distinct, but linked in guiding Metro’s commitment to excellence for LA County’s transportation future.

Upcoming Milestone Baseline Understanding Framework Module

Staff will return to the Board with the draft Baseline module within the first quarter of 2019. This

important module will include the following information about the existing transportation system and Metro stakeholders:

- Travel Demand Model analysis and other research for the existing system;
- Socio-demographic information about the communities Metro serves, including identification of inequity based on data;
- Partner agency information, including strategic efforts and related plans.

The baseline data will provide the foundation for defining performance metrics and targets that will assess achievement of LRTP goals and objectives. Research is ongoing. The Baseline Understanding module will be drafted and adapted during the LRTP Update process to be responsive, consistent and continuously reinforcing, with implementation modules/plans during the continuum of LRTP.

Equity Platform Framework

The LRTP public engagement effort provides key information consistent with the Listen & Learn pillar of the Equity Platform. The Phase 1 outreach was an open listening approach to engage stakeholders. Information learned will be included in the Baseline Understanding module, the Values Framework module and used for Phase 2 of public engagement.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety because no action results from this receive and file report.

FINANCIAL IMPACT

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

Impact to Budget

Activities associated with completing the LRTP update are budgeted in the current fiscal year and are within budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The LRTP will advance all five goals of Vision 2028 because it is foundational to this update and is specifically called upon to implement performance measures for system improvement.

ALTERNATIVES CONSIDERED

Thorough public engagement is essential to a valid LRTP update, in order to accurately represent the needs and priorities of the region. Therefore, no alternative was considered.

NEXT STEPS

The LRTP Update is scheduled to be completed by the end of fiscal year 2020, which generally

aligns with SCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy update. During the development timeline, all frameworks and their modules will be completed and updated, as appropriate. The next modules to be developed are the Baseline Understanding and Values Frameworks, which will be highly integrated and provide the foundation for a performance-based approach to consider investment priorities, and related trade-offs. Staff will rely heavily on stakeholder input for this module and all aspects of LRTP development, including input from Metro internal working groups, external partners and the Policy Advisory Council. LRTP scenarios will also be prepared and analyzed. All scenarios will be financially constrained, and comply with voter-approved ballot measures and other legal commitments.

ATTACHMENTS

Attachment A - Public Engagement Summary Report, Phase 1

Attachment B - Draft Mobility Plan to Access Opportunity Framework

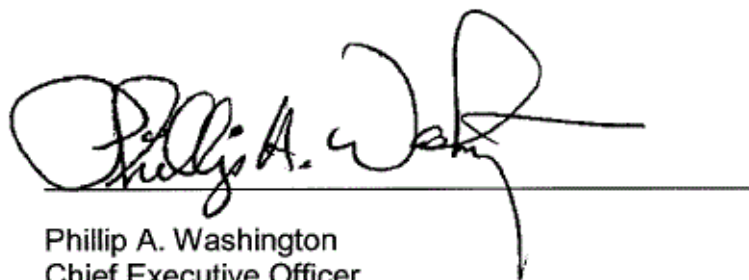
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Phillip A. Washington
Chief Executive Officer



L RTP Outreach Summary

Phase One Complete



Listening Phase

Open-ended questions

- 3 types of data collection used to better understand the transportation needs throughout Los Angeles County
 - Surveys – paper and online
 - Post-its – paper and online
 - Interviews – paper and video
- Public Outreach Types:
 - Public Events – 33
 - Telephone Town Hall – 29,991 calls
 - Social Media – Facebook, Twitter
 - Major Employers – See Appendix
 - Community Based Organizations – See Appendix
 - Public Meetings –
 - Policy Advisory Council (PAC)
 - Technical Advisory Committee (TAC)
 - Citizens' Advisory Council (CAC)



Survey

Post-its

Interviews

WHAT'S OUR NEXT LA*?

English | Español

OUR NEXT LA*

We are listening to everyone who lives, works, or plays in LA County, so tell us what you'd like to see.

Our Next LA* is a multi-year effort to improve access to opportunities through transportation investments in all of LA County's 88 cities and its hundreds of neighborhoods. We need your story to better plan a future that gets everyone where they want to go.

Start Survey

What matters to you?

Choose your language

Select where you live, work, or play

Tell us what you'd like to see

My Next

LA*

is

Type here

Submit

LA* is Saying:

**MY
NEXT
SAN
DIMAS**
is connected.

**MY
NEXT
CULVER
CITY**
is affordable.

**MI
PRÓXIMO
LA***
is para todos.

**MY
NEXT
SOUTH
PASADENA**
is bikeable.



- Interviewed 143 people at public events
- Contacted 99 CBOs countywide





Listening Period

Community Events

21,145

Surveys

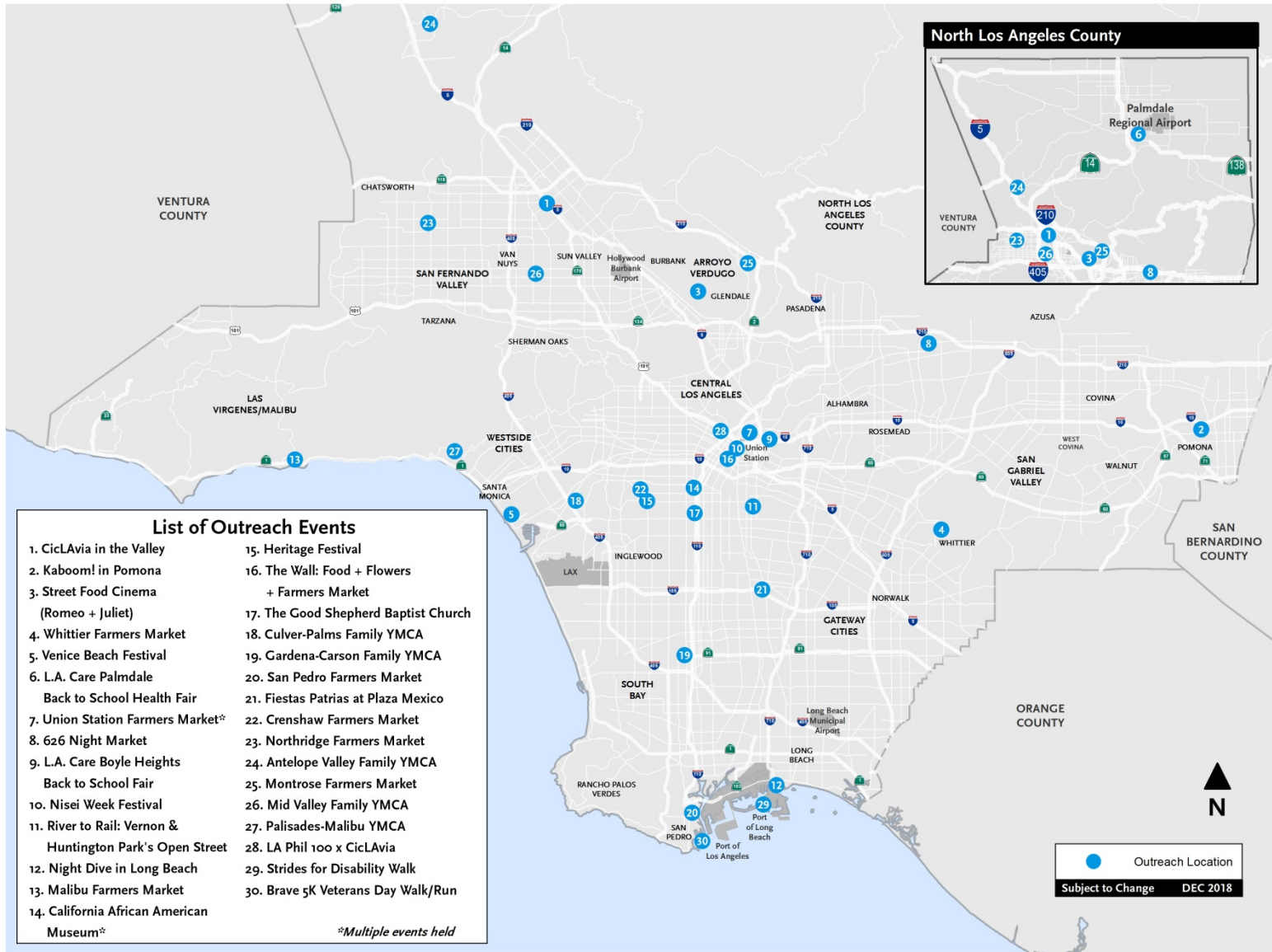
3,857

Post-its

33

Public Events

LRTP Outreach Locations Map





We heard a lot of concerns:

“

I want more/better late night service

“

More affordable housing

“

I would add sidewalks...it is not safe to walk in the street with cars

“

Too much traffic

“

I want options so I don't have to have a car



Phase 2: Values

Turning public feedback into priorities



Top Things We Heard

- *Better Transit*
- *Less Congestion*
- *More Affordable*
- *Innovative Choices*
- *Safer/Complete Streets*

OUR
NEXT
LA* is
better transit.

By *better transit*, we mean faster, more frequent, secure and reliable public transportation, with more options and better customer experience.

OUR
NEXT
LA* is
less congested.

By *less congested*, we mean options to bypass traffic, better traffic flow and improved travel times for you.

OUR
NEXT
LA* is
for everyone.

By *for everyone*, we mean more affordable and inclusive, with access to housing, jobs, and more.

OUR
NEXT
LA* is
innovative.

By *innovative*, we mean innovative solutions like apps and mobility services to provide more choices for getting around.

OUR
NEXT
LA* is
complete streets.

By *complete streets*, we mean corridors for all travelers with fewer potholes, more greenery, bike lanes, better sidewalks and safer crossings.

OUR
NEXT
LA*
is .

If you don't see your top five priority categories above, tell us what matters most to you.

Phase 2 – Values

Vote Online (Winter 2019)

Rank your priorities:

We heard you. And now we need your help in refining future choices.

Details on the top five areas of focus, based on your feedback, are below. Please drag & drop to rank your own priorities for Our Next LA*.

- ⋮
- ⋮
- ⋮
- ⋮
- ⋮

Submit

Or

Tell us what we are missing:

Tell us if we've missed something. What matters to you?

