

Metro

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



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Agenda - Final Revised

Wednesday, February 17, 2016

2:00 PM

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

Planning and Programming Committee

Mike Bonin, Chair

Sheila Kuehl, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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

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

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

CALL TO ORDER

ROLL CALL

11. APPROVE Consent Calendar Items: 12, 13, 14, 15 and 16.

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

CONSENT CALENDAR

12. RECEIVE AND FILE status report on **activities to implement the First/Last Mile Strategic Plan.** [2016-0008](#)
Attachments: [Attachment A - First and Last Mile Implementation Update.pdf](#)
13. RECEIVE AND FILE report in response to the Metro Board July 23, 2015 directive to provide bi-monthly updates on the **Eastside Transit Corridor Phase 2 Technical Study and Community Outreach.** [2015-1255](#)
Attachments: [Attachment A - July Board Motion](#)
[Attachment B - Map of North-South Alignment Concepts for Washington Blvd.ppt](#)
[Attachment C - Project Schedule](#)
14. RECEIVE AND FILE update on the **status of the advanced Bus Rapid Transit (BRT) technical studies for the Vermont and North Hollywood to Pasadena corridors** in response to the July 24, 2014 and October 23, 2014 Board directives. [2015-1661](#)
Attachments: [Attachment A - July 24, 2014 Board Motion](#)
[Attachment B - October 23, 2014 Board Motion](#)
15. RECEIVE AND FILE the **introduction of the Paid Parking Pilot Program.** [2015-1715](#)
16. RECEIVE AND FILE quarterly **status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion. [2015-1660](#)
Attachments: [Attachment A - June 26, 2014 Board Motion](#)

(ALSO ON CONSTRUCTION COMMITTEE)

NON-CONSENT

17. RECEIVE oral presentation by **Road Charge Technical Advisory Committee members representing the Los Angeles region.** [2016-0095](#)

18. APPROVE: [2016-0087](#)

A. **Metro funding priorities for recommendation to the California Transportation Commission for the prioritization of projects for funding in the 2016 STIP (Attachment A); and**

B. **Resubmittal of the 2016 Regional Transportation Improvement Program (RTIP) for Los Angeles County as adopted by the Metro Board in December 2015 (Attachment B).**

Attachments: [Attachment A - FY2016 STIP Allocation Priorities](#)
[Attachment B - 2016 RTIP for Los Angeles County and ITIP Projects](#)

19. AUTHORIZE the Chief Executive Officer to approve the **development of project applications for grant funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund (GGRF) through the Transit and Intercity Rail Capital Program (TIRCP).** [2015-1712](#)

Attachments: [Attachment A - Proposed Metro TIRCP Projects Decision Matrix.pdf](#)
[Attachment B - Disadvantaged Communities Map.pdf](#)
[Attachment C - Amendment to Item No. 28 by Director Butts, October 22, 2015.](#)

20. CONSIDER: [2015-1710](#)

- A. RECEIVING AND FILING the **Final Statewide and Southern California Association of Government's (SCAG) recommended Active Transportation Program (ATP) Cycle 2 Results Summary for Los Angeles County** (Attachment A);
- B. APPROVING proposed 2016 ATP Grant Assistance Policy (Attachment B); and
- C. AUTHORIZING the CEO to reprogram Call for Projects commitments with reduced amounts to reflect ATP partial awards (Attachment C).

Attachments: [Attachment A - ATP Cycle 2 Results for Los Angeles County.pdf](#)
[Attachment B - 2016 ATP Grant Assistance Policy.pdf](#)
[Attachment C - Reprogrammed Call for Projects Commitments.pdf](#)
[Attachment D - ATP Cycle 3 Projects Evaluation.pdf](#)

21. AUTHORIZE the Chief Executive Officer (CEO) or designee to execute an agreement with the **State of California for Active Transportation Program (ATP) grant funds for the Metro Blue Line First/Last Mile Plan.** [2016-0047](#)

Attachments: [Attachment A - Resolution.pdf](#)

22. AUTHORIZE the Chief Executive Officer to: [2016-0053](#)

- A. Execute Modification No. 9 (within the existing LOP budget) to Task Order No. 01 under Contract PS2415-3024-02, with **HNTB Corporation (HNTB) for the Bob Hope Airport/Hollywood Way Metrolink Station Project** (Project) for additional engineering and to authorize design support during construction (DSDC), in the amount of \$199,457, increasing the contract value from \$1,210,562 to \$1,410,019; and
- B. Increase Contract Modification Authority (CMA) specific to Task Order No. PS2415-3024-02-01, Bob Hope Airport/Hollywood Way Metrolink Station Project, in the amount of \$200,000, increasing the total authorized CMA amount from \$450,000 to \$650,000.

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

23. CONSIDER: [2016-0062](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to award an eighteen-month firm fixed price contract, Contract No. AE439330011938 (RFP No. AE11938), to **Ted Tokio Tanaka Architects in the amount of \$1,793,023 to perform design services and construction support for the 1st and Central Station Improvement Project**; and
- B. APPROVING Contract Modification Authority specific to Contract No. AE439330011938 in the amount of \$268,954.

Attachments: [Attachment A - AE11938 Procurement Summary 1.28.16](#)
[Attachment B - Project Area Map.pdf](#)
[Attachment C - DEOD Summary](#)

24. AUTHORIZE: [2016-0025](#)

- A. the Chief Executive Officer (CEO) to execute a five-year (5-year) **Lease Agreement, including an option to extend the term for three (3) additional five-year periods, with Beyond Food Mart, Inc. (Beyond) for the operation of a retail business at the El Monte Transit Center** at an average first year annual lease rate of \$1.63/square foot or approximately \$51,000; and
- B. the new net revenue generated to be applied to the Risk Allocation Matrix savings.

Attachments: [Attachment A - Preliminary Space Plan.pdf](#)
[Attachment B - Summary of Lease Agreement Key Terms.pdf](#)

25. APPROVE **Alternative 2 of the Rosecrans/Marquardt Grade Separation** to advance into the Final Environmental Document. [2016-0014](#)

Alternative 2 is an overpass that realigns Rosecrans Avenue to the south over the Burlington North Santa Fe (BNSF) railroad right-of-way in the City of Santa Fe Springs.

26. AUTHORIZE the Chief Executive Officer (CEO) to execute a **twenty-five (25) year license agreement (License) with the City of Pasadena (City) allowing the City to use that portion of the Metro property situated between Green Street and Holly Street in Old Pasadena and lying above the Metro Gold Line's subterranean improvements, as depicted on Attachment A (License Property), for pedestrian, bicycling use and other purposes consistent with these uses.** [2016-0007](#)

Attachments: [Attachment A - Plat of the License Property - Old Pasadena Right-of-Way.pdf](#)

27. RECEIVE AND FILE update on feasibility of **Advanced Locomotive Emission Control Systems at the Central Maintenance Facility and Los Angeles Union Station.** [2016-0130](#)

32. CONSIDER: [2016-0021](#)

- A. AUTHORIZING staff to begin the necessary steps to **advance the project delivery of the Westside Purple Line Extension Project - Section 3 (Century City to Westwood/VA Hospital) as part of a the larger package of the Shovel Ready Program of Projects which includes the advancement of other Measure R projects:**
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification No. 58 to Contract No. PS43502000 with **Parsons Brinckerhoff (PB) Inc. to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during solicitation processes, and design support services during construction for Section 3 of the Westside Purple Line Extension Project, in an amount not to exceed \$28,085,033, increasing the total contract value from \$161,785,321 to \$189,870,354; and**
- C. AMENDING the **Fiscal Year 2016 (FY16) Budget for the Westside Purple Line Extension Project - Section 3** by \$8,000,000.

Attachments: [Attachment A- Operation Shovel Ready - Transit Projects](#)
[Attachment B - Procurement Summary.pdf](#)
[Attachment C - Contract Mod-Change Order Log.pdf](#)
[Attachment D - DEOD Summary.pdf](#)

Adjournment

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

**Board Report**

File #: 2016-0008, **File Type:** Informational Report**Agenda Number:** 12.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016

SUBJECT: FIRST/LAST MILE STRATEGIC PLAN IMPLEMENTATION UPDATE**ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE status report on **activities to implement the First/Last Mile Strategic Plan.****ISSUE**

Metro Director Eric Garcetti requested that staff provide an update on the implementation of Metro's First/Last Mile Strategic Plan (adopted April 2014). An update was last provided by staff on June 17, 2015.

DISCUSSION

As reported to the Planning and Programming Committee on January 20, 2016, through the Active Transportation Strategic Plan effort, staff estimated preliminary annual active transportation needs, including first/last mile needs, in Los Angeles County in the range of \$549 million to \$1.48 billion. This high-level estimate reflects regional and local active transportation networks, first and last mile access to major transit stations, Metro bike services (capital costs, operations and maintenance), and education and encouragement programs. A component of the overall figure, the first/last mile access to major transit stops/stations has an estimated annual range from \$457 million to \$872 million. These preliminary cost estimates will be further refined as staff develop the Active Transportation Strategic Plan.

Near Term Highlights

- **Innovative Partnership** - Metro staff has been negotiating a pilot partnership with ride-hailing service Lyft to address first/last mile issues. The basis of the partnership is to test ride-hailing as a first/last mile solution at selected Metro station locations through marketing. The potential benefits of this partnership for Metro are improving ridership and transit customers' experience, improving overall mobility and convenience, and sustainability policy objectives for reduced dependence on driving alone. The details of the agreement are being finalized. In general, the 12- to 18-month pilot program with Lyft focuses on analyzing Lyft ridership data through a collaborative research effort and cross marketing and promotion of Lyft services at

select Metro stations.

- Additional progress has been made on implementing the First/Last Mile Strategic Plan including the following activities:
 - The Active Transportation Program (ATP)-funded Blue Line First/Last Mile Plan was allocated funds by the California Transportation Commission at its October 2015 meeting. The statement of work is being finalized for procurement. Project start is anticipated in 1st quarter of FY 2017.
 - ~~Procurement and contractor selection for a First and Last Mile Training program. The trainings will be conducted at the sub-regional level this year with city staff and elected officials.~~ Procurement and contractor selection process is underway for a First and Last Mile Training program. Once a contractor is in place Metro will develop a schedule for trainings for local staff to be conducted at the sub-regional level. As part of the trainings, participants will conduct a walk audit and begin drafting a first/last mile plan.
 - Various activities to position first/last mile improvements for funding under the cap-and-trade Affordable Housing and Sustainable Communities program, including commenting on program guideline revisions, developing a Metro policy framework, and outreach to local agencies.
 - Metro's Wayfinding Signage Grant Pilot Program is in progress. This Program provides assistance to local cities to implement wayfinding signage to enhance first / last mile connectivity to Metro fixed guideway stations. The applications were due November 13, 2015. Staff is currently evaluating applications and anticipates presenting funding recommendations to the Metro Board in March 2016.
 - Coordination with local cities on first and last mile messaging for the line openings for Expo Line Phase II and Gold Line Foothill Extension.