Choose your language

Select where you live, work or play

Tell us what you'd like to see

MY NEXT



LA*



is

| Type here

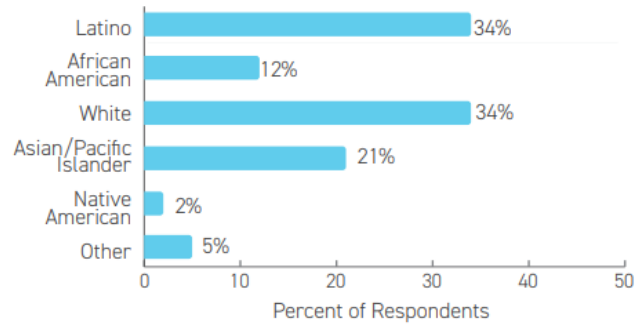


Appendix A: Survey Responses & Statistics

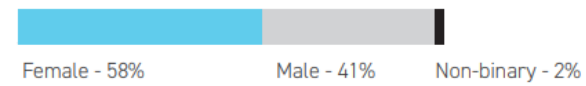


Demographic Data

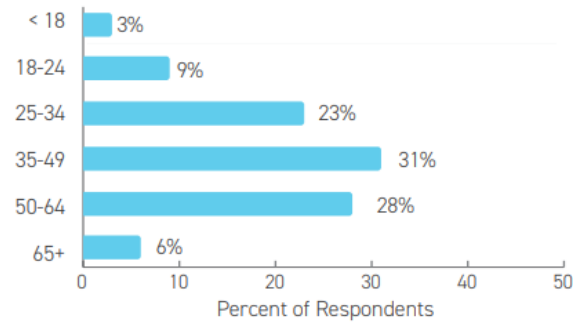
ETHNICITY



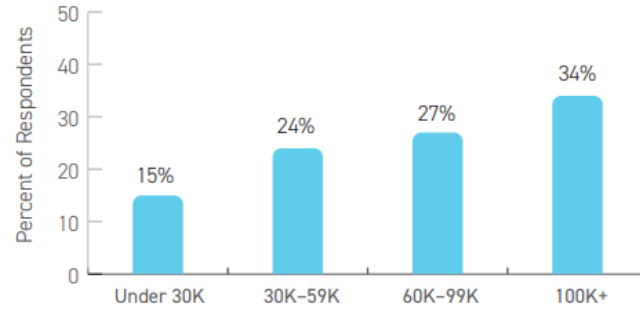
GENDER IDENTITY



AGE

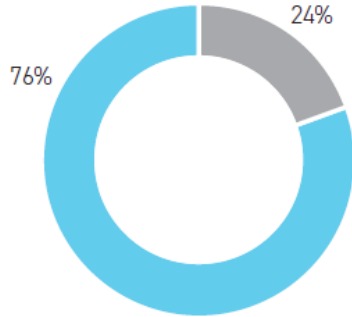


HOUSEHOLD INCOME



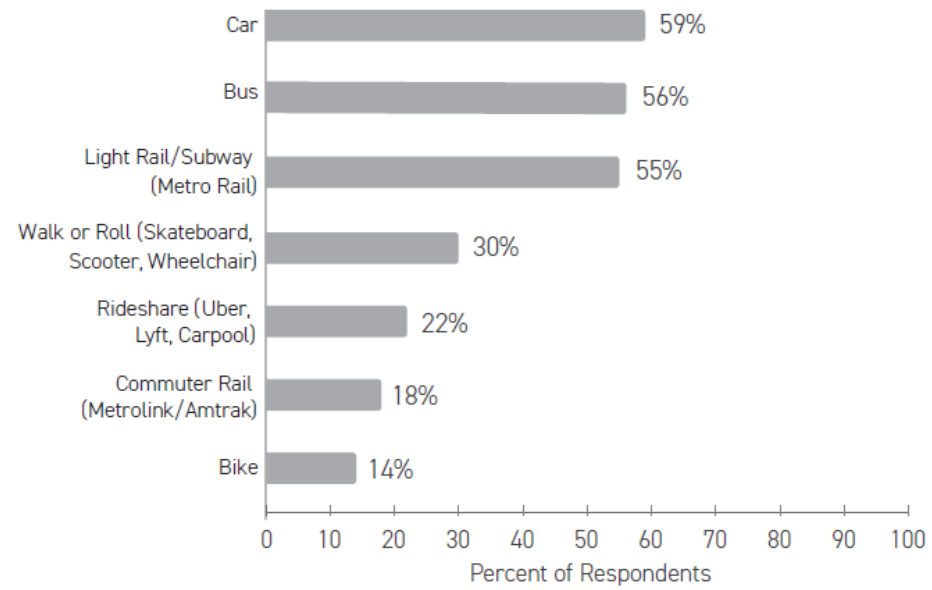
Travel Behavior

Thinking about how you travel throughout Los Angeles County, which of the following best describes you?



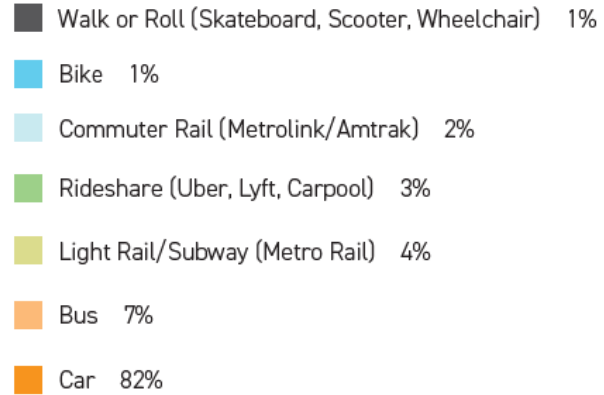
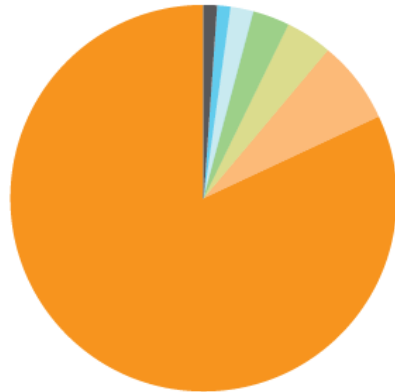
- I primarily use one transportation option most days
- I regularly use two or more transportation options in a given day

Which transportation modes do you use the MOST often?



Travel Behavior

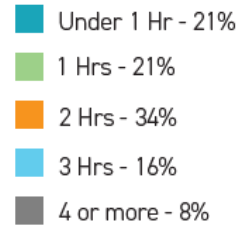
What is your primary transportation mode?



How many hours do you typically spend traveling per day?

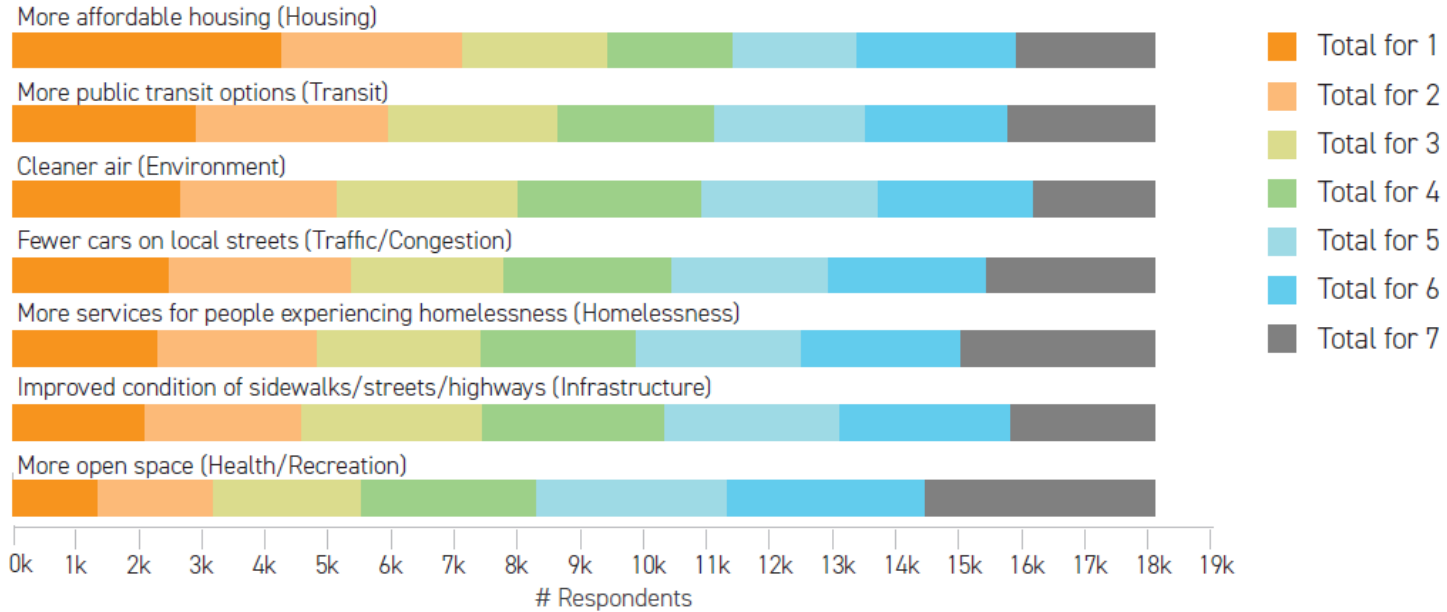


Percent of Respondents

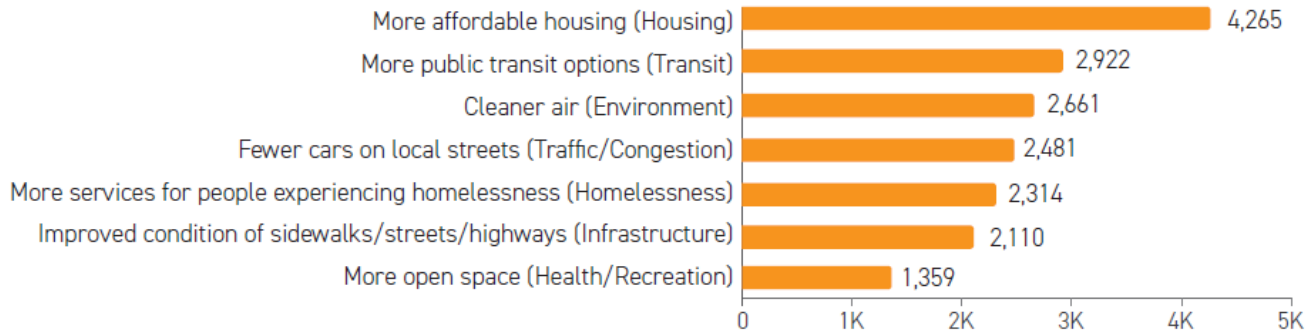


Overall Priorities

On a scale of 1-7, with 1 being most important and 7 being least important, how would you rank the following improvements to your community?

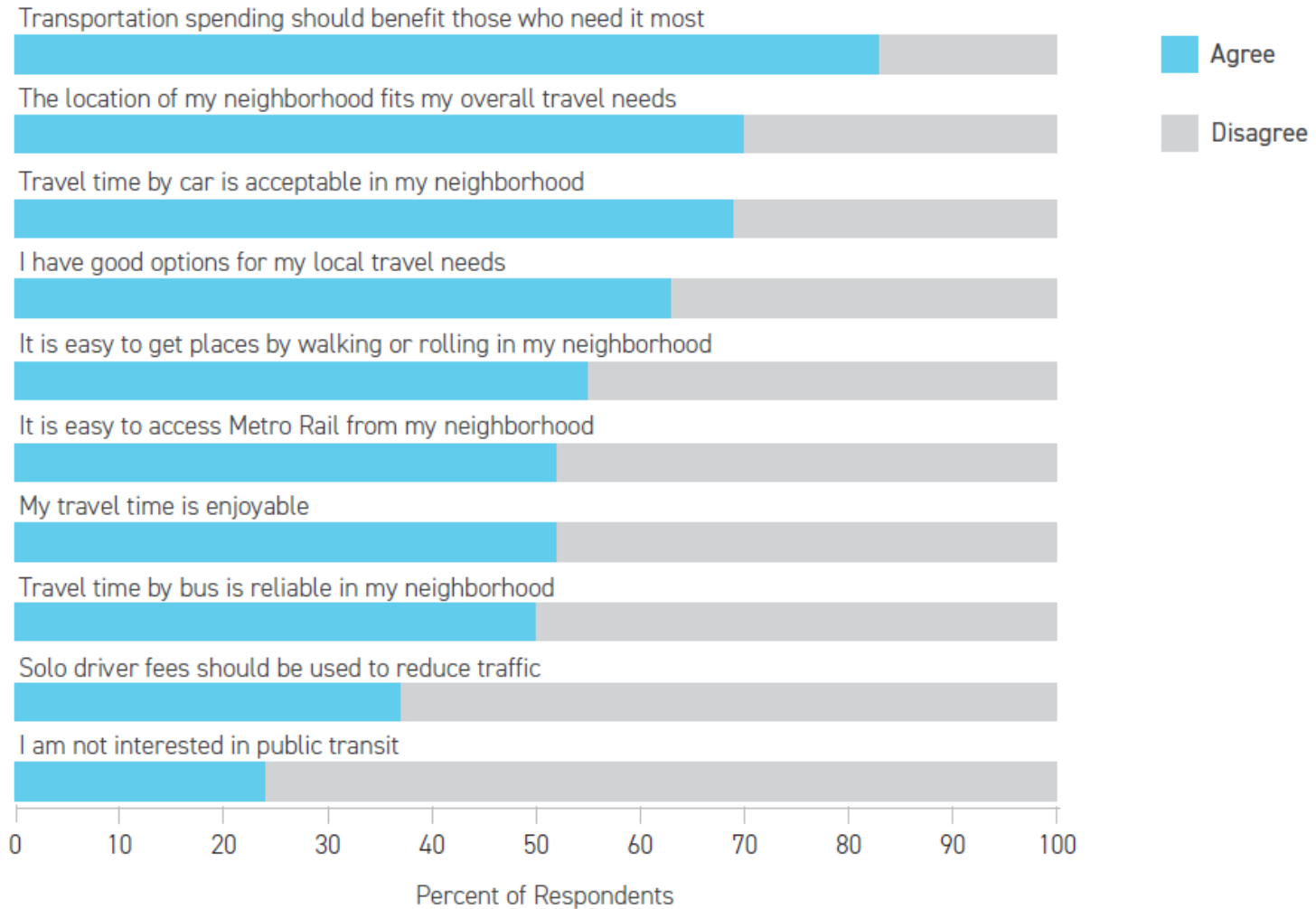


Total # of Respondents Ranking Most Important



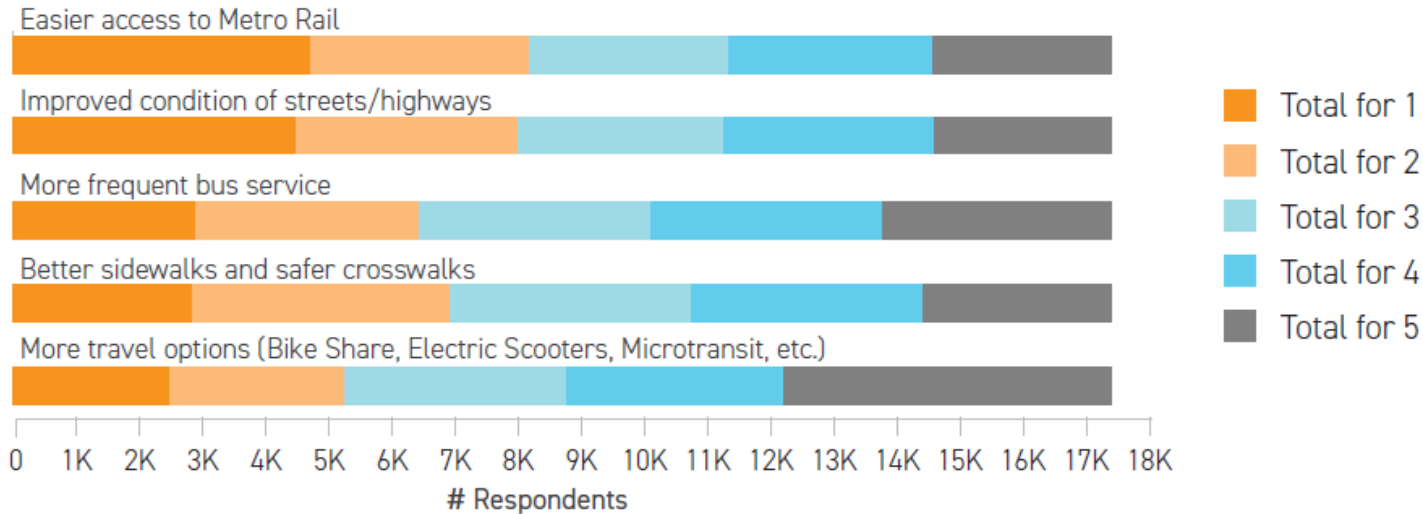
Neighborhood Travel

When thinking about your local travel experience, how much do you agree or disagree with the following statements?

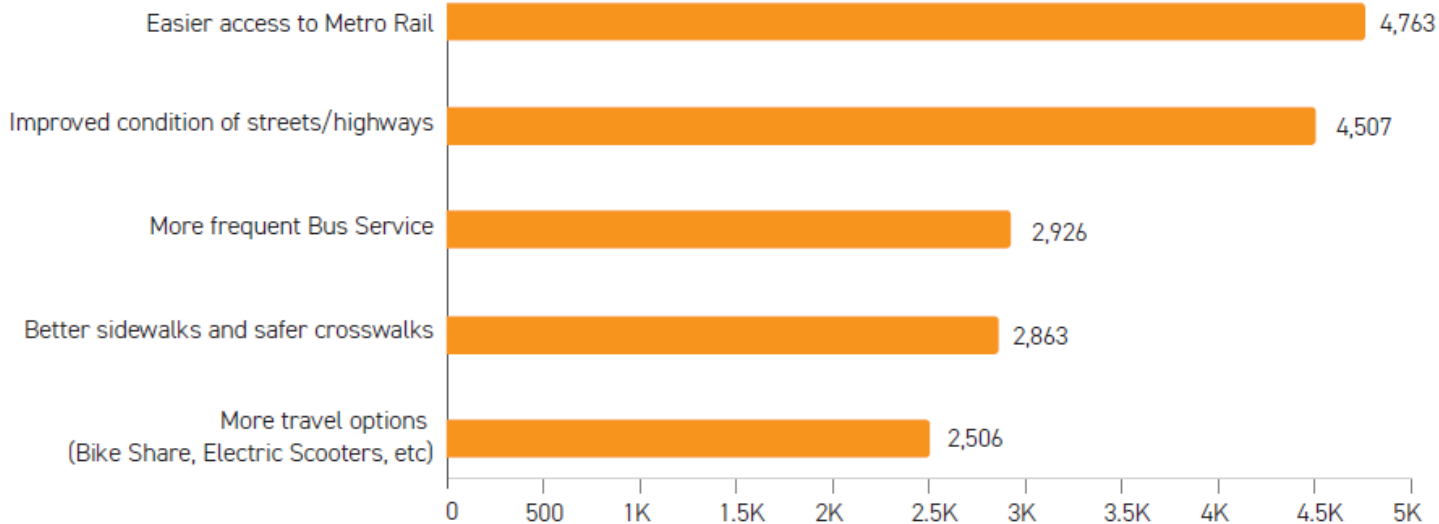


Neighborhood Travel

On a scale of 1-5, with 1 being most important and 5 being least important, how would you rank the following transportation improvements in your community?



Total # of Respondents Ranking Most Important





Appendix B: Outreach Events & Contacts



Events

CicLAvia The Valley
Kaboom! Pomona Fairplex
Street Food Cinema (Romeo + Juliet)
Uptown Whittier Farmers Market
Venice Beach Festival
L.A. Care Palmdale Family Resource Center
Back to School Health Fair
Union Station Farmers Market
626 Night Market
L.A. Care Boyle Heights Family Resource
Center Back to School Health Fair
Union Station Farmers Market
Nisei Week Festival JACCC Plaza Events
River to Rail: Vernon and Huntington Park's
Open Street Event
Night Dive in Long Beach
Malibu Farmers Market
CAAM: Oh Happy Day - California's
Contribution to Gospel Music, In Conversation
with Adler Guerrier and Todd Gray
Heritage Festival
The Wall: Food + Flowers + Farmers Market
The Good Shepherd Baptist Church
Culver-Palms Family YMCA
Gardena-Carson Family YMCA
San Pedro Farmers Market
Fiestas Patrias at Plaza Mexico
Crenshaw Farmers' Market
Northridge Farmers' Market
Antelope Valley Family YMCA
Montrose Farmers' Market
CAAM: Can't Stop Won't Stop

Events (cont'd.)

Mid Valley Family YMCA
Palisades-Malibu YMCA
Celebrate LA! LA Phil 100 x CicLAvia
Strides for Disability Walk
Brave 5K Veterans Day Walk/Run
Whittier Concert in the Park
El Segundo Art Walk
Taste of Ecuador
National Night Out
Community Resource Fair and Carnival
NoHo Block Party
Panorama Mall's 38th Annual Government
Day
Mobile Unit: WIC Office - Pop Up
Mobile Unit: Woodlawn Elementary - Back to
School Night - Pop Up
Mobile Unit: Senior Center - South Gate - Pop
Up
Mobile Unit: WIC Office - Pop Up
Mobile Unit: Huntington Park Community
Center
Mobile Unit: WIC Office - Pop Up
Fiesta Hermosa
Defisal Salvadoran Independence Day Parade
and Festival
Mobile Unit: Hawaiian Gardens Senior Center
- Pop Up
CAAM: Hope is a Chorus
Bike Rodeo
Taste of Soul
Dia de los Muertos

Community Based Organizations

East L.A. Community Corporation (ELACC)
Hansen Dam Park Advisory Board
Burbank Transportation Management Organization
South Asian Network
Boyle Heights Neighborhood Council
First5 LA
UDLA (Unification of Disabled Latin Americans)
Greater L.A. Organization of Chinese Americans
California Black Women's Health Project Ararat
Los Angeles Neighborhood Council
Thaitown Community Development Corporation
AGBU Young Professionals
Organization of Istanbul Armenians
Armenian Cultural Foundation
Alliance for Children's Rights
SIPA (Search to Involve Pilipino Americans)
Boys & Girls Club of Pasadena
Gardena Valley Japanese Cultural Institute
Youth Policy Institute
Venice Japanese Community Center
Asian Americans Advancing Justice
Bikecar101

Community Based Organizations (cont'd.)