At the local level, multiple first and last mile implementation activities are in progress around Los Angeles County. By way of example, in preparation for the Gold Line Foothill Extension, the City of Duarte is implementing first and last mile improvements for the Duarte Gold Line Station. Also at the local level, the Metro Call for Projects has funded multiple first and last mile projects throughout Los Angeles County.

As shown in Attachment A - First and Last Mile Implementation Update, a matrix of detailed tasks for implementation was provided for the Planning and Programming Committee on June 17, 2015. The matrix contains the current status of each item as of February 2016.

NEXT STEPS


Staff will continue to carry out the First and Last Mile Trainings and procurement for the Blue Line First and Last Mile Planning effort. As local efforts for first and last mile implementation projects continue to gain traction in the County, staff will develop a tracking mechanism for these projects.

ATTACHMENTS

Attachment A - First and Last Mile Implementation Update

Prepared by: Katie Lemmon, Transportation Planning Manager, (213) 922-7441
Jacob Lieb, Sustainability Policy Manager, (213) 922-4132
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

This table was provided on June 17, 2015 for a Planning and Programming Committee update. The “Status” column has been added to indicate progress on each item as of the February 17, 2016 Planning and Programming Committee meeting.

Table A-1: First/Last Mile Strategic Plan Implementation Concepts

Task	Subtask	Description	Status
1. Identify, plan, and scope additional pilot project locations	1.1 Deliver pilot projects	Work with successful ATP project sponsors to implement their projects	In Progress
	1.2 Refine and develop remaining pilot stations	Complete planning work and rework ATP applications for funding	City of Santa Monica 17 th Street project funded through Metro Call for Projects
	1.3 Identify future pilot stations	Utilize existing funding sources to implement temporary (a.k.a. pop-up) first/last mile projects	Coordinating with SCAG on pop-up projects through Go Human campaign
2. Facilitate private-sector involvement including bike, car, and ride share services	2.1 Implement car share pilot program	Solicit bids for operating car share and initiate pilot program	Pilot program ongoing
	2.2 Implement permanent car share program	Incorporate lessons learned from pilot and implement at new park and ride facilities	Pending
	2.3 Study integration with technology	Study and report on infrastructure and technological barriers and opportunities for first/last mile solutions	Pending
	2.4 Integrate first/last mile improvements in joint development	Where feasible, include physical linkages to stations	Ongoing coordination; first / last mile assessment part of joint development process
	2.5 Convene private sector workgroup	Workgroup would focus on additional areas for private sector involvement in meeting first/last mile goals and objectives	Ad-hoc discussions with individual private sector entities including Lyft, Uber, and employer-based EV shuttle program

Task	Subtask	Description	Status
3. Conduct first/last mile planning on existing transit lines	3.1 Conduct first/last mile planning for Metro Blue Line	Seek allocation/obligation of ATP funds. Procure consultant and deliver final product	ATP funds allocated by CTC. Procurement upcoming.
	3.2 Seek additional planning funds to conduct first/last mile planning on Metro fixed-guideway lines	Identify and seek additional funding from ATP and other sources	Assessing location for need
	3.3 Seek funding to initiate a grant program for local jurisdictions to conduct first/last mile planning for non-fixed guideway transit service	Identify opportunities to create a Metro-sponsored grant program. Funding TBD	Pending
4. Develop guidelines and criteria for future Measure R transit projects	4.1 Include first/last mile planning into planning budget for second and third decade Measure R transit projects	Conduct first/last mile planning as part of alternatives analysis	Pending
	4.2 When feasible, include first/last mile improvements as design elements of approved second and third decade Measure R transit projects	Provide design criteria and specifications for first/last mile improvements	Pending
5. Evaluate and refine first/last mile planning methodologies	5.1 Conduct before/after studies of pilot stations	Measure and document impact of first/last mile improvements including ridership and safety factors	Pending
	5.2 Update first/last mile planning methodology	Update methodology to include socio-economic indicators	To be updated through Blue Line First / Last Mile Planning effort
	5.3 Conduct first/last mile planning trainings for local jurisdictions and organizations	Host trainings for interested jurisdictions and organizations about applying the planning methodology	In Progress

Task	Subtask	Description	Status
6. Develop and identify funding need and sources	6.1 Include estimated cost for first/last mile planning for existing Metro fixed-guideway system	Create funding need matrix for conducting first/last mile planning of existing Metro fixed-guideway system	In Progress
	6.2 Estimate first/last mile construction funding needs based on results of 3.1 and 3.2	Once planning is complete, prepare cost estimates for the total construction funding need	In Progress
	6.3 Prepare a funding strategy for first/last mile build-out	Develop funding and financial plan for first/last mile improvements	In Progress
	6.4 Identify funding for first/last mile improvements to second and third decade Measure R transit projects	Identify and seek eligible funding for first/last mile improvements from sources including any future local transportation funding mechanism	In Progress

**Board Report**

File #: 2015-1255, **File Type:** Informational Report**Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016****SUBJECT: EASTSIDE PHASE 2 UPDATE (OPERATION SHOVEL READY)****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report in response to the Metro Board July 23, 2015 directive to provide bi-monthly updates on the **Eastside Transit Corridor Phase 2 Technical Study and Community Outreach**.

ISSUE

In November 2014, the Board received the Eastside Transit Corridor Phase 2 Draft Environmental Impact Statement/Report (EIS/EIR) and approved carrying forward two build alternatives, the SR 60 North Side Design Variation (NSDV) and the Washington Boulevard Alternatives into further study. Staff was directed to address comments received from Cooperating and Public Agencies, identify an alternative to the Washington Blvd. via Garfield Alternative and analyze the feasibility of operating both alternatives.

At the July 23, 2015 meeting, the Board approved Contract Modification No. 12 for the Metro Eastside Transit Corridor Phase 2 Project, Alternatives Analysis (AA), Environmental Clearance, and Conceptual Engineering Consultant Services to undertake this work effort and Contract Modification No. 11 for community outreach in support of the Technical Study. With the approval of the contract modifications, the Board directed staff to provide bi-monthly updates on: (1) the project's contractual scope of work and description of the task order for the technical study; (2) the project's schedule and milestones for both the technical analysis and environmental planning process for all alternatives under consideration and study; and (3) bi-monthly updates on the project's schedule, progress reports and community outreach schedule and meeting results, including concerns raised by stakeholders (Attachment A). This report provides the requested bi-monthly update in response to the Board's direction.

DISCUSSION**Contractual Scope of Work**

The technical scope consists of three major work elements: investigations to address comments

raised by Cooperating and Participating Agencies on the Draft EIS/EIR, identification of an alternative connection to Washington Blvd, and a feasibility assessment of operating both alternatives. The technical study will also include a cost containment strategy that identifies potential phasing options. The outreach scope consists of regular engagement with project stakeholders, including the SR 60 and Washington Boulevard Coalitions, and providing updates to the communities in the project area.

Project Schedule and Milestones

The major work elements described above will result in several key project milestones summarized below.

Key Milestones	Target Completion
Analysis of New Alternative Connections to Washington Blvd	Q3 FY16
Advanced Conceptual Engineering	Q4 FY16
Responses to Cooperating and Participating Agency Comments	Q4 FY16
Updated Cost Estimates	Q1 FY17
Completion of Technical Study	Q2 FY17
Metro Board Approval of the Technical Study	Q3 FY17
Re-initiation of Environmental Clearance	Q4 FY17
Community Outreach	Ongoing

The Technical Study will address comments received from the Cooperating agencies and the November 2014 Board direction. It will also identify any necessary updates to the Draft EIS/EIR. Therefore, environmental clearance can be re-initiated upon Board approval of the Technical Study. Depending upon the results of the Technical Study and the degree of project scope change, the Draft EIS/EIR may require re-circulation. At that time, staff will be able to determine the impact, if any, to the Final EIS/EIR schedule. During the re-initiation, staff will consult with FTA on the environmental path forward.

The target completion date for the Analysis of New Alternative Connections to Washington Blvd has been moved from Q2 FY16 to Q3 FY16. This is necessary to accommodate stakeholder and community outreach meetings. The change does not impact the overall schedule.

Progress Report

Since the last Board update, the project team has made progress on the investigations to address comments provided by several Cooperating Agencies, including the United States Environmental Protection Agency (USEPA), the United States Army Corp of Engineers (USACE), Southern California Edison (SCE), and State of California Department of Transportation (Caltrans).

SR 60 Corridor Investigations

EPA has reviewed and approved the geophysical survey work adjacent to the Operating Industries, Inc. (OII) Superfund site, which was completed earlier this month. The SCE topographic survey work is complete. Caltrans has provided valuable input to inform the alignment refinements along the SR 60 NSDV segment near Paramount Blvd.

Washington N-S Connection Study

The Project Team has also identified several potential north-south alternatives to Washington Blvd, which were developed based on extensive feedback from the Washington Blvd. Coalition, elected officials and project stakeholders. The process started with 27 alignments options, which were screened down to three based on factors such as physical feasibility, proximity to major activity centers, and consistency with community goals. The alignments for the north-south alternatives, shown in Attachment B, are undergoing further technical analysis, which includes considerations such as cost, ridership, operability and traffic/circulation impacts. Upon completion of the Study, staff anticipates carrying two alternatives into more detailed engineering and technical analysis. These two alternatives will be brought to the Metro Board for consideration.

Staff continues to meet monthly with both Coalitions to provide updates on the technical work underway, discuss project issues and provide a look-ahead. In January 2016, the Study Team provided updates to both Coalitions and met with numerous community groups along the corridor to receive feedback on the project alternatives. Attachment C summarizes progress completed to date and shows that the project is on schedule.

West Santa Ana Branch (WSAB) - Eastside Phase 2 Connection Study

Staff issued a Notice to Proceed on the WSAB - Eastside Phase 2 Connection Study in November 2015. The Eastside Phase 2 Transit Corridor Study team is coordinating closely with the WSAB-Eastside Phase 2 Connection Study team, and is developing alternatives in a manner that does not preclude potential connectivity to the WSAB project. Both study efforts will be closely coordinated going forward.

NEXT STEPS

Staff will continue to work on the Technical Study and conduct stakeholder outreach. It is anticipated that the proposed north south alternative connections for Washington Boulevard will be presented to the Board for consideration in April 2016. Staff will continue coordinating with the WSAB Connection Study team.