Pacific Asian Consortium in Employment
Armenian Society of Los Angeles
Day One
Pasadena Japanese Cultural Institute
Asian Youth Center
San Fernando Valley Japanese American Community Center
Chinese Parents Association for the Disabled
L.A. Care Family Resource Center - Palmdale
L.A. Care Family Resource Center - Pacoima
YMCA of Greater Whittier
Japanese Community Pioneer Center
Special Services for Groups
Japanese Institute of Sawtelle
Pasadena Complete Streets Coalition
Albion Riverside Park Local Volunteer Neighborhood Oversight Committee
Mexican American Opportunity Foundation
Boys & Girls Club of West San Gabriel Valley
Armenian Allied Arts Association

Jurisdiction Partners (in addition to 89 jurisdictions & municipal operators)

SCAG

Telephone Town Hall

Sustainability Council

PAC and other interested parties

USC Faculty and Staff

Jurisdiction Agencies

Citizens' Advisory Committee

Technical Advisory Committee

SFVCOG

Northern Corridor Cities

Congresswoman Karen Bass

County of LA

LAWA

Santa Monica

LADOT

LA Planning

LA Sanitation

City of LA Council District 1

City of LA (Council Staff)

Internal Metro

Metro Employee Survey

Large Employers

USC

UCLA

ABM

LA Trade Tech

Cedars Sinai

American Airlines

Fehr & Peers

WSP

AECOM

Faith-Based Institutions

Santa Clarita Valley Food Pantry

CFR & Associates

Holman United Methodist Church

Grace Resources

FACE Korea Church

Los Angeles Christian Health Center

Grace to You

MEND (Meeting Each Need With Dignity)

Human Services Association

Southern Baptist Korean Church

Antelope Valley Dream Center

Family Promise of San Gabriel

Foothill Unity Center

Healthcare Organizations

Hollywood Sunset Free Clinic

Kheir

Rancho Los Amigos

Antelope Valley Partners for Health

Educational Institutions

Pasadena City College

Compton Unified School District

Professional Organizations

Harbor Association of Industry & Commerce

Lincoln Heights Chamber of Commerce

Physicians for Social Responsibility

American Armenian Nurses Association

California Teacher's Union

Other Organizations

Pasadena Federal Credit Union
FuturePorts
Los Angeles American Lung Association in California
California African American Museum
Southern California Womens Health Conference
Executive Support Network
Armenian International Medical Fund
Armenian Relief Society
Asian Pacific Gays and Friends
Gay and Lesbian Armenian Society
Chinese American Museum
William Mead Homes
Pasadena Bruins
Harbor Regional Center
Lena Kennedy & Associates
Southern California Resource Services for Independent Living
CHOICISS

Media Outlets

The Source

Social Media

Facebook
United Way of California (via Twitter)
Cal State Long Beach (via Twitter)
City of Los Angeles (via Twitter)
Metro (via Twitter)
Southern California Association of Governments (SCAG) (via Twitter)
County of Los Angeles (via Twitter)
Big Blue Bus (via Twitter)

Additional Contacts Included:

JPL
CalTech
Disney
LA Community College
Children's Hospital
Gibson Dunn
KPMG
O'Melveny
Wedbush
Northrop Grumann
United Airlines
Kaiser Permanente
Kaiser Permanente
NBC/Universal
Westside Center for Independent Living
Save Open Space
Verbum Dei High School
Montebello Unified School District
Rio Hondo College
Maravilla Foundation
Malibu Community Labor Exchange
Armenia School Foundation
Superior Grocers

LONG RANGE TRANSPORTATION PLAN MODULE: A MOBILITY PLAN TO ACCESS OPPORTUNITY (DRAFT FRAMEWORK)

1. What is the Mobility Plan to Access Opportunity Module?

- This module presents the overview of what Metro seeks to achieve through the LRTP and how it will take Los Angeles County to that outcome as the result of implementing this plan
- Fundamentally, it is a reasonably feasible expression of the future guided by commitments, laws, principles, plans and programs
- It is also the executive summary and acts as a simple brochure for the LRTP that is easy to grasp

2. What Does Metro Do for Los Angeles County?

- About Metro's enabling legislation
- Plan
- Fund
- Build
- Operate
- Maintain

3. What are the Purposes of the Metro Vision 2028 Strategic Plan and the LRTP?

- Metro Vision 2028 Strategic Plan
 - An agency-wide strategic plan that creates the foundation for transforming mobility in Los Angeles County (LA County) over the next 10 years
 - It sets the mission, vision, performance outcomes, and goals for Metro and puts in motion specific initiatives and performance outcomes towards which Metro and its partners will strive in pursuit of a better transportation future
- LRTP
 - Establishes a fiscally constrained plan to fund, build, operate and maintain regional transportation systems in Los Angeles County, in accordance with state and federal laws, after consideration of priorities and tradeoffs, to operationalize the Metro Vision 2028 Strategic Plan
 - It is a 40+ year plan
 - Guides Metro's support to its partners to assist with their transportation systems and services
 - Articulates what Metro needs from its many partners to achieve both the Metro Vision 2028 Strategic Plan and LRTP
 - Establishes a framework for implementing these plans and monitoring the effectiveness of their implementation

4. What is Set Forth in the Metro Vision 2028 Strategic Plan?

- Metro's five vital and bold goals
 - Provide high-quality mobility options that enable people to spend less time traveling.
 - Deliver outstanding trip experiences for all users of the transportation system.
 - Enhance communities and lives through mobility and access to opportunity.
 - Transform LA County through regional collaboration and national leadership.
 - Provide responsive, accountable, and trustworthy governance within the Metro organization.
- Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.
- Metro's vision is composed of three elements:
 - Increased prosperity for all by removing mobility barriers;
 - Swift and easy mobility throughout LA County, anytime; and
 - Accommodating more trips through a variety of high-quality mobility options

5. What is the Mobility Plan Set Forth in the LRTP?

- The mobility plan in the LRTP is to boldly and feasibly facilitate access to opportunity across the entire mobility services lifecycle
- The LRTP will demonstrate how Metro Vision 2028 Strategic Plan's goals will be achieved by 2028 and beyond and in doing so, addresses identified needs, gaps and disparities

6. What are the Key Issues and Opportunities Influencing Access to Opportunity?

- People
 - Equity
 - Population and economy
- Natural and Built Environments
 - Climate change
 - Adapting and accommodating within the existing built environment
- Transformative Forces
 - Technological change
 - Tremendous capital transportation investments
- Resources
 - Working within available financial and labor resources
 - Meeting existing commitments
- Transportation System
 - Congestion
 - Maintaining and operating a simultaneously growing and aging system

7. What is the Plan for LA County's Regional Transportation Systems?

- High-capacity transit network
 - 2028
 - Long term
- Highway network
 - 2028
 - Long term
- Active transportation network
 - 2028
 - Long term
- Congestion management
 - ExpressLanes
 - Other congestion management tools
- Bus and micro-transit services
 - 2028
 - Long term
- State of good repair
 - 2028
 - Long term

8. How Will Metro Achieve the LRTP?

- Establish constrained priorities—within a reasonably expected funding envelope—based on
 - Voter commitments
 - Laws and Board policies
 - Metro Vision 2028 Strategic Plan
 - LRTP guiding themes, goals and policies
 - Needs assessment
 - Public and stakeholder engagement
- Establish a funding plan to achieve these priorities
- Adhere to this LRTP, using it to guide decision-making and administration at Metro
- Guide how Metro funds its many partners
- Guide project delivery
- Prioritize vital supporting initiatives

- Transit-oriented Communities
- Labor
- Contracting opportunities

9. How Will Metro Know It Is on Track to Achieve the LRTP?

- Performance measures
- Visionary Outcomes: Metro Vision 2028 aims to double the total percent usage of transportation modes other than solo driving, including transit, walking, biking, sharing rides and carpooling by accomplishing the following
 - Ensuring that all County residents have access to high-quality mobility options within a 10-minute walk or roll from home;
 - Reducing maximum wait times for any trip to 15 minutes during any time of the day;
 - Improving average travel speeds on the County's bus network by 30 percent; and
 - Providing reliable and convenient options for users to manage their travel time.
- Transparency, accessibility and reporting

10. What Does Metro Need from Its Many Partners to Support Achieving the Metro Vision 2028 Strategic Plan and LRTP?

- Leadership
- Discipline
- Land use coordinated with Metro's transformative transportation investments and services
- Transportation investments that are supportive of Metro's transformative investments and regionally-scaled mobility services

Long Range Transportation Plan Update

Status Report

Planning & Programming Committee, January 16, 2019

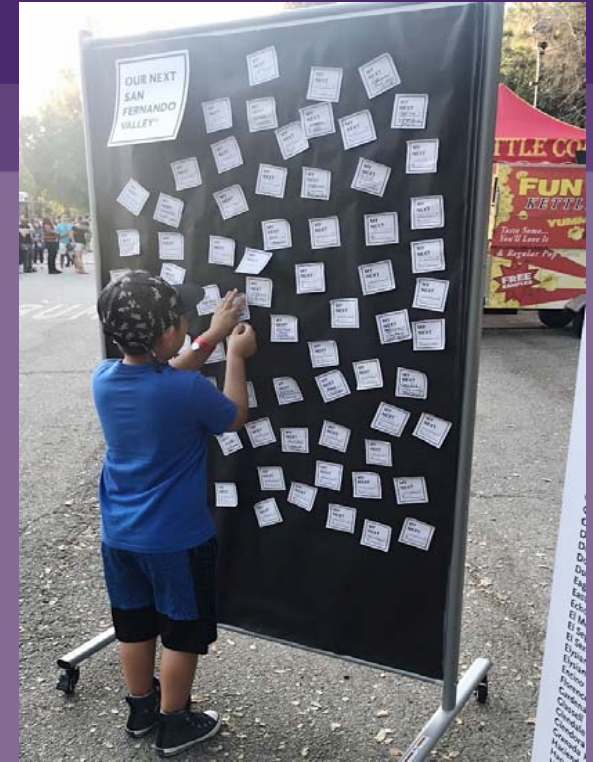


Outreach Summary (Phase 1)

- 35 Public Events
- 21,472 Total Surveys
- 3,857 Total Post-its
- 29,991 Calls (Telephone Town Hall)
- 50 CBO Connections
- Policy Advisory Council (PAC) Networks
- Social Media
- Major Employer Outreach

County of LA, City of LA, LAX (LAWA), Various Cities, JPL

UCLA, USC, Cal State Long Beach, NBC/Universal, Etc.