ATTACHMENTS

Attachment A - July Board Motion

Attachment B - Map of North/South Alignment Concepts for Washington Blvd

Attachment C - Project Schedule

Prepared by: Eugene Kim, Deputy Executive Officer, (213) 922-3080
David Mieger, Executive Officer, (213) 922-3040
Renee Berlin, Managing Executive Officer, (213) 922-3035

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer



Metro

Board Report

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

**File #:2015-1105, File Type:Motion / Motion
Response**

Agenda Number:27.1

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

Motion by:

**MAYOR ERIC GARCETTI, SUPERVISOR DON KNABE,
SUPERVISOR HILDA SOLIS, DIRECTOR DIANE DuBOIS,
DIRECTOR JOHN FASANA AND DIRECTOR JACQUELYN DUPONT-WALKER**

July 15, 2015

**Relating to Item 27: File ID 2015-0706
Gold Line Eastside Extension Phase 2**

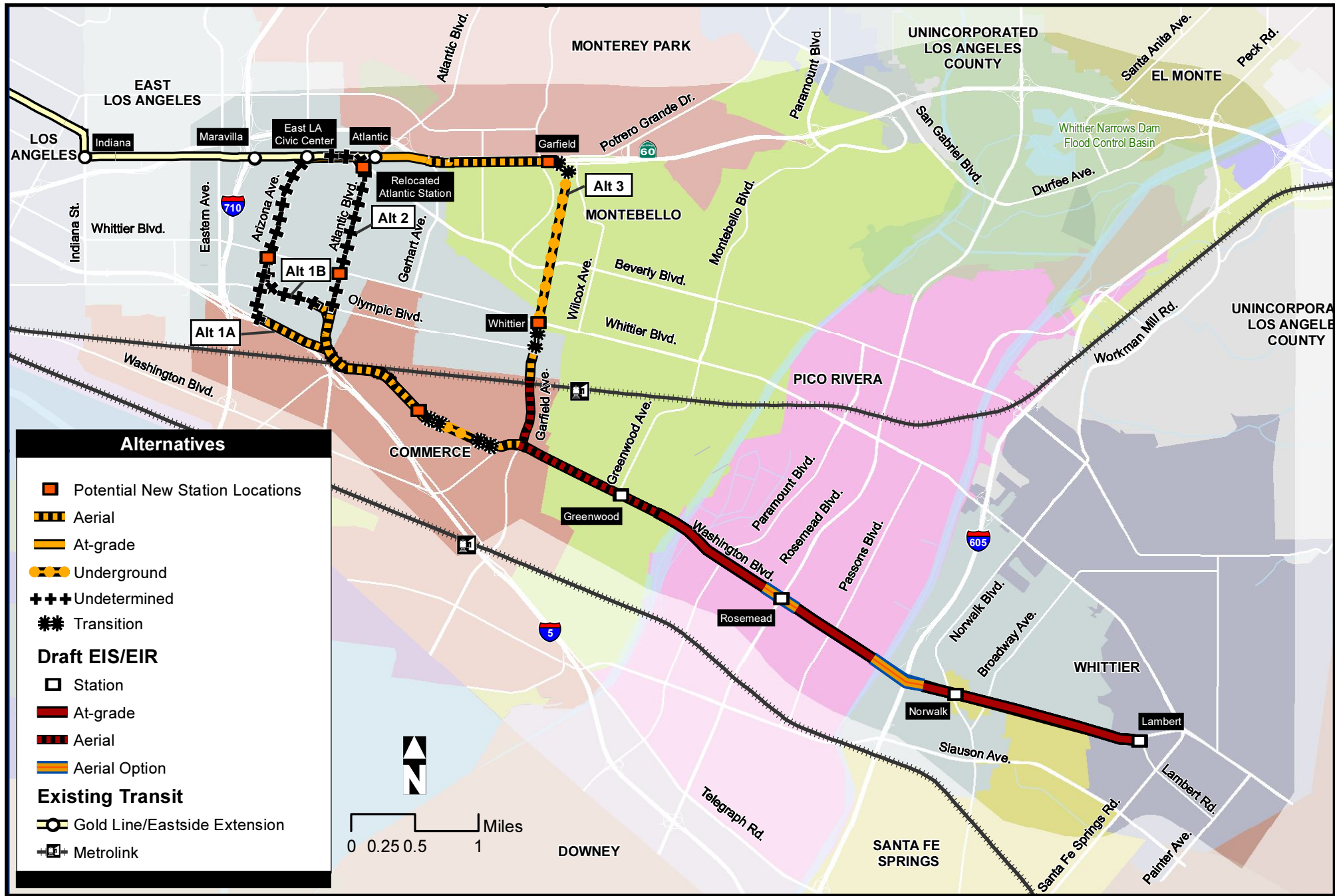
At the November regular MTA Board meeting, the Board voted to proceed with and continue study on ~~two~~ all alternatives for the Gold Line Eastside Extension Phase 2.

The communities and stakeholders for both alternatives under evaluation should understand and receive updates on the technical studies on a regular basis.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving amending **Motion by Directors Garcetti, Knabe, Solis, DuBois, Fasana and Dupont-Walker** that the Board instruct the CEO to provide quarterly updates every 60 days starting with the September 2015 Board cycle as follows:

- A. Report on the project contractual scope of work and provide a description of the task orders for the technical study;
- B. Provide the project schedule and related milestones for both the technical analysis and environmental planning process for all the alternatives under consideration and study; and
- C. In the regular quarterly updates, provide, at a minimum, the following:
 1. Project schedule updates;
 2. Progress reports with third-party agencies on the local, state, and federal level; and
 3. Community outreach schedule and meeting results, including any concerns raised by

stakeholders.



Alternatives

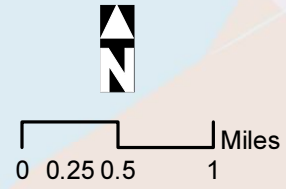
- Potential New Station Locations
- Aerial
- At-grade
- Underground
- Undetermined
- Transition

Draft EIS/EIR

- Station
- At-grade
- Aerial
- Aerial Option

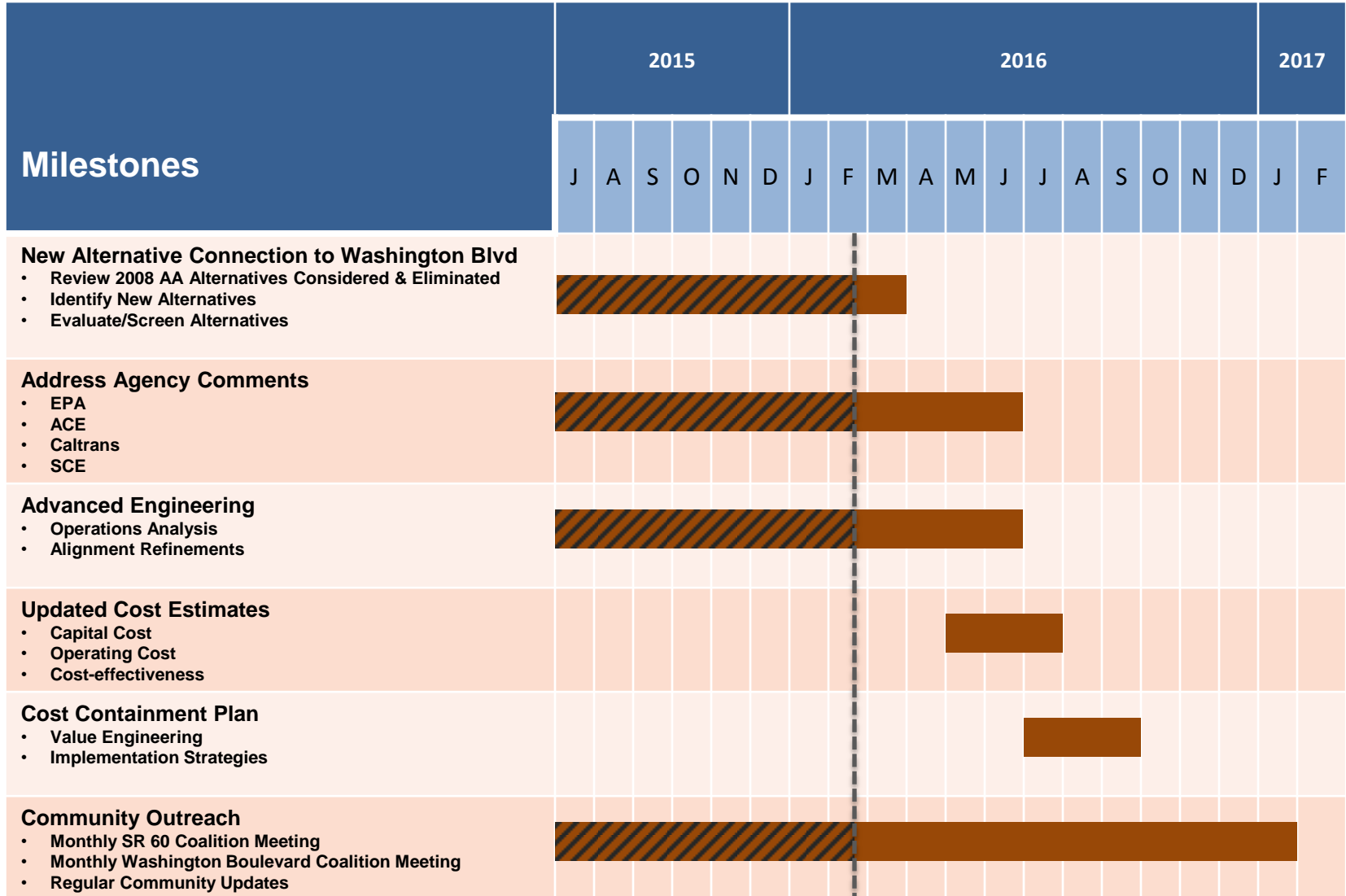
Existing Transit

- Gold Line/Eastside Extension
- Metrolink



Map of North/South Alignment Concepts for Washington Blvd

Milestone Schedule



**Board Report**

File #: 2015-1661, **File Type:** Informational Report

Agenda Number: 14.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

**SUBJECT: VERMONT AND NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
CORRIDORS (OPERATION SHOVEL READY)**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update on the **status of the advanced Bus Rapid Transit (BRT) technical studies for the Vermont and North Hollywood to Pasadena corridors** in response to the July 24, 2014 and October 23, 2014 Board directives.

ISSUE

At the July 24, 2014 meeting, the Board approved a motion (Attachment A) directing staff to begin advanced technical work on the Vermont and North Hollywood to Pasadena corridors as a result of recommendations from the Los Angeles County BRT and Street Design Improvement Study. This was further supported through a subsequent motion approved by the Board at the October 23, 2014 meeting (Attachment B). This report updates the Board on the advanced technical work for the two corridors and the outreach efforts conducted to date.

DISCUSSION

Background

In December 2013, staff completed the Los Angeles County BRT and Street Design Improvement Study. Staff presented the study findings to the February 2014 Planning and Programming Committee, which identified nine potential BRT candidate corridors.

Vermont

Since the last quarterly update in November 2015, the project team has made significant progress. The project team completed an inventory of corridor characteristics, including traffic and parking conditions, physical constraints and street geometrics. This evaluation will help identify opportunities to implement dedicated running ways, either curbside or median running BRT, as well as all-day or peak-only dedicated bus lanes. The project team also examined the corridor's demographics, including its population and employment densities and transit markets. The results from this analysis were shared with TAC members in November 2015. Based on this analysis, the consultant is developing some preliminary concepts.

North Hollywood to Pasadena

In November 2015, the results from the data collected on the physical corridor characteristics were presented to the TAC members. The results of this analysis will enable the exploration of potential BRT concepts/alignments that will include both arterial and/or freeway running alternatives. The project team has conducted an initial model run to establish baseline benchmarks. Any potential BRT alternative will be compared against these benchmarks for ridership potential and how well each serves major activity centers, and population and employment densities along the corridor.