Metro

Phase 1: Open-Ended Listening

Top Things We Heard

- *Better Transit*
- *Less Congestion*
- *More Affordable*
- *Innovative Choices*
- *Safer/Complete Streets*

**OUR
NEXT
LA* is**
better transit.

By *better transit*, we mean faster, more frequent, secure and reliable public transportation, with more options and better customer experience.

**OUR
NEXT
LA* is**
less congested.

By *less congested*, we mean options to bypass traffic, better traffic flow and improved travel times for you.

**OUR
NEXT
LA* is**
for everyone.

By *for everyone*, we mean more affordable and inclusive, with access to housing, jobs, and more.

**OUR
NEXT
LA* is**
innovative.

By *innovative*, we mean innovative solutions like apps and mobility services to provide more choices for getting around.

**OUR
NEXT
LA* is**
complete streets.

By *complete streets*, we mean corridors for all travelers with fewer potholes, more greenery, bike lanes, better sidewalks and safer crossings.

**OUR
NEXT
LA***
is .

If you don't see your top five priority categories above, tell us what matters most to you.



Metro

Phase 2 – Stakeholders Vote Their Top Priorities

Online tool at OurNext.LA

We heard you. And now we need your help in refining future choices.

Details on the top five areas of focus, based on your feedback, are [below](#). Please drag & drop to rank your own priorities for Our Next LA*.

⋮	⬇	Better transit
⋮	⬇	Less congested
⋮	⬇	Affordable and inclusive for everyone
⋮	⬇	Innovative mobility choices
⋮	⬇	Safer and complete streets

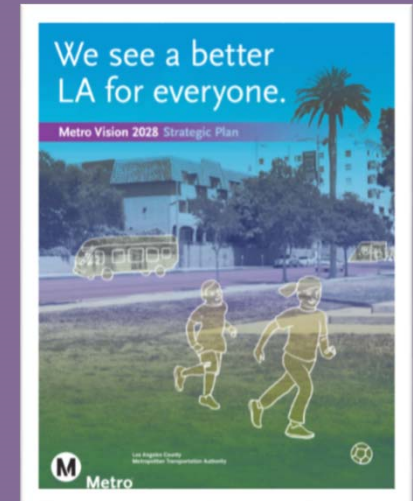
Submit



A Mobility Plan to Access Opportunity Module

Framework Provides the Following:

- Overview of what Metro will achieve through LRTP
- Explains the relationship between LRTP and Metro Vision 2028 Strategic Plan
- Both Plans are aligned to achieve Metro goals
- LRTP has significant distinctions:
 - Financially constrained
 - Longer time frame to support Measure M delivery
 - Application of federal and state air quality requirements



Next Steps

- **Phase 2 of Public Engagement**
 - Focused on establishing priorities to build a values framework (*Early 2019*)
- **Draft LRTP Baseline Understanding**
 - Present baseline conditions and travel patterns (*Spring 2019*)
- **Draft Values Module Framework**
 - Provide a framework for performance based decision making (*Spring 2019*)
- **Scenario Testing and Results**
 - Test future alternatives such as congestion pricing (*Summer 2019*)



**Board Report**

File #: 2018-0761, **File Type:** Informational Report

Agenda Number: 17.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 16, 2019**

**SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE PLANNING AND
DEVELOPMENT DEPARTMENT'S STRATEGIC PROJECTS AND PROGRAMS**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Quarterly Status Dashboard of Countywide Planning and Development (CPD) Department's Strategic Projects and Programs.

ISSUE

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

BACKGROUND

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

DISCUSSION

CPD is responsible for planning Los Angeles County's regional transit system and programming federal, state and local transportation funds for the county's transit system, highway program and locally-sponsored, regionally-significant projects for all modes of transportation and related programs. As such, it is at the forefront of many of Metro's planning and policy efforts, along with having a significant role in the implementation of those efforts through numerous programs. Direction and decisions on these significant policy and planning efforts come from the Metro Board of Directors.

The Dashboard summarizes the status of CPD's key projects and programs that are pending or anticipating action by the Board. These include the well-known capital projects in the Measure M Expenditure Plan, policy initiatives, strategic financial planning and programming, mobility programs,

and real estate stewardship. Most of the projects and programs on the Dashboard are led by CPD, while a few involve a support role, due to a transition of project leadership to Program Management through the project delivery lifecycle. CPD is currently developing a more robust Dashboard. As such, this version of the Dashboard should be viewed as an interim deliverable.

Measure M capital projects (excluding highway projects) represent a significant area of work by CPD. Of the 22 major capital projects on the Dashboard, 16 are Measure M projects. CPD is meeting or exceeding the Measure M project schedules, as set forth in the Expenditure Plan for the ordinance. Nine of these Measure M projects are anticipated to be completed within the next 10 years; however, work is also advancing on the remaining seven projects that are scheduled for completion beyond the next decade. In addition, significant resources are being allocated to six projects that are not part of the Measure M Expenditure Plan, five of which currently have completion dates that are undefined due to funding uncertainties.

Consistency with Metro's Equity Platform Framework

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

FINANCIAL IMPACT

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

Since this is an informational report to the Board of existing work programs, it is administrative in nature. Therefore, alternatives are not applicable.

NEXT STEPS


CPD will provide an update of the Dashboard in the next quarter. Pending Board direction on the Twenty-Eight by '28 Initiative, the Dashboard may need to be updated. A separate dashboard specific to Twenty-Eight by '28 will also be maintained.

ATTACHMENTS

Attachment A - Overview of Countywide Planning & Development Dashboard
Attachment B - Countywide Planning & Development Dashboard

Prepared by: Brian Lam, Senior Transportation Planner, (213) 922-3077
Manjeet Ranu, Senior Executive Officer, Countywide Planning & Development, (213)
418-3157

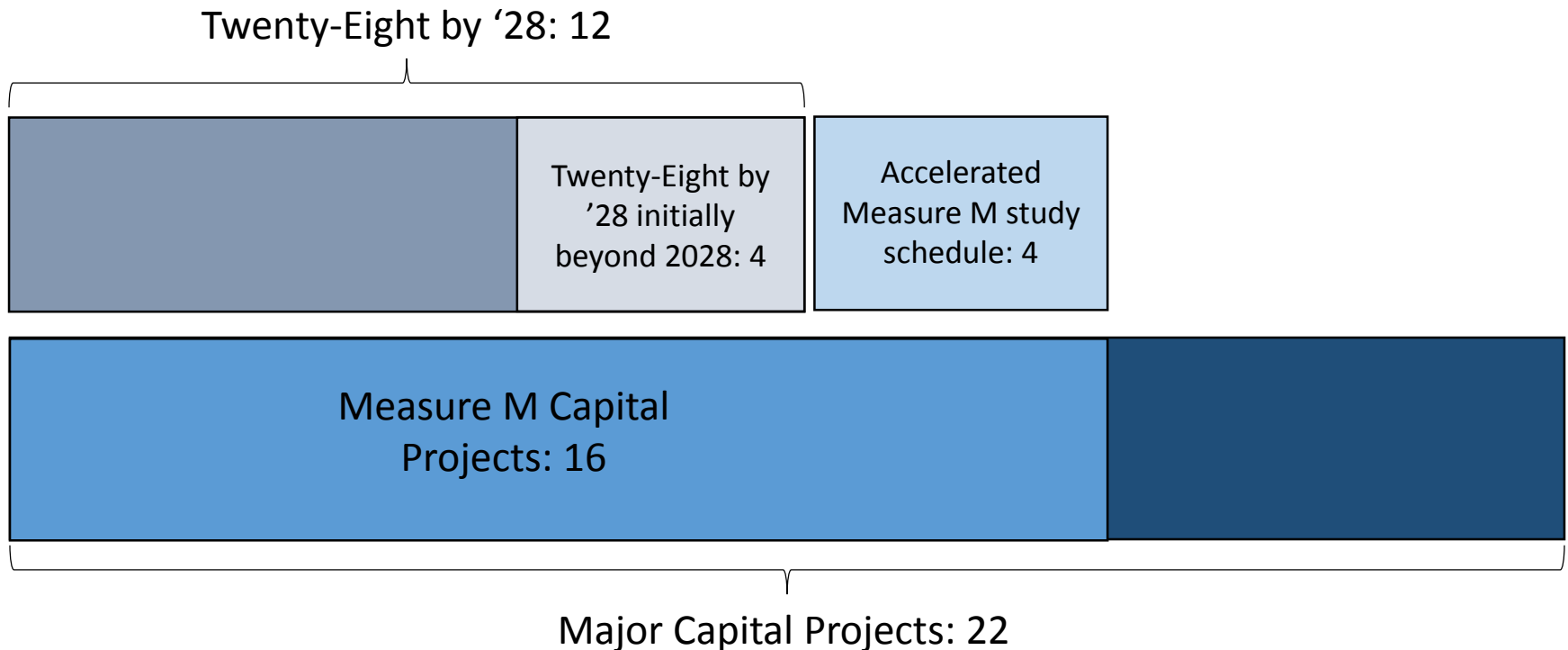
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A: Countywide Planning & Development Capital Projects Overview *(excludes highway projects)*

- Dashboard summarizes key projects and programs that are pending or ongoing before the Board
- All schedules are tracking with Measure M mandates or faster