Outreach Efforts

In December 2015, staff initiated stakeholder outreach efforts through an elected officials and Board staff briefing. Stakeholder roundtables were held in each corridor in January 2016. Invitees included businesses, religious institutions, schools, hospitals, community/neighborhood groups, major cultural centers, neighborhood councils, and Chambers of Commerce. The purpose of these briefings was to provide a general overview of the study, solicit feedback that might help inform alternatives development and discuss next steps. Outreach will be on-going throughout both studies.

NEXT STEPS

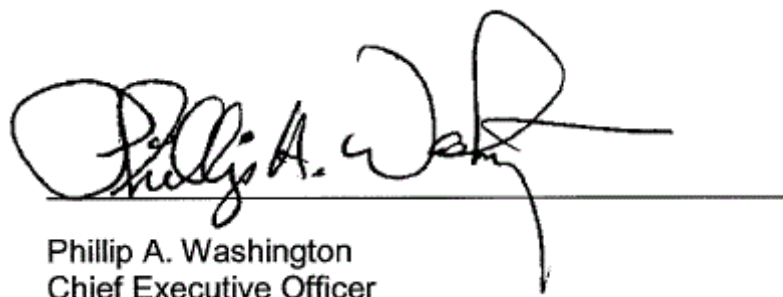
Staff will continue advancing work on the technical studies for both the Vermont and North Hollywood to Pasadena corridor studies. Further analysis of the corridor data, BRT refinements, and stakeholder outreach will be accomplished in the next quarterly Board update.

ATTACHMENTS

Attachment A - July 24, 2014 Board Motion
Attachment B - October 23, 2014 Board Motion

Prepared by: Michael Richmai, Transportation Planning Manager, (213) 922-2558
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Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

**MOTION BY DIRECTORS MICHAEL ANTONOVICH,
ARA NAJARIAN, MARK RIDLEY-THOMAS AND ERIC GARCETTI**

July 24, 2014

After several years of evaluation, MTA staff developed a list of eligible corridors for additional bus rapid transit (BRT) projects based on, among other things, ridership potential and net savings of operations funding. Two of the corridors hit upon unmet transit needs, which would greatly relieve congestion and link major transit centers.

The first corridor, Vermont Avenue, has long been recognized as one of the most congested streets in Los Angeles. According to MTA statistics, the Vermont Avenue corridor has among the most daily bus boardings in all of LA County. The bus system is unable to accommodate commuter demands without service improvements.

The second corridor between the North Hollywood Red/Orange Lines and the Pasadena Gold Line, by all accounts, has huge ridership potential and would connect the San Fernando and San Gabriel Valleys. Metro, in collaboration with Bob Hope Airport, is providing an important plane-to-train connection through improvements to the Metrolink Antelope Valley and Ventura County Lines. The Airport recently opened its Regional Intermodal Transit Center that provides seamless connectivity from trains to buses to planes. An additional connection through enhanced BRT is warranted to increase mobility.

I THEREFORE MOVE that the CEO direct staff to advance these projects and provide the Board with a report back in September on an implementation plan to include:

- A. Operations requirements
- B. Funding requirements
- C. Implementation timelines

I FURTHER MOVE that the CEO:

- A. Immediately initiate the hiring process for the Bus Rapid Transit planning position included in the Board-approved MTA Fiscal Year 2014-15 budget
- B. Dedicate additional staff to the aforementioned projects and the Countywide BRT Study as needed

MOTION BY DIRECTORS ARA NAJARIAN, GARCETTI AND ANTONOVICH

Construction Committee

October 16, 2014

At the July 24, 2014 board meeting, the MTA board approved moving both the Vermont Avenue BRT and the North Hollywood to Pasadena BRT to the environmental phase in preparation and anticipation of future funding. Board Chair, Mayor Garcetti, amended the motion to direct that both BRT's should be MTA's top priority for federal small starts funds.

At the board staff briefing this week, MTA staff stated that a consultant was being procured only for the Vermont Avenue BRT, in direct contrast to the board's direction that both BRT projects move forward in tandem to be positioned for small starts funding. To support this motion,

WE THEREFORE MOVE that the consultant procurement for BRT advancement be amended to include the North Hollywood to Pasadena BRT.

**Board Report**

File #: 2015-1715, **File Type:** Informational Report**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016****SUBJECT: PAID PARKING PILOT PROGRAM****ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE the **introduction of the Paid Parking Pilot Program.****ISSUE**

This report provides an introduction to a proposed Paid Parking Pilot Program (“Pilot Program”) at nine (9) Metro parking facilities consisting of 4,753 spaces. The Pilot Program is being developed in response to Board direction as well as the need to improve first/last mile options for transit customers and improve the transit customer experience. The Pilot Program will allow Metro to test and adapt best practices in parking demand management in order to (1) ensure parking is available for transit customers (2) reduce the number of non-transit rider “poachers” at Metro’s park and ride facilities; and (3) generate revenues to support needed technology enhancements and maintenance at Metro’s parking facilities. After this initial review of the Pilot Program by the Board and targeted stakeholders, staff will bring a complete Pilot Program to the Board for consideration in March, with the intent to conduct broader outreach in April and start operation in May 2016. The Program would be evaluated every three (3) months for needed adjustments to ensure customer satisfaction and that ridership is not adversely affected, with a final report on performance results in September 2016. Preliminary estimates of net revenue for the first year of operations are \$600,000.

BACKGROUND

At its September 2015 meeting the Metro Board authorized the Metro Chief Executive Officer to award a contract to Walker Parking Consultants (“Walker”) to develop the STPP Master Plan. The study will be completed in twelve (12) months and will consider implementing a paid parking system at Metro’s Park and Ride facilities. Consideration of a Pilot Program was suggested by Walker, with staff concurrence. A Pilot Program was also requested by Metro Board Director Bonin at the September 2015 Planning and Programming Committee meeting, and was included as a new initiative in the Risk Allocation Matrix (RAM) adopted by the Metro Board in January 2016.

DISCUSSION

Why paid parking?

With 22,000 current spaces and 25,000 expected by summer 2016, Metro's transit parking program is an important first/last mile strategy and a key service to transit customers. With a recent focus on improving Parking Management, it has become increasingly clear that Metro needs to look to industry best practices to maximize availability and quality of transit parking and improve the transit customer experience. Best practices amongst parking practitioners as well as academia support appropriate paid parking policies as an important approach to achieving these goals. Paid parking policies are recommended to be implemented such that pricing can be adjusted to maximize available parking spaces, without encouraging inappropriate uses (such as long term parking where short term serves the community, non-transit riders parking in transit customer parking). A paid parking program will also generate financial resources to fund the parking control equipment and staffing necessary to properly manage the system.

Pilot Program Overview

The Pilot Program will consist of a pricing strategy assessment at nine (9) Metro parking facilities which include 4,753 spaces at the Metro Gold, Red, Expo I and Expo II Line Stations. These facilities and number of parking spaces are listed below:

Station	Rail Line	# of Parking Spaces
Expo/Bundy	Expo II	250
Expo/Sepulveda	Expo II	260
17th St/SMC	Expo II	67
La Cienega/Jefferson	Expo I	485
Culver City	Expo I	586
Sierra Madre Villa	Gold	965
Atlantic	Gold	284
Universal	Red	546
North Hollywood	Red	1,310
Total		4,753

The Pilot Program represents an opportunity to evaluate and gather real performance data for development of long-term parking management strategies, understand the relationship between parking demand and transit ridership, and ultimately improve customer satisfaction with Metro's parking program. The Pilot Program will assess a variety of factors related to parking utilization and ridership, including, and not limited to the following:

1. Parking occupancy before and after pricing implementation;

2. Changes in parking occupancy as pricing is adjusted;
3. Refinements in operating practices such operating hours and fee structure;
4. Parking enforcement needs; and
5. Innovative solutions for parking operations and management.

Recommended Facilities

The stations recommended for the Pilot Program were carefully selected by staff and Walker based on their capacity, utilization and recent facility assessment findings. Walker also found the following on the selected parking facilities:

- Free parking at North Hollywood typically reaches capacity by 7am or earlier on weekdays.
- Free parking at Universal City and Sierra Madre typically reaches capacity by 8 am on weekdays.
- Utilization at La Cienega/Jefferson continues to increase, as the Culver City station, which is one mile away, has reached capacity. Capacity at his station will be reduced to 280 spaces upon commencement of construction of a city TOD project.
- Parking facilities along Expo II have been considered for the Pilot Program due to its location, anticipated demand for parking and limited transit parking being provided along the extension. In addition, all of the parking facilities available for public use nearby charge for parking, creating a strong potential for poaching by non-transit riders.
- Parking facilities along the Gold Line Foothill Extension are not included in this Pilot Program due to the relative large number of parking facilities being offered along the extension and the availability of reasonably priced parking options nearby.

Pricing Schedule

The proposed pricing schedule at the nine transit stations is as follows:

Station	Transit User Daily Rate	Transit User Monthly Rate	Non-Transit Rider Daily Rate
Expo/Bundy	\$2	\$59	\$20
Expo/Sepulveda	\$2	N/A	\$15
17th St/SMC	\$2	\$59	\$20
La Cienega/Jefferson	\$2	N/A	\$17
Culver City	\$2	N/A	\$17
Sierra Madre Villa	\$2	\$29 (existing rate)	\$17
Atlantic	\$2	\$29 (existing rate)	\$15
Universal	\$3	\$55 (existing rate)	\$25
North Hollywood	\$3	\$59 (existing rate)	\$25

Pricing recommendations were based on an analysis of:

- Current permit parking program rates;
- The cost of adjacent/nearby parking options both on and off-street; with the guiding philosophy that Metro parking should be less expensive for Metro transit patrons than non-transit patrons;
- The impact on total commuting costs;
- Pilot Program Operating Costs.

Ridership Implications

Implementation of the Pilot Program is not expected to cause significant reduction in ridership since a small portion of transit riders at the selected parking facilities drive and park at the stations. Initial data provided by Metro, reviewed by Walker and summarized in the table below found that a large percentage of patrons arriving to Culver City, Sierra Madre, Universal City and North Hollywood arrive through another form of public transit. For example, 60% of transit patrons at Universal City and 62% at the North Hollywood Station arrive via transfer from other forms of public transit. Of the remaining 40% and 38%, respectively, only approximately 10% park and ride. Other arrival methods include bike, walk-up, drop-off and ride-share. With the high volume of ridership at these stations and the relatively low number of park and ride patrons, losing some patrons due to the Pilot Program would result in minimal impacts to ridership. That said, if significant drops in ridership occur, the Pilot Program will capture that data and adjust accordingly, including the option to terminate the Program at any impacted station.