**ATTACHMENT B
COUNTYWIDE PLANNING & DEVELOPMENT
PROJECTS AND PROGRAMS DASHBOARD**

	Name	Type	Groundbreaking / Initiation Fiscal Year	Opening/ Completion Fiscal Year	Status	Next Board Date (two FYs outlook) ▼ Sorted	Next Board Action
CAPITAL							
1	<i>^M Vermont Transit Corridor BRT</i>	Capital	2024	2028	Feasibility/Alternatives Analysis	March 2019	<ul style="list-style-type: none"> Receive Technical Analysis of BRT/Rail Alternatives
2	<i>^M North Hollywood - Pasadena BRT</i>	Capital	2020	2022	Alternatives Analysis/Environmental	April 2019	<ul style="list-style-type: none"> Receive Alternatives Analysis Select alternatives for environmental review
3	<i>^M North San Fernando Valley BRT</i>	Capital	2019	2023	Alternatives Analysis/Environmental	April 2019	<ul style="list-style-type: none"> Receive Alternatives Analysis Select alternatives for environmental review
4	<i>^M East San Fernando Valley Transit Corridor LRT</i>	Capital	2021	2027	Environmental	May 2019	<ul style="list-style-type: none"> Certify Final EIR
5	<i>^M LA River Path (central gap)</i>	Capital	2023	2025	Feasibility/Alternatives Analysis	Spring 2019	<ul style="list-style-type: none"> Receive status update on Alternatives Analysis
6	Rail-to-River ATC (Segment B)	Capital	TBD	TBD	Alternatives Analysis/Environmental	July 2019	<ul style="list-style-type: none"> Award contract
7	<i>^M Sepulveda Transit Corridor TBD - Section 2</i>	Capital	2024	2033	Feasibility/Alternatives Analysis	November 2019	<ul style="list-style-type: none"> Receive Feasibility Study and Technical Compendium
8	<i>^M Sepulveda Transit Corridor TBD - Section 3</i>	Capital	2048	2057	Feasibility/Alternatives Analysis	November 2019	<ul style="list-style-type: none"> Receive Feasibility Study and Technical Compendium
9	<i>^M Crenshaw Northern Extension LRT</i>	Capital	2041	2047	Feasibility/Alternatives Analysis	Fall 2019	<ul style="list-style-type: none"> Receive Advanced Alternatives Screening Study and select alternatives for environmental review
10	<i>^M Green Line Extension to Torrance LRT</i>	Capital	2026	2030	Feasibility/Alternatives Analysis	Fall 2019	<ul style="list-style-type: none"> Award of environmental and advanced conceptual design contract Initiate environmental and conceptual design
11	<i>^M West Santa Ana Branch LRT - Segment 1</i>	Capital	2022	2028	Environmental	July 2020	<ul style="list-style-type: none"> Selection of LPA
12	<i>^M West Santa Ana Branch LRT - Segment 2</i>	Capital	2022	2041	Environmental	July 2020	<ul style="list-style-type: none"> Selection of LPA
13	<i>^M Eastside Extension LRT - Corridor 1</i>	Capital	2029	2035	Environmental	Early 2022	<ul style="list-style-type: none"> Selection of LPA
14	<i>^M Eastside Extension LRT - Corridor 2</i>	Capital	2053	2057	Environmental	Early 2022	<ul style="list-style-type: none"> Selection of LPA

Notes:

- Groundbreaking and opening fiscal years have a three-year range.
- *Italicized text* indicates Twenty-Eight by '28 capital project (12 projects).
 - ***Bolded, italicized text*** indicates Measure M capital projects in the Twenty-Eight by '28 list with Measure M completion date beyond 2028; dates shown are Measure M Expenditure Plan dates (4 projects).
- **Bolded text** indicates Measure M project not on Twenty-Eight by '28 list but is being studied faster than otherwise needed to meet Measure M schedule (4 projects).
- SMALL CAPS text indicates major capital project effort that is neither Measure M or in the L RTP (3 projects).

	Name	Type	Groundbreaking / Initiation Fiscal Year	Opening/ Completion Fiscal Year	Status	Next Board Date (two FYs outlook) ▼ Sorted	Next Board Action
15	CENTINELA GRADE SEPARATION LRT	Capital	TBD	TBD	Feasibility/Alternatives Analysis	Summer 2020	<ul style="list-style-type: none"> Accept findings of Feasibility Study and recommendation for next steps
16	ARTS DISTRICT/6TH STREET STATION HRT	Capital	TBD	TBD	Alternatives Analysis/Environmental	TBD	<ul style="list-style-type: none"> Receive and File Draft EIR and recommendation for next steps
17	LAUS Forecourt and Esplanade Improvements	Capital	2021	2021/2022	Environmental	TBD	<ul style="list-style-type: none"> Potential for additional environmental consideration Construction Contract/LOP
18	I-710 South Bike Path Projects	Capital	TBD	TBD	Alternatives Analysis/Environmental	TBD	<ul style="list-style-type: none"> TBD
19	DODGER STADIUM GONDOLA	Capital	TBD	TBD	Alternatives Analysis/Environmental	TBD	<ul style="list-style-type: none"> TBD
20	<i>M Purple Line Section 3 HRT</i>	Capital	2018	2026	Engineering	TBD	<ul style="list-style-type: none"> TBD
21	M Historic Downtown Streetcar	Capital	N/A	N/A	Environmental	TBD	<ul style="list-style-type: none"> TBD
22	<i>M New Bus Rapid Transit Corridors (Phase 1)</i>	Capital	2020	2022	Feasibility/Alternatives Analysis	TBD	<ul style="list-style-type: none"> TBD
JOINT DEVELOPMENT							
23	Taylor Yard Lot 9 Joint Development	Joint Development	2022	2024	Ground Lease	February/March 2019	<ul style="list-style-type: none"> Amend Ground Lease to allow affordable housing
24	1 st /Soto Joint Development	Joint Development	2021	2022	ENA	Spring/Summer 2019	<ul style="list-style-type: none"> Authorize JDA and Ground Lease
25	Little Tokyo/Arts District Joint Development	Joint Development	TBD	TBD	Planning	July 2019	<ul style="list-style-type: none"> Authorize ENA
26	Expo/Crenshaw Joint Development	Joint Development	2021	2023	ENA	December 2019	<ul style="list-style-type: none"> Extend 14-month ENA (Board update March 2019)
27	Vermont/Santa Monica Joint Development	Joint Development	2021	2023	ENA	January 2020	<ul style="list-style-type: none"> Authorize JDA
28	Mariachi Plaza Joint Development	Joint Development	2021	2023	ENA	July 2020	<ul style="list-style-type: none"> Authorize JDA
29	LAUS Master Commercial Development	Joint Development	TBD	TBD	Planning	FY 2021	<ul style="list-style-type: none"> Authorize ENA
30	El Monte Joint Development	Joint Development	TBD	TBD	Planning	TBD	<ul style="list-style-type: none"> ENA (TBD)
31	Chavez/Fickett Joint Development	Joint Development	2022	2024	ENA	TBD	<ul style="list-style-type: none"> Authorize JDA and Ground Lease

Page 2

Notes:

- Groundbreaking and opening fiscal years have a three-year range.
- *Italicized text* indicates Twenty-Eight by '28 capital project (12 projects).
 - **Bolded, italicized text** indicates Measure M capital projects in the Twenty-Eight by '28 list with Measure M completion date beyond 2028; dates shown are Measure M Expenditure Plan dates (4 projects).
- **Bolded text** indicates Measure M project not on Twenty-Eight by '28 list but is being studied faster than otherwise needed to meet Measure M schedule (4 projects).
- SMALL CAPS text indicates major capital project effort that is neither Measure M or in the LRTP (3 projects).

Updated December 2018

	Name	Type	Groundbreaking / Initiation Fiscal Year	Opening/ Completion Fiscal Year	Status	Next Board Date (two FYs outlook) ▼ Sorted	Next Board Action
32	1 st /Lorena Joint Development	Joint Development	TBD	TBD	ENA	TBD	• Authorize JDA and Ground Lease
33	North Hollywood Joint Development	Joint Development	2021	2028	ENA	TBD	• Authorize JDA
34	Division 6 (Venice Bus Yard)	Joint Development	2022	2024	Planning	TBD	• Approve Development Guidelines
35	Unsolicited Proposal 1	Joint Development	2023	2025	Planning	TBD	• Authorize ENA
36	Unsolicited Proposal 2	Joint Development	2023	2025	Planning	TBD	• Authorize ENA
37	Chavez/Soto Joint Development	Joint Development	2021	2023	JDA	TBD	• TBD
38	Taylor Yard Lot 2B Joint Development	Joint Development	2020	2022	JDA	TBD	• TBD
PROGRAMS							
39	TOC Small Business Fund	Program	Ongoing	Ongoing	Implementation/Operation	December 2019	• Approve amended program eligibility and additional lending partner
40	TOD Planning Grant Program	Program	N/A	N/A	Planning	FY 2020	• TOD Planning Grant Program Lessons Learned and Recommendations
41	Multi-year Sub-regional Programs	Program	2019	2057	Planning	January 2019	• Approve Programming of the Measure M Multi-Year Subregional Program funds for the Las Virgenes-Malibu subregion
STUDIES/PLANS							
42	Long Range Transportation Plan Update	Study/Plan	2017	2020	Planning	January 2019	• Receive and File Overview module framework and public outreach phase 1 results
43	Inglewood First/Last Mile (includes Airport Metro Connector FLM plan)	Study/Plan	N/A	N/A	Planning	February 2019	• Adopt Inglewood First/Last Mile Plan
44	Transit to Parks Strategic Plan	Study/Plan	N/A	N/A	Planning	February 2019	• Approve Plan
45	First/Last Mile Planning: Purple Line Sections 2 and 3 and First/Last Mile Guidelines	Study/Plan	N/A	N/A	Planning	March 2019	• Approve FLM Guidelines
46	Rio Hondo Confluence Station Feasibility Study	Study/Plan	2019	2022	Feasibility/Alternatives Analysis	May 2019	• Receive progress update on Feasibility Study
47	LAUS/Civic Center Exploratory Taskforce	Study/Plan	N/A	N/A	Planning	FY 2019	• Approval of Action Plan

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	Name	Type	Groundbreaking / Initiation Fiscal Year	Opening/ Completion Fiscal Year	Status	Next Board Date (two FYs outlook) ▼ Sorted	Next Board Action
48	First/Last Mile Planning: Foothill Gold Line Phase 2B Extension	Study/Plan	N/A	N/A	Planning	July 2019	• Approve First Last Mile Plan for Foothill Gold Line Phase 2B Stations
49	BRT Vision and Principles Study	Study/Plan	2019	2021	Planning	Fall 2019	• Receive and File status update
50	Integrated Station Design Solutions	Study/Plan	2018	2020	Planning	TBD	• Final Findings (TBD)
51	Goods Movement Strategic Plan	Study/Plan	2018	2020	Planning	TBD	• TBD
POLICIES							
52	Equity Platform	Policy	TBD	TBD	Planning	January 2019	• Receive and File FY19 Activation Plan
53	TOC Implementation Plan and Performance Metrics	Policy	Ongoing	Ongoing	Planning	June 2019	• Receive and File Draft TOC Metrics (with LRTP Equity Metrics)
OTHER							
54	Twenty-Eight by '28 Financial and Funding Plan	Other	N/A	N/A	Planning	January 2019	• Receive Board direction
55	Projects & Programs Dashboard	Other	2018	Ongoing	Implementation/Operation	May 2019	• Receive and File interim dashboard
56	Short Range Financial Forecast	Other	N/A	N/A	Planning	Summer 2019	• Annual Receive and File

Notes:

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Countywide Planning & Development Dashboard