	Weekday Boardings	% of Park and Ride at Station	% Arrive by Public Transit	% of Arrive by other Methods
North Hollywood	15,841	9%	62%	29%
Universal City	6,945	13%	60%	27%
Atlantic	2,138	8%	62%	30%
Culver City	4,713	15%	50%	35%

Parking Permit Program Waiting List

Currently there is a wait list for the permit parking program, exceeding 100 patrons at both the North Hollywood and Universal Stations. This program has a \$59 and \$55 monthly rate, respectively. Sierra Madre currently has a waiting list of over 50 patrons. These wait lists are the highest in the system and indicate the willingness of transit patrons to pay to secure a parking space.

Paid Parking and Public Perception

Some non-driving transit patrons carry the perception that their transit fare is subsidizing parking. Parking operations and maintenance are paid for in Metro’s annual budget and currently do not generate significant revenue to absorb related costs. Implementing the Pilot Program will allow Metro to recover a portion of the costs required to operate certain parking facilities along the Metro system. For those patrons concerned with equity and an increase to the overall commute cost, the next section will demonstrate that the proposed pricing structure still results in lower commuting costs than

driving. Finally, as noted above, if significant changes in ridership are noted, staff can adjust pricing or terminate the Pilot Program.

Commuting Cost Analysis

This program is not expected to significantly increase the overall commuting costs for Metro transit riders when compared with drive alone options. Walker conducted a study to identify the impact on commuter cost to Metro patrons upon implementation of the Pilot Program at the selected parking facilities. The table below provides a high level overview of the analysis. Current savings from a drive alone option for the average Metro commuter going from North Hollywood to Downtown Los Angeles is about 74%. With the Pilot Program, savings over a driving commute will still result in a 53% overall savings. Further, time savings are not included in the analysis and may be substantial. Commute time from the Metro Red Line North Hollywood to the 7th Street/Metro Center Station is 25 minutes by subway versus driving which may take over one (1) hour during congested traffic.

Station	Monthly Cost of Metro Commute Including Paid Parking at first location	Total of Gas + Monthly Parking in Downtown LA	Savings % - with Metro Parking Charge	Savings % - Free Metro Parking
North Hollywood	\$130.00	\$274	53%	74%
Universal City	\$130.00	\$258	50%	73%
Average			51%	74%

Conceptual Operating Plan

The Pilot Program will operate as a pay upon entry model where the customer pays for parking upon entering the facility. At the beginning of the program, payment will only be required during the period that parking attendants are scheduled to be onsite, from 5am to 2pm on weekdays. Staff is also recommending the purchase of pay machines which are able to accept cash, credit cards and mobile payments. Once the pay machines are in operation, payments will be required 24 hours per day, 7 days a week. TAP Card readers will also be used to allow verification of transit users versus non-transit users by the multi-space pay machine. Parkers will need to provide proof of fare payment to receive the discounted transit user rate listed above, and non-transit users would pay the non-transit user rate. TAP Card readers will be used to allow the parking system to verify the purchase of fare and proof that the user took transit within the last 96 hours in order to receive the discounted rate. Current permit holders will be converted to a monthly parking permit. A permit holder will continue to utilize the set aside parking spaces during the restricted hours at no additional cost. For any existing shared use agreements that are in place, Metro will ensure they can continue with the new paid parking system.

Identifying Transit versus Non-Transit Users

Parking Management staff has been working with TAP staff to develop the card reader and data requirements to allow the parking system to verify proof of fare payment and determine if the parker utilized transit within 96 hours. This Pilot Program will identify the extent of poaching by non-transit parkers at parking facilities along the Metro transit system. This program will utilize innovative parking solutions to provide discount incentives for transit users and charge an above market rate fee to non-transit users as a means of limited their use.

Outreach Program

Staff has developed the following Outreach Program. Prior to the March 2016 Board meeting:

- Present Pilot Program at Regional Service Council Meetings in February 2016.
- Present Pilot Program at Technical Advisory Committee in February 2016.

If the Board adopts the Pilot Program staff will launch a broader stakeholder and transit user Outreach Program with input and support from the Community Relations and Marketing Departments. Outreach effort will include:

- Signage at Paid Parking Pilot Program Stations.
- Direct email blast notifications to TAP card users.
- Information message at Metro.net website.
- Social Media

Staff will report back to the Board with findings of the Pilot Program in September 2016.

DETERMINATION OF SAFETY IMPACT

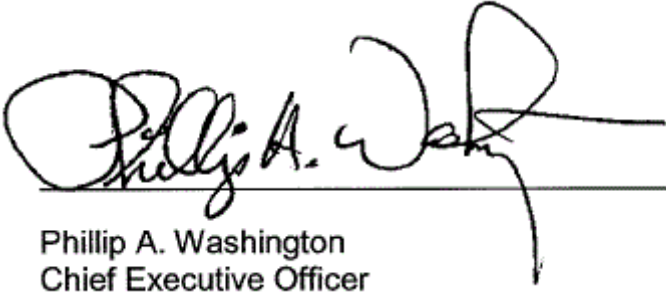
Piloting a Paid Parking Program will not create any safety impacts because it will operate within the existing infrastructure. The implementation of this program will only require the purchase and installation of multi-space meters and signage.

NEXT STEPS

After receiving feedback from the Board and stakeholders, staff will return to the Board in March 2016 with a complete operating plan, budget and Fee Resolution adjustment for the Pilot Program. Staff will monitor and evaluate the Pilot Program every three months and will update the Board at the September 2016 Board meeting on the performance of this program.

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Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Paid Parking Pilot Program

Parking Management



Overview - Metro's Parking Program

- Metro currently operates over 22,000 parking spaces at 48 stations. This number will increase to approx. 25,000 spaces at 57 locations when Expo II and Foothill Extension open for operation in 2016.
- Metro's parking program provides an important first/last mile connection service for Metro patrons.
- The Paid Parking Pilot Program ("Pilot Program") was developed to encourage parking availability for Metro patrons at parking facilities currently operating at capacity, provide funding to improve parking facilities and enhance the overall customer experience.
- The Pilot Program is being considered at nine (9) Metro Stations at a total of 4,753 parking spaces.



Why Paid Parking?

The Paid Parking Pilot Program is being recommended as part of the Supportive Transit Parking Program (STPP) Master Plan and will assess:

- The relationship between parking demand and ridership.
- Parking occupancy before and after pricing implementation.
- Changes in parking occupancy as pricing is adjusted.
- Parking enforcement needs.
- Innovative solutions for parking operations and management.



Pilot Locations and Pricing Recommendations

Pilot locations were selected based on their capacity, terminus locations, utilization and recent parking facility assessment findings. Key findings include:

- Transit parking at North Hollywood reaches capacity by 7am or earlier during weekdays.
- Transit parking at Universal and Sierra Madre reaches capacity by 8am during weekdays.
- Utilization at La Cienega/Jefferson continues to increase, as the Culver City Station has reached its capacity.
- Expo II has strong possibility for poaching because nearby parking facilities charge for parking.

Pilot Program - Proposed Pricing

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Non-Transit Rider Daily Rate	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$59	\$20	250
Expo/Sepulveda	Expo II	\$2	N/A	\$15	260
17th St/SMC	Expo II	\$2	\$59	\$20	67
La Cienega/Jefferson	Expo I	\$2	N/A	\$17	485
Culver City	Expo I	\$2	N/A	\$17	586
Sierra Madre Villa	Gold	\$2	\$29 (existing rate)	\$17	965
Atlantic	Gold	\$2	\$29 (existing rate)	\$15	284
Universal	Red	\$3	\$55 (existing rate)	\$25	546
North Hollywood	Red	\$3	\$59 (existing rate)	\$25	1,310
Total					4,753



Conceptual Operating Plan

- TAP Card readers will be used to verify transit users vs. non-transit users.
- Parking Equipment capable of verifying proof of fare payment and use of the transit system within 96 hours will be used.
- Current permit holders will automatically convert to a monthly parking customer.
- Preferred Permit spaces will still be applicable and available to general transit patrons after specified times.



Arrival and Commuting Cost

Boardings and Arrival methods

	Weekday Boardings	% of Park and Ride at Station	% Arrive by Public Transit	% of Arrive by other Methods
North Hollywood	15,841	9%	62%	29%
Universal City	6,945	13%	60%	27%
Atlantic	2,138	8%	62%	30%
Culver City	4,713	15%	50%	35%

Commuting Cost

Station	Monthly Cost of Metro Commute Including Paid Parking at first location	Total of Gas + Monthly Parking in Downtown LA	Savings % - with Metro Parking Charge	Savings % - Free Metro Parking
North Hollywood	\$130.00	\$274	53%	74%
Universal City	\$130.00	\$258	50%	73%
		Average	51%	74%



Public Perception / Benefits

- Parking facilities are maintained through Metro's annual budget without generating any revenue to recover a portion of its costs.
- Surveys have found that some non-driving transit patrons perceive that their transit fare is subsidizing parking.
- The Pilot Program is estimated to generate approximately \$600,000 in net revenue.
- Pricing can be adjusted, or even eliminated, if there are significant impacts on ridership



Next Steps

- Incorporate feedback from Board, Service Councils and TAC
- Return to the Board in March 2016 with a complete operating plan, budget and Fee Resolution adjustment for the Pilot Program.
- Broad public outreach and notification in April 2016.
- Begin operation in May 2016.
- Staff will monitor and evaluate the Pilot Program every three months and will update the Board at the September 2016 Board meeting.





Board Report

File #: 2015-1660, **File Type:** Informational Report

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE

FEBRUARY 17, 2016

CONSTRUCTION COMMITTEE

FEBRUARY 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR STATUS UPDATE (OPERATION SHOVEL READY)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE quarterly **status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion.

ISSUE

At the June 26, 2014 meeting, the Board directed that quarterly status reports be provided on the AMC 96th Street transit station in coordination with Los Angeles World Airport (LAWA) staff. The report provides updates on the status of the AMC project including: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station. This report responds to the Board directive which is contained in Attachment A.

DISCUSSION

Staff in coordination with LAWA continues to advance the AMC 96th Street transit station. Over this past quarter, work continued on the preparation of the Draft Environmental Impact Report (EIR), station design and on the Crenshaw/LAX Line accommodations to allow for the construction of the station. LAWA continues its environmental clearance of its Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) including the Automated People Mover (APM).

On September 8, 2015, Metro submitted an expression of interest for the AMC 96th Street transit station for the Federal Transit Administration's Expedited Delivery Pilot Program. As was reported in the December 22, 2015 memo to the Board, the AMC 96th Street transit station project was determined to be ineligible for the program as it is a station rather than a new fixed guideway or an extension to an existing fixed guideway. Staff continues to explore other funding opportunities.

Environmental Review Process

Staff continues to work with LAWA representatives to coordinate the environmental efforts for both the AMC transit station and LAMP project, which are on parallel schedules. LAWA staff provided Metro with existing and projected traffic data to help ensure that both separate and independent

projects are fully synchronized. In addition to exchanging data with LAWA representatives, Metro staff continues to attend the bi-weekly multi-agency ground access technical coordination meeting led by LAWA with Caltrans, the Southern California Association of Governments (SCAG) and the Los Angeles Department of Transportation (LADOT) to discuss roadway concepts, freeway access, traffic modeling, and details of the LAX LAMP.

Architectural and Engineering Design Services

Work progresses on defining the station's program elements to help prepare site concepts depicting square footage and programming and building(s) footprint. Staff continues to work with LAWA representatives on coordinating proposed project elements as well as are coordinating on station design guidelines for the AMC transit station and LAWA's proposed LAMP APM station as identified in the approved June 2014 Metro Board motion.

Crenshaw/LAX Design Accommodations

Staff is negotiating the final Design and Construction contract modification with Walsh-Shea Corridor Constructors and has issued a limited notice to proceed to complete the design for the track, guideway and systems accommodations. Design for the track work is currently at 100% and is progressing to release for construction. Designs of the guideway and systems are approximately 85% and are progressing to 100%. Additional property acquisition is no longer needed on the east side of the Metro ROW for the accommodations.

NEXT STEPS

Staff in close coordination with LAWA representatives will continue to work on the environmental document, station design and the Crenshaw/LAX design accommodations. Staff anticipates the release of the Metro Draft EIR in Summer 2016.

ATTACHMENTS

Attachment A - June 26, 2014 Board Motion

Prepared by: Meghna Khanna, Deputy Project Manager (213) 922-3931
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Phillip A. Washington
Chief Executive Officer

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.



Board Report

File #: 2016-0087, File Type: Program

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 17, 2016

SUBJECT: 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

ACTION: APPROVE METRO PRIORITIES FOR FUNDING STIP PROJECTS

RECOMMENDATION

APPROVE:

- A. **Metro funding priorities for recommendation to the California Transportation Commission for the prioritization of projects for funding in the 2016 STIP (Attachment A); and**
- B. **Resubmittal of the 2016 Regional Transportation Improvement Program (RTIP) for Los Angeles County as adopted by the Metro Board in December 2015 (Attachment B).**

ISSUE

On December 3, 2015, the Metro Board of Directors adopted the 2016 Regional Transportation Plan (RTIP) for Los Angeles County for submittal to the California Transportation Commission (CTC) consistent with a STIP Fund Estimate containing deferred funding adopted by the CTC in August 2015. On January 21, 2016, in response to continued declines in gasoline prices, the CTC adopted a revised STIP Fund Estimate which reduced overall STIP funding by approximately \$754 million over the five-year STIP period. Based on this reduction, CTC staff asked regional agencies to resubmit their 2016 RTIPs consistent with this new Fund Estimate. The CTC has the choice of 1) implementing statewide priorities consistent with the Fiscal Year 2016 Allocation Plan for reprogramming or deprogramming projects, or 2) imposing a decrease in STIP funds by formula. The formula reduction may translate into a \$118.4 million reduction in funding for Los Angeles County from the RTIP portion of the STIP and a decrease in \$188.4 million statewide for the Interregional Transportation Improvement Program (ITIP) projects, of which there are two in Los Angeles County.

The CTC has asked for regions to submit updated RTIPs by February 26, 2016 with adoption by the CTC scheduled for May 18, 2016. Metro staff is proposing to use the allocation priorities established by the CTC for the Fiscal Year (FY) 2016 Allocation Plan, as shown in Attachment A, with added information about how projects which are awarded, under contract, and underway are typically placed before any other allocation priorities. The recommendation is consistent with the Allocation Plan as well as established CTC practice for addressing limited funding availability.

DISCUSSION

Background

The STIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Every two years, the CTC develops and adopts guidelines and a fund estimate for the new STIP cycle. The last STIP was adopted by the CTC in March 2014. The 2016 STIP covers the five-year period from FY2017 through FY2021. In August 2015 the CTC adopted a “zero fund estimate” for the 2016 STIP, which provided no additional funding for new projects and necessitated the deferral of existing STIP projects due to actual revenue trends falling below previous estimates.

Metro submitted the 2016 RTIP for Los Angeles County on December 15, 2015 that addressed the August 2015 STIP Fund Estimate by reprogramming the existing list of projects as shown in Attachment B. On January 21, 2016, the CTC adopted a revised Fund Estimate which reduced the overall STIP programming capacity by \$754 million over the five-year period and set a new deadline for STIP submittals by February 26, 2016. The CTC has requested regions resubmit their RTIPs based on this new Fund Estimate.

Staff proposes resubmitting the 2016 RTIP with additional supporting information regarding the priority status of the LA County RTIP as well as ITIP projects consistent with Allocation Plan priorities shown in Attachment A. This will correctly position Metro’s program as the CTC decides how to prioritize it relative to other needs statewide. The projects shown in Attachment B are programmed consistent with the priorities recommended in Attachment A.

The STIP contains two portions. The RTIP accounts for 75% of the total STIP and is directly programmed by Regional Transportation Planning Agencies and County Transportation Commissions. The CTC will be holding the Southern California RTIP Hearing in Orange County on March 17, 2016.

The second portion is the ITIP, which makes up the remaining 25% of the STIP and is requested by Caltrans and adopted by the CTC. Los Angeles County has two projects in the ITIP. The first is the Burbank Airport/Rail Station Pedestrian Grade Separation Project, which has \$7 million (\$7M) programmed in FY2019. The second project is the Double Track near Northridge Station Project, which has \$63M programmed in FY2016. Given the zero fund estimate, the CTC will also be reconsidering delivery dates for these projects. The CTC held the Southern California hearing about the 2016 ITIP portion in Los Angeles on November 4, 2015.

Proposed 2016 STIP Priorities

At the December CTC meeting, the CTC adopted an Allocation Plan for FY2016 projects due to the adopted STIP Fund Estimate. The Allocation Plan is a priority setting tool for CTC staff to manage allocation requests throughout the Fiscal Year. Attachment A shows the FY2016 Allocation Plan established along with the Metro staff recommendation to include projects with existing contract awards based on multi-year allocations as the highest priority. In summary the priorities are as

follows:

- *Projects with existing contract awards based on multi-year allocations* (Unwritten CTC policy);
- AB 3090 cash reimbursements;
- Planning, Programming and Monitoring (PPM);
- Projects funded with both STIP and other competitively selected fund;
- Projects at risk of losing federal funding if not allocated; and
- Project Allocations - safety, transit, highway capacity, active transportation, local roads

While not explicitly listed in the FY2016 Allocation Plan priorities, CTC practice is that allocated and contracted projects are the highest priority for funding. Metro staff's position is that the Light Rail Vehicles should be placed as a higher priority than all other yet to be allocated projects since they have already received multiple allocations, are under contract award, and the work is well underway. A project which has a contract award based on a multi-year STIP allocation should be treated like a highway project that has already been awarded. Typically, highway projects are allocated in the full amount at one time. Metro has previously accommodated a multi-year allocation for the purchase of Light Rail Vehicles to help the State better manage its programming capacity in the STIP. Metro has received approximately \$244 million in STIP allocations. Staff's position is that the remaining \$102.4 million continue to be allocated since this is part of one project. The CTC has not contemplated stopping highway projects under a contract award and de-mobilizing the project.

These priorities in Attachment A have been developed through longstanding practice which has been updated to include consideration of climate change impacts and project lifecycle costs, such as state of good repair, which are codified in the Governor's Executive Order B-30-15.

The projects listed below are grouped by portion of the STIP. While RTIP and ITIP projects are funded from different portions of the STIP, the CTC typically applies the same allocation priorities across both the RTIP and ITIP. Given broad statewide consensus on the allocation priorities, Metro staff recommends prioritizing our 2016 STIP projects according to the Allocation Plan priorities as shown in Attachment A.

- **Projects Funded with RTIP**
 - Metro's Light Rail Vehicle Purchase was programmed for FY2018 (\$50.0M) and FY2019 (\$52.4M) in the 2014 RTIP. The recommendation adopted by the Board in December, 2015 was reducing the FY2018 programmed amount to \$21.7M and the FY2019 amount to \$26.2M. The balance of \$54.5M will be divided over the two remaining program years of FY2020 and FY2021. This reprogramming is not expected to negatively impact the delivery of the rail cars. Typically, projects and phases which have received an allocation vote, are under contract, and are under construction are not considered for deprogramming and are a high priority for allocation.
 - AB3090 reimbursement for \$34.4M in RTIP funding. This reimbursement is for our advancement of funds for the Crenshaw/LAX LRT Project and is needed to maintain the cash flow for that project. The program years for this reimbursement are FY2018,

FY2019, and FY2020.

- Planning, Programming, and Monitoring (PPM) is used to fund the planning activities of Metro and is programmed for FY2016 (\$3.1M), FY2017 (\$6.1M), FY2018 (\$5.0M), FY2019 (\$4.6M) in RTIP funding.
- SR-138 Segment 9 is programmed in FY2016 for the Construction Phase (\$12.6M) in RTIP funding. Caltrans indicated this project can be delivered in FY2016, and as a result, we are recommending this project remain in its original program year. Additionally, this project is slated to receive its allocation under the FY2016 Allocation Plan.
- SR-138 Segment 6 and 13 are programmed for FY2017 for the Construction Phase (\$13.7M) and FY2021 for the Construction Phase (\$55.8M) respectively in RTIP funding. Currently these projects are defined as “Capacity Expansion on the State Highway System.” Metro staff is working with Caltrans District 7 to reclassify these projects as safety projects, which is consistent with the goals and objectives of the projects. By reclassifying these two projects as safety projects, the CTC should view both as high priority for allocation.
- Projects Funded with ITIP
 - Burbank Airport/Rail Station Pedestrian Grade Separation Project has \$7M programmed in FY2019 in ITIP funding. Since this is an intercity rail project with safety benefits, Metro staff believes this project will be a high priority for allocation and should not be deleted to address the funding limitations of the 2016 Fund Estimate.
 - The Raymer to Bernson Double Track near Northridge Station Project has \$63M programmed in FY2016 in ITIP funding. We have notified the CTC and Caltrans that this project has been delayed for two years pending additional analysis. This delay will help the CTC to manage the funding shortfall presented by the new STIP Fund Estimate.

Resubmittal of the 2016 RTIP for Los Angeles County

Metro staff proposes resubmitting the 2016 RTIP for Los Angeles County with the same projects, dollar amounts, and program years as was submitted by the original December 15, 2015 deadline, as shown in Attachment B. Attachment B is revised to include the ITIP projects in Los Angeles County and is consistent with the priorities shown in Attachment A.

Legislative Outreach Efforts

The Metro Board of Directors and Metro staff have long advocated for solutions to the volatility in the STIP specifically and transportation funding uncertainty at the state level in general. Governor Brown convened a Special Session of the Legislature in June 2015 to address transportation funding and policy issues. The Metro Board directed staff to write letters of support and work with the Los Angeles County delegation to advance legislation which would stabilize transportation funding from the state and address long-term structural issues with the current funding arrangements. Metro staff

is continuing to engage with not only legislators from Los Angeles County but also with Southern California representatives on the CTC to ensure a fair and equitable solution to funding transportation in California.

DETERMINATION OF SAFETY IMPACT

Action on this item will have no direct impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

Action on this item would have no negative financial impact to Los Angeles County. Providing priority information consistent with the Allocation Plan to CTC staff is anticipated to minimize any potential delay in projects programmed in the 2016 RTIP.

Impact to Budget

Action on this item has no impact to the FY2016 budget.