Planning & Programming Committee
January 16, 2019



Support for a Transformative Transportation Agency

- Facilitating transformation, transparency and accountability
 - Planning, design and environmental review processes
 - Public engagement and equity
 - Financial planning and funding
 - Real property acquisition, development and management
 - Operating programs
- Work program dashboard

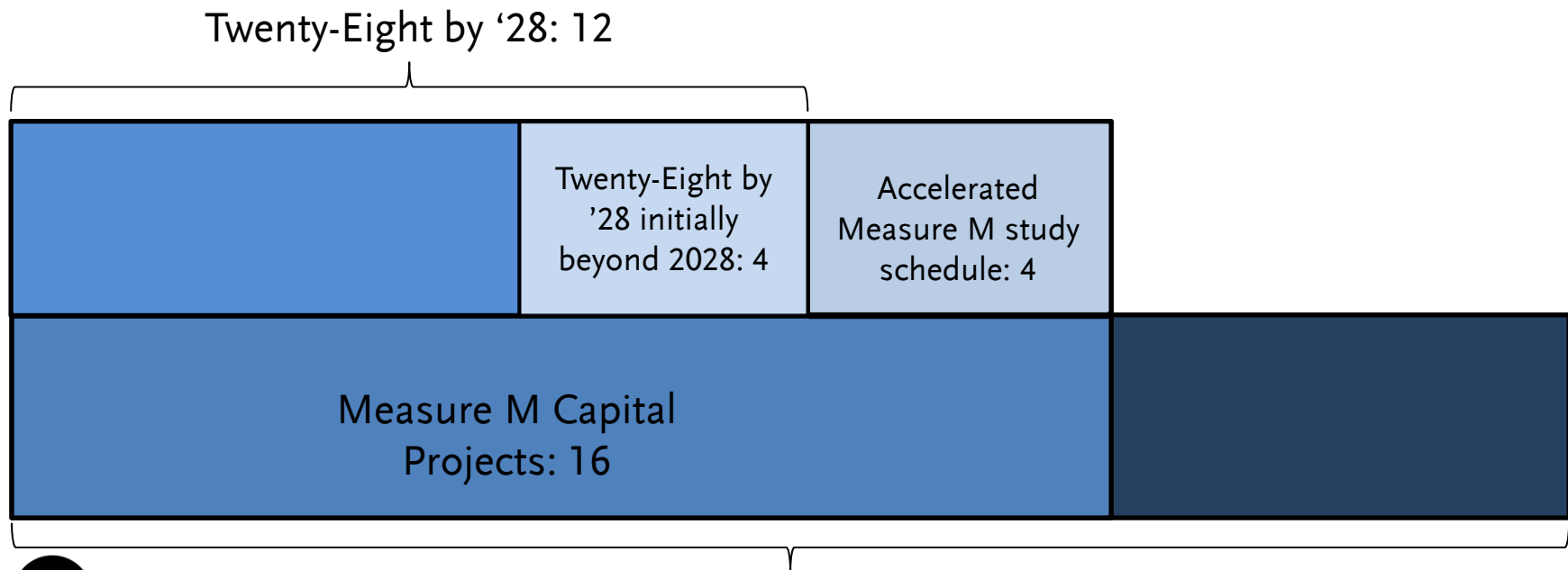


Comprehensive, Coordinated Catalytic Change

- Many efforts, programs and funding sources to achieve and maintain Measure M's promise
- *e.g.*, Propositions A and C contribute funding to both capital projects and operations to make Measure M's transformative program possible
- Over the next 10 years, Propositions A and C are forecast to contribute...
 - \$8.6 billion to match Measure M (local match for capital) and other Metro capital investments
 - \$9.8 billion for Metro and other transit operations

Countywide Planning & Development Dashboard

- Dashboard summarizes key projects and programs that are pending or ongoing before the Board
- All capital project schedules are tracking with Measure M mandates or faster



Back to Work



Metro®



Board Report

File #: 2018-0736, File Type: Program

Agenda Number: 18.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 16, 2019

SUBJECT: OPEN STREETS GRANT PROGRAM FY2020 MINI-CYCLE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Metro Open Streets Grant Program FY 2020 Mini-cycle Application and Guidelines (Attachment B); and
- B. REPROGRAMMING \$252,688 in unutilized Cycle Two funds towards the FY 2020 Mini-cycle; and to fully fund Cycle Three awarded events in El Monte and Paramount.

ISSUE

Board approval will authorize the Open Streets Grant Program FY 2020 Mini-cycle, as directed by the Metro Board at its September, 2018 meeting. Board Approval is needed to proceed with the Mini-cycle competitive grant program framework and release the Guidelines and Application to Los Angeles County Cities, County and Councils of Government offices that were not awarded funding during the Cycle Three application process and are eligible for funding assistance to implement Open Street events in FY 2020.

BACKGROUND

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional Open Street events in response to the June 2013 Board Motion 72. Open Street events are temporary one-day events that close city streets to automotive traffic and open them to people to walk, bike or roll. The goals of the program are to provide opportunities to experience walking, riding a bike, and riding transit possibly for the first time; to encourage future mode shift to walking, bicycling and taking public transportation; and to promote civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

At the June 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions for Cycle One of the

Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 jurisdictions for Cycle Two. By the end of Cycle Two in December 2018, 25 events that were awarded funding in Cycle One and Cycle Two have been completed, totaling nearly 160 miles of open streets across 29 separate jurisdictions.

DISCUSSION

At its September 2018 meeting the Board approved funding recommendations for a third Cycle of 15 Open Street events in 18 cities, and directed staff to:

- Report back on the regional diversity of previous cycles and potential strategies to ensure regional diversity of funding in this and future cycles; and
- With a focus on regional equity, create a \$1 million dollar Mini-cycle in FY 2020 of Open Street grant applications that is open to all communities and Councils of Governments in Los Angeles County, excluding those that have received funding from the Cycle Three Grants: the cities of South Pasadena, West Hollywood, Culver City, Los Angeles, San Fernando, San Dimas, Long Beach and Paramount; and the San Gabriel Valley Council of Governments.

Regional Diversity in Funding

In response to Motion 72 (Attachment A) in 2013 staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County. In order to increase knowledge of the program, staff reached out via email to each of the 88 independent cities in the County and presented at the Streets and Freeways Subcommittee and the Los Angeles Technical Advisory Committee. During the 2014, 2016 and 2018 funding cycles, staff hosted application workshops at Metro Headquarters and LA County Councils of Government offices. During Cycles Two and Three additional points were added for multijurisdictional events and events proposed in disadvantaged communities, as determined by the CalEnviroScreen score. The table below represents the diverse range of applications received and funded in Cycles One, Two and Three.

Subregion	Apps Received	Percent of Total Apps Received	Apps Awarded	Percent of Total Apps Awarded
San Gabriel Valley	12	18.8%	10	22.7%
Gateway Cities	17	26.6%	9	20.5%
Central Los Angeles	12	18.8%	9	20.5%
Westside Cities	10	15.6%	8	18.2%
South Bay	6	9.4%	3	6.8%
San Fernando Valley	4	6.3%	3	6.8%
Arroyo Verdugo	3	4.7%	2	4.5%
Total	64	100.0%	44	100.0%

In order to continue to increase regional diversity of applications and ensure that all cities have an equal opportunity to apply for events, staff will continue to work with Councils of Government offices to offer application workshops; present to relevant committees at Metro; offer an application workshop at Metro Headquarters; and coordinate with Councils of Governments and other cross-

jurisdictional entities to assist with grant writing assistance for smaller, more disadvantaged cities across the County.

FY 2020 Mini-cycle Initiation

The Application and Guidelines for the FY 2020 Mini-cycle (Attachment B) will mirror those for Cycle Three, and are informed by feedback from applicants, grantees and participants of Cycles One and Two, as well as recommendations solicited from the Open Streets Evaluation Study contractor. The goal of the Application and Guidelines is to ensure that the FY 2020 Mini-cycle continues to promote multi-modal access, advance active transportation at local levels and encourage transit usage. During Cycle Three a maximum funding ceiling of \$500,000 per event was implemented. That higher funding ceiling will remain for the FY 2020 Mini-cycle and is consistent with the new Equity Platform Framework in so far as a higher level of Metro funds is available to cities that would otherwise not be able to produce an Open Street event in their community due to lack of city funds available.

Reprogramming of Funds

After reconciling expended funds from Cycle Two, staff is requesting that \$103,688 in unutilized funds for closed-out Cycle Two grants in the cities of San Dimas and Whittier, be reprogrammed, along with \$149,000 for a cancelled event in the City of Montebello. Of the combined total, \$71,688 will be reprogrammed toward the FY 2020 Mini-cycle, and \$181,000 will be used to fully fund the requested grant amount for Cycle Three awarded events in the cities of El Monte and Paramount.

Equity Platform

By increasing the funding ceiling for the Open Streets program and providing additional scoring points to disadvantaged communities during the competitive application review process, as defined by the CalEnviro Screen, the Mini-cycle advances the Equity Platform. Metro outreach participation in Open Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program FY 2020 Mini-cycle will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

There is no impact to the FY 2019 budget. Up to \$1 million for the FY 2020 Mini-cycle will be requested during the FY 2020 budget process. Staff will work with the Office of Management and Budget to identify a funding source through the end of FY 2020. As this is a multi-year program it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in future Cycles.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Open Streets FY 2020 Mini-cycle aligns well with Strategic Plan Goal 3. By introducing local

communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility firsthand and possibly for the first time, Metro is leveraging its investment in the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. By introducing new users to taking public transit, walking and riding a bike on a city street, possibly for the first time, Open Street events increase Metro's ability to meet the Strategic Plan Vision 2028 of doubling non drive-alone mode-share (carpool, transit, walking and biking) trips in the next 10 years.

ALTERNATIVES CONSIDERED

The Board has the option to not approve the FY 2020 Mini-cycle initiation. This alternative is not recommended as it is not in line with Board goals to increase awareness of opportunities throughout Los Angeles County for taking public transportation, walking and riding a bicycle.

NEXT STEPS

Upon Board approval, staff will release the application package for the FY 2020 Mini-cycle. An easy to fill out web-based application will be utilized and an informational workshop will be held for applicants. It is anticipated that the application will be released in Spring 2019 with staff returning for Board approval of the FY 2020 Mini-cycle in ~~June 2018~~ July 2019.