ALTERNATIVES CONSIDERED

The Metro Board could direct staff to provide different information on project priorities from what is proposed in Attachment A. Metro staff does not recommend this approach as it would deviate from the previously established Allocation Plan priorities and may jeopardize funding for these projects.

The Metro Board could also choose to adopt a revised 2016 RTIP for Los Angeles County identifying \$118 million worth of project funding for deletion from the STIP, according to the Los Angeles County share of the \$754 million statewide shortfall. Metro staff does not recommend this approach as it could jeopardize the delivery of projects programmed in the RTIP.

NEXT STEPS

With Board approval of our recommendation, we will proceed with the following 2016 Los Angeles County STIP adoption activities as required:

- Regions submit revised RTIPs February 26, 2016
- Caltrans submits revised ITIP February 26, 2016
- CTC STIP Hearing, South March 17, 2016
- CTC STIP Hearing, North March 24, 2016
- CTC publishes staff recommendations April 22, 2016
- CTC adopts STIP May 18-19, 2016

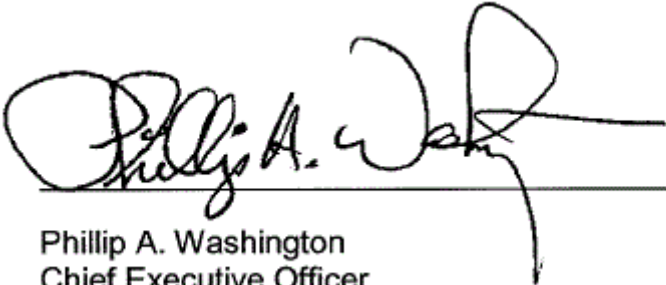
ATTACHMENTS

Attachment A - FY2016 STIP Programming Priorities

Attachment B - 2016 RTIP for Los Angeles County and ITIP Projects

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Phillip A. Washington
Chief Executive Officer

FY2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM RECOMMENDED PROGRAMMING PRIORITIES

The priorities listed below are consistent with the FY2016 Allocation Plan as well as current CTC programming and allocation process.

- Projects with existing contract awards based on multi-year allocations as the highest priority
- AB 3090 cash reimbursements
- Planning, Programming and Monitoring
- Projects funded with both STIP and other competitively selected fund
- Projects at risk of losing federal funding if not allocated
- Project Allocations for:
 - Required mitigation projects for construction projects previously allocated
 - Safety projects on the state highway system (that cannot be funded by SHOPP)
 - Operational improvements on the state highway system
 - Capacity expansion intercity rail projects
 - Operational improvements on intercity rail system
 - Capacity expansion urban transit projects with intercity rail benefit or significant regional benefit
 - Operational improvements to transit with intercity rail benefit or significant regional benefit
 - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact, and that incorporate multiple corridor elements (rail, transit and/or active transportation)
 - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact
 - Local road rehabilitation and reconstruction
 - Operational improvements on local road and transit operational improvements
 - Active Transportation projects
 - Capacity expansion projects on state highways (other than those detailed above)
 - Capacity expansion local road projects and capacity expansion transit projects without intercity rail or significant regional benefit
 - Preconstruction funding for projects on the state highway system (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)
 - Preconstruction funding for projects on local roads (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)
2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS
 (\$000)

Agency	Rte	PPNO	Project	Total	Prior Years	2016 RTIP Project Totals by Fiscal Year					2016 RTIP Project Totals by Component			
						FY 17	FY 18	FY 19	FY 20	FY 21	R/W	Const	PS&E	
METRO		9001	Planning, programming, and monitoring	18,846	3,098	6,136	4,995	4,617						
METRO	cash	4027A	AB 3090 reimbursement (12S-015) fr 17-18 to 19-20	34,400			6,880	17,200	10,320					
METRO	rail	4025	Light rail vehicles (78 plus 39 w/option)	-102,400			50,000	52,400					-102,400	
METRO	rail	4025	Light rail vehicles (78 plus 39 w/option)	102,400			21,700	26,200	26,700	27,800			102,400	
Caltrans	138	4560	Widening Segment 9, 126th St E - Longview Rd	12,600	12,600									
Caltrans	138	4356	Widening Segment 6, 87th St E - 96th St E (14S-07)	18,200	4,500	13,700							13,700	
Caltrans	138	393F	Rt 14-50th St, new expwy, RAW	-13,935	-13,935									
Caltrans	138	4357	Widening Segment 13, 190th St E - Rt 18 (14S-07)	-51,400	-9,500	41,900							-41,900	
Caltrans	138	4357	Widening Segment 13, 190th St E - Rt 18 (14S-07)	51,400	9,500					55,835			55,835	

TOTAL 2016 RTIP PROGRAMMING REQUEST	222,083		19,836	33,575	48,017	37,020	83,635		171,935	
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Agency	Rte	PPNO	Project	Total	Prior Years	2016 ITIP Project Totals by Fiscal Year					2016 ITIP Project Totals by Component			
						FY 17	FY 18	FY 19	FY 20	FY 21	R/W	Const	PS&E	
LACMTA	gsep	2106	Burbank Airport/Rail Station Pedestrian Grade Sep.	7,000				7,000					7,000	
Caltrans	rail	2098	Raymer to Bernson Double Track near Northridge Sta.	-63,500	-63,500								-63,500	
Caltrans	rail	2098	Raymer to Bernson Double Track near Northridge Sta.	63,500			63,500						63,500	

TOTAL 2016 ITIP PROGRAMMING REQUEST	70,500		-	63,500	7,000	-	-	-	70,500	-
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- Const Construction
- PS&E Plan, Specifications, and Estimate
- PPNO Program Project Number
- Rte Route
- R/W Right of Way
- RTIP Regional Transportation Improvement Program
- ITIP Interregional Transportation Improvement Program
- STIP State Transportation Improvement Program

**Board Report**

File #: 2015-1712, **File Type:** Program**Agenda Number:** 19.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016****SUBJECT: CAP-AND-TRADE PROGRAM****ACTION: APPROVE CANDIDATE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
PROJECTS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to approve the development of project applications for grant funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund (GGRF) through the Transit and Intercity Rail Capital Program (TIRCP).

ISSUE

The second cycle of GGRF programming for the Cap-and-Trade's TIRCP is underway; the State's call for projects occurred on February 5, 2016, and grant applications will be due to Caltrans by April 5, 2015. In order to meet this timeline, staff seeks Board approval to develop grant applications for identified candidate projects considered as the most competitive for this program. Staff will return to the Board in March for action on the submission of final project applications and prioritization.

The California State Transportation Agency (CalSTA), the administrator of TIRCP, intends to adopt a two-year program of projects, which in this Cycle 2 will be FY 2016-17 and 2017-18. Attachment A identifies the major capital project candidates nominated by various Metro departments to be evaluated in accordance with the rigorous evaluation criteria provided in the draft TIRCP Guidelines, illustrating graphically which projects evolved as the most viable for an award of grant funds. As with the last cycle, project readiness continues to be a major consideration, as allocations must be requested in the fiscal year of project programming. The projects that staff are considering as potentially competitive candidates for this cycle, in no order of priority, are the Airport Metro Connector; Division 20 Portal Expansion/Turnback Facility for the Red/Purple Line; Gold Line Foothill Extension Phase 2B; potential joint Metrolink projects; Orange Line Electric Bus Purchase; and the Westside Purple Line Extension Section 2.

DISCUSSION

The TIRCP was created by California State Legislature to provide grants to fund capital improvements and operational investments specifically designed to reduce greenhouse gas

emissions by reducing vehicle miles traveled throughout California. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill (AB) 32. Auction proceeds are then reinvested in various projects to further reduce emissions. No fund estimate has yet been determined for Cycle 2, however the Governor's draft FY 2016-17 budget recommends that approximately \$600 million be invested in the TIRCP program.

Unlike the first cycle, where applicants were limited to an award of approximately \$40 million for any one major capital project per applicant agency, Cycle 2 draft Guidelines are silent on both award limits and the number of applications that can be submitted by any one agency. However, as could be expected, the selection process promises to be rigorous.

Cycles 1 and 2 have been two-year programs; starting in FY 2018 CalSTA will move to five-year program cycles with the first year being FY 2018-19. Additional five year programs will be approved by April 1st of each even-numbered year thereafter, adopting a program for the allocation and expenditure of moneys during those five fiscal years.

TIRCP Goals and Objectives

The goals of the TIRCP are to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry, and rail transit systems to achieve all of the following objectives:

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the State's various rail operations, including integration with the high-speed rail system;
- Improve safety; and
- Provide a benefit to disadvantaged communities, and address a community need.

Project Eligibility Criteria

CalSTA intends to fund a small number of transformative projects that will significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating a new transit system, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system, linking key destinations and improving accessibility to economic opportunities.

Project application evaluations will focus on the above objectives, as well as secondary evaluation criteria that consider the co-benefits of support for sustainable communities strategies, collaboration between rail operators, geographic equity, consistency with an adopted Sustainable Communities Strategy, leveraged supplemental funding (including from other GGRF programs), integration across other transportation modes and, if applicable, a financial plan that evidences support for service expansion. Those projects that score highly on multiple secondary evaluation criteria, with clear documentation of claimed benefits, demonstration of a high degree of project readiness, with few risks related to completion and achievement of the proposed benefits, will be highly rated by CalSTA.

Maximizing benefits to disadvantaged communities (DAC) continues to be a legislatively-mandated goal of Cap-and-Trade Program. Attachment B uses California Environmental Protection Agency's (CalEPA) environmental health screening tool information as a background to Metro's existing and planned transportation projects and illustrates that the DACs, as defined, are disproportionately located in Los Angeles County and served by Metro's transit system.

CalSTA continues to give priority to applications which fund construction or implementation and expresses a preference for projects with clear phases or scalability. Multiple applications from the same agency must be prioritized. Consideration will be given to proposals to fund only preconstruction components for a project, but a full funding plan must be provided to assure construction of a useable segment. In all scenarios, a project or project elements will be considered only if fully funded. While a local funding match is not required, a highly rated project will clearly indicate the acceleration of project delivery made possible due to the inclusion of TIRCP funds to complete the funding package.

Potential Metro Projects

Because the TIRCP application deadline is April 5 and applicants have only 60 days to prepare and submit funding applications, it is necessary to consider potential candidates for Cycle 2 funding in advance of completion of a draft expenditure plan for the potential ballot measure and an updated Long Range Transportation Plan (LRTP). Based on the draft Guidelines criteria and Metro's current project development schedules, staff has preliminarily identified the six above-referenced projects as having the potential to meet the Guidelines criteria. Staff developed the matrix shown in Attachment A and recommends further analysis be undertaken with the goal of submitting one or several applications to CalSTA.

To ensure competitiveness of Metro's applications, initial additional analysis to focus our field of candidates will include a preliminary screening of potential greenhouse gas emissions reductions that a project could provide, as well as a refining of project schedules to ensure award of construction contracts could be accomplished within the time frame provided by CalSTA, which is within six months of a request for allocation of the awarded funds from the California Transportation Commission, but no later than the Commission's June 2018 meeting.

The Board will be requested to approve final application submittals and project prioritization at the March Board meeting, prior to the April 5 application deadline.

Multi-Year Cap-and-Trade Strategy

Pursuant to Director Butts' Amendment to Item No. 28 on October 22, 2015 (Attachment C) that requested a comprehensive Cap-and-Trade strategy and action plan (Plan), staff has been developing an overall approach for identifying potentially competitive candidate capital transit expansion projects that are in the adopted 2009 Long Range Transportation Plan and that realize a nexus with the Cap-and-Trade Program priorities. The Cycle 2 nominated projects have been identified as a result of our efforts to develop the requested Plan. Inasmuch as the Plan should also consider the draft expenditure plan for the potential ballot measure currently in development, we will respond to Director Butts' Motion at the April 2016 Board meeting to ensure that all priorities are

considered and measured against the Program criteria.

As the GGRF grows and the Cap-and-Trade Program matures to a five-year cycle in FY 2018, we will likely see significant possibilities to strategically apply for funds using a multi-year strategy to compliment the funding profiles of our larger transit projects.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding required for preparation of project applications has been included in cost center 4420 budget for FY 2016.

Impact to Budget

Preparation of project applications will have no impact on the FY2016 budget.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the candidate projects contained in Attachment A and instead select one or more other projects considered for application. Staff does not recommended this alternative as the listed projects have the potential to meet the criteria set forth in the Guidelines and should represent at least one competitive application on behalf of Metro.

NEXT STEPS

Upon approval, staff will prepare the project applications, due to Caltrans by April 5, 2016. The Board will be requested to approve final application submittals and project prioritization at the March Board meeting. CalSTA will publish the list of approved projects by August 1, 2016 and the list will be presented to the California Transportation Commission on August 17, 2016. We anticipate funds will be available for allocation between September 1, 2016 and June 30, 2018.

Staff will present the projects for which TIRCP applications are being submitted, and recommended priorities, at the March 2016 Board meeting and will provide the requested Plan at the April 2016 meeting.

ATTACHMENTS

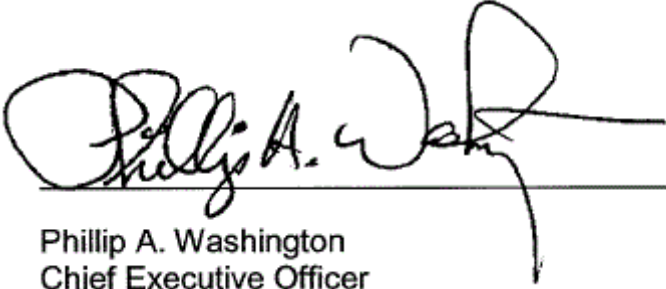
Attachment A - Proposed Metro TIRCP Projects Decision Matrix

Attachment B - Disadvantaged Communities Map

Attachment C - Amendment to Item No. 28 by Director Butts, dated October 22, 2015

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Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

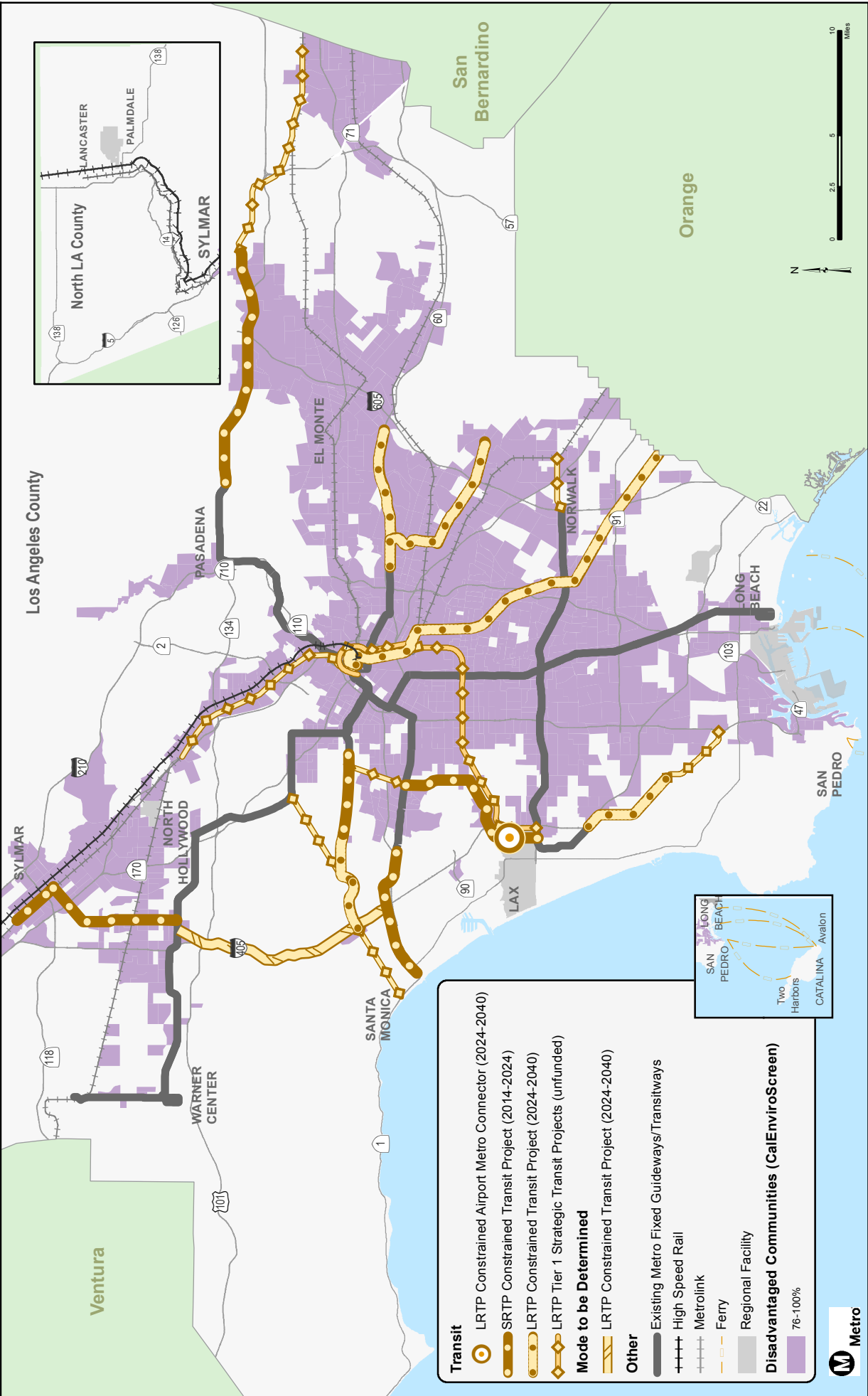
Greenhouse Gas Reduction Fund

Evaluation Criteria

	Metro Priority Criteria				Cal STA Primary Criteria				Cal STA Secondary Criteria					
	Project readiness (allocation by June 2018)	Construction or implementation	Leverage other funds	Scope, cost, and schedule available	Reduce greenhouse gas emissions	Increase ridership	Integrate service	Improve safety	Support Sustainable Communities Strategies (SCS)	Benefit disadvantaged communities	Support collaborative priorities	Geographic equity	Consistent with related SCS plans	Integration across transport modes
PROPOSED SECOND CYCLE PROJECTS														
Airport Metro Connector	Yes	X	X	X	X	X	X	X	X	X	X	X	X	X
Division 20 Portal Expansion/Turnback Facility for Red/Purple Line	Yes	X	X	X	X	X		X		X	X	X		
Gold Line Foothill Extension Phase 2B	Yes	X	X	X	X	X			X	X		X		X
Joint Metrolink Projects	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Orange Line Electric Bus Purchase	Yes	X	X	X	X	X			X	X				
Westside Purple Line Section 2	Yes	X	X	X	X	X		X		x	X		X	X

Note: Proposed projects are listed in alphabetical, not priority, order.

L RTP Transit Projects



Transit

- L RTP Constrained Airport Metro Connector (2024-2040)
- SRTP Constrained Transit Project (2014-2024)
- L RTP Constrained Transit Project (2024-2040)
- L RTP Tier 1 Strategic Transit Projects (unfunded)

Mode to be Determined

- L RTP Constrained Transit Project (2024-2040)

Other

- Existing Metro Fixed Guideways/Transitways
- High Speed Rail
- Metrolink
- Ferry
- Regional Facility

Disadvantaged Communities (CalEnviroScreen)

- 76-100%

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Amendment to Item No. 28 by Director Butts**October 22, 2015**

Consistent with the state statute AB 32, the Air Resources Board (ARB) established a Cap and Trade (C&T) program. In 2012 SB 535 was enacted and requires that 25 percent of C&T auction revenue be used to **benefit** disadvantaged communities and 10 percent of auction revenue **be invested** in disadvantaged communities.

Starting in 2015-16 and beyond, the Legislature and Governor agreed to a continuous appropriation of 60 percent of cap-and-trade revenues for specific programs; including: high-speed rail, affordable housing and sustainable communities, transit and intercity rail capital, and low-carbon transit operations. **The remaining 40 percent of unspent revenue—estimated to be about \$1.5 billion by the end of 2015–16—is available to be allocated in near future legislation.**

Availability of the Cap and Trade auction revenues presents an unprecedented funding opportunity for Metro to aggressively pursue a “fair-share” of revenues, from both the 60 percent continuous appropriation supported programs, as well as the 40 percent—\$1.5 billion—of funds yet to be appropriated by the Legislature. These funds should be a Metro priority to benefit the large number of “Disadvantaged Communities” in Los Angeles County. But outside of using the 2009 LRTP as a template, Metro lacks a comprehensive strategy, including numerical revenue targets, serving as framework for the Metro Board to join with key non-profit stakeholders, sub regional COGs, SCAG, labor, and private sector partners in securing our fair-share of Cap and Trade revenues. In order for Metro to be competitive and demonstrate strong leadership in securing a substantial amount of future Cap and Trade revenues, we need a plan of action.

I, Therefore, Move that the Board direct the CEO to develop a comprehensive Cap and Trade strategy and action plan, including annual numerical revenue targets, for consideration by the Board for the January 2016 Planning and Programming Committee.

I further Move that the strategy should:

1. Identify the potential role of the Cap and Trade funds as part of the proposed Expenditure Plan being developed for consideration as part of sales tax development process; and
2. include a legislative component identifying specific policy and programmatic recommendations on the projected \$1.5 billion of un-appropriated auction revenues to be considered by the Legislature during the 2016 session.

Additionally, the strategy and action plan should focus on all of the transportation related categories of Cap and Trade funding and be developed in direct consultation with sub regional COGs.



Board Report

File #: 2015-1710, File Type: Policy

Agenda Number: 20.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 METRO GRANT ASSISTANCE POLICY

ACTION: APPROVE METRO'S ACTIVE TRANSPORTATION PROGRAM (ATP) POLICY

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the **Final Statewide and Southern California Association of Government's (SCAG) recommended Active Transportation Program (ATP) Cycle