ATTACHMENTS

Attachment A - June 27, 2013 Board Motion #72

Attachment B - Open Streets FY 2020 Mini Cycle Application Package & Guidelines

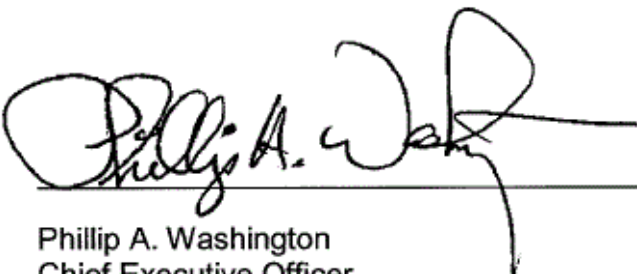
Prepared by: Brett Thomas, Senior Transportation Planner, Countywide Planning & Development, (213) 922-7535

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



Phillip A. Washington
Chief Executive Officer

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

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

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

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

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

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

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

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

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

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

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

CONTINUED

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

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

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

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

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

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

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

###

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

Open Streets FY 2020 Mini-cycle Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

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

Eligibility

With a focus on regional equity, FY 2020 Mini-cycle applications are open to the County, and all city and council Councils of Government offices within Los Angeles County excluding those that received funding from the Cycle Three Grants: the cities of South Pasadena, West Hollywood, Culver City, Los Angeles, San Fernando, San Dimas, Long Beach and Paramount; and the San Gabriel Valley Council of Governments. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$1,071,688 available for grants for the Open Streets FY 2020 Mini-cycle. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in July 2019, pending Metro Board approval and events must be staged by June 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency’s existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

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

Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

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

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

*** As an example see San Francisco’s “Wiggle” - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

Route includes multiple jurisdictions	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes; and economic impact on local retailers. Additional reporting criteria will be added to the Memorandum of Understanding and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72 including providing post-implementation reports that include plans for any new permanent active transportation infrastructure in the community, and/or temporary pop-up pilot infrastructure along the event route for a pilot period after the event is held if feasible, and what other means the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

General and Administrative Conditions Lapsing Policy

Open Streets FY2020 Mini-cycle events must be staged by June 31, 2020 and funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

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

Audits and Event Scheduling

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

Application

General Information

1. City/Government Agency Name:

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

General Open Street Event Information

9. Open Street Event Name
(Example: Sunnytown Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.

10. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnytown will be closed to cars from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)
Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):
Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:
Maximum Allowed: 3 digits

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

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.
Maximum Allowed: 150 characters.

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

If "YES" for Question 15

15a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

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

If “YES” for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

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

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated month & year of Event (Funds will be available starting in July 2019, pending Metro Board approval. Event must be staged by June 31, 2020) *Maximum Allowed: 6 digits*

19. Does your City’s General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

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

Demonstration of Event Success

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

If “YES” for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If “NO” for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to

transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If “YES” for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

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

Maximum Allowed: 10 characters.

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

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

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

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

Maximum Allowed: 10 characters.

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

Maximum Allowed: 7 characters.

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

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

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

Route Setting

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

List all partner cities.

If “YES” to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters

If "YES" to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters

If "YES" to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters.

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

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

39. Will the event be innovative? Y/N

If "YES" to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

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

Maximum Allowed: 4 digits

Regional Significance

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

Maximum Allowed: 250 characters

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

Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.

Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

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

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

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

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

Open Streets FY 2020 Mini-cycle



Metro

September, 2018 Board Motion

September, 2018 Board Motion 16.1 directed staff to:

- Report back to the Board in 120 days with potential strategies and methods to ensure resources are spread across a wider geographical area;
- Create a “mini-cycle” in FY2020 of Open Street Grant applications for communities that have not received funding from the Cycle 3 Grants; and
- Identify potential funding sources of up to \$1 million for the “mini-cycle” Open Street event applications.



Recommendation

Staff recommends the following components:

- AUTHORIZING the Metro Open Streets Grant Program FY 2020 Mini-cycle Application and Guidelines (Attachment B).
- REPROGRAMMING \$252,688 in available Cycle Two funds towards the FY 2020 Mini-cycle (\$71,688) ; and to fully fund Cycle Three awarded events in El Monte and Paramount (\$181,000).



Regional Diversity in Funding

Funding Distribution For All Cycles

Subregion	Apps Received	Percent of Total Apps Received	Apps Awarded	Percent of Total Apps Awarded
San Gabriel Valley	12	18.8%	10	22.7%
Gateway Cities	17	26.6%	9	20.5%
Central Los Angeles	12	18.8%	9	20.5%
Westside Cities	10	15.6%	8	18.2%
South Bay	6	9.4%	3	6.8%
San Fernando Valley	4	6.3%	3	6.8%
Arroyo Verdugo	3	4.7%	2	4.5%
Total	64	100.0%	44	100.0%

Regional Diversity in Funding

Methods to Ensure Regional Diversity

- Continue to work with COG offices to offer application workshops;
- Present to relevant committees at Metro;
- Offer an application workshop at Metro Headquarters; and
- Coordinate with COGs and other cross-jurisdictional entities to assist with grant writing assistance for smaller, more resource challenged cities across the County.



Metro

Map of Approved Events All Cycles



0 5 10 Miles

Cycle Three Recommendations

Cycle One Funded Events

Cycle Two Funded Events



Funding Identification

- Staff is requesting to reprogram \$252,688 in available Cycle Two funds towards the FY 2020 Mini-cycle; and to fully fund Cycle Three awarded events in El Monte and Paramount
- Staff is coordinating with the Office of Management and Budget to identify a funding source within the FY 2020 budget process to fund the remainder of the FY 2020 Mini-cycle



Next Steps

Pending Board Approval:

- Release online application in early February 2019;
- Hold a workshop;
- Outreach to COGs, the Metro TAC and TAC subcommittees to present at meetings and offer grant writing assistance for smaller, more disadvantaged cities; and
- Return to Board for the Mini-cycle funding recommendations in summer 2019.





Board Report

File #: 2018-0767, **File Type:** Program

Agenda Number: 19.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 16, 2019**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - LAS VIRGENES/MALIBU
SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of \$22,045,893 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation/Transit/Tech Program (Attachment A);
2. programming of \$18,824,581 in Measure M MSP Highway Efficiency Program (Attachment B); and

B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each Subregion is required to develop the MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$57,888,134 was forecasted to be available for programming in Fiscal Year (FY) 2017-18 to FY 2021-22, to the Las Virgenes/Malibu Subregion in two Programs: 1) Active Transportation/Transit/Tech (expenditure line 56); and 2) Highway Efficiency (expenditure line 57). Board approval is necessary to program the funds to these projects and serve as the basis for Metro to enter into Funding Agreements with the respective implementing agencies.

DISCUSSION

On June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines), with two amendments and five approved motions. Subsequently, the Administrative Procedures for Measure M MSP were signed by the Chief Executive Officer (CEO) on

February 2, 2018.

The Las Virgenes/Malibu Subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village and adjacent unincorporated area of Los Angeles County. On May 31, 2018, a Funding Agreement was executed between Metro and the Subregion Council of Governments (COG) for the Planning Activities (Plan development and updates) for the MSP. The COG led the Plan development process, which includes working with all the member jurisdictions along with the public participation process. The COG Governing Board also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

In the last several months, Metro staff worked closely with the COG and the implementing agencies on project eligibility reviews of the proposed projects. For those proposed projects that are to be programmed in FY 2018-19 and FY 2019-20 (near term - first two programming years), Metro required a detailed project scope of work during staff review for eligibility and program nexus during the Plan development process, i.e. project location and limits, length, project elements, project phase (s), total project expenses and funding requested, and project schedule, etc. The amount of details will ensure timeliness of the Project Funding Agreements execution once the Metro Board approves the Plan. For those proposed projects that will have programming funds in FY 2020-21 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work with the Subregion and the implementing agencies on the details through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency proving the eligibility of each project as required in the Guidelines.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under both Programs. COG along with the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village and adjacent unincorporated area of Los Angeles County undertook a robust outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes-Malibu Subregional projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In Fiscal Year (FY) 2018-19, \$415,000 is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation/Transit/Tech Program (Project # 474401) and \$1.5 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Since

these are multi-year projects, Cost Centers 0441 (Planning - Subsidies to Others) and 0442 (Highway Subsidies) will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these projects are Measure M Transit, First/Last Mile (Capital) and Highway, Active Transportation, Complete Streets (Capital). These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

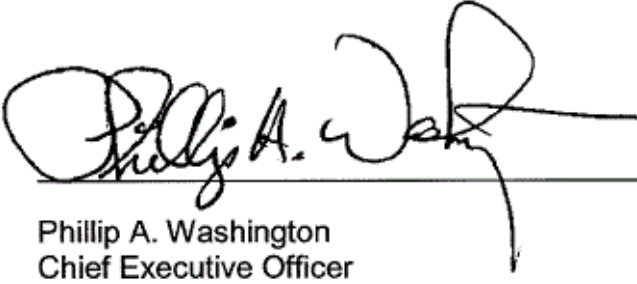
Upon Board approval, respective implementing agencies will be notified, and Funding Agreements will be executed with those who have funds programmed in FY 2018-19 and FY 2019-20. Staff will continue to work with the Las Virgenes/Malibu Subregion COG and the implementing agencies to identify and implement projects. Annual updates will be provided to the Board.

ATTACHMENTS

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

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Phillip A. Washington
Chief Executive Officer

**Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction	\$ 1,656,164				\$ 1,656,164
2	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road & Old Topanga Canyon Road to City Limits	PS&E Construction	450,200	3,172,765	2,590,285		\$ 6,213,250
3	Calabasas	MM4401.04	Old Town Parkway Improvements - Park Granada to City Limits*	PS&E Construction				1,987,335	\$ 1,987,335
4	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		41,915	118,238	523,066	\$ 683,219
5	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	1,500,000	1,200,000	800,000		\$ 3,500,000
6	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	3,206,314	1,146,364			\$ 4,352,678
7	Westlake Village	MM4401.08	Lindero Sidewalk Extension - Thousand Oaks Blvd to Via Colinas*	PS&E ROW			1,175,023	1,203,224	\$ 2,378,247
8	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction	100,000	100,000	175,000	500,000	\$ 875,000
9	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction	50,000	100,000	250,000		\$ 400,000
Total Programming Amount					\$ 6,962,678	\$ 5,761,044	\$ 5,108,546	\$ 4,213,625	\$ 22,045,893

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

**Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Agoura Hills	MM5503.01	U.S 101/Palo Comado Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange	PS&E Construction	\$ 5,393,212	\$ 2,802,224			\$ 8,195,436
2	Agoura Hills	MM5503.02	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road *	Env PS&E			1,051,879	1,761,614	2,813,493
3	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	PS&E, ROW Construction	468,006	243,169	249,247	255,230	1,215,652
4	Malibu	MM5503.04	Malibu Park and Ride Lots	ROW	3,100,000				3,100,000
5	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction	150,000	150,000	1,000,000	700,000	2,000,000
6	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction	200,000	125,000	700,000	475,000	1,500,000
Total Programming Amount					\$ 9,311,218	\$ 3,320,393	\$ 3,001,126	\$ 3,191,844	\$ 18,824,581

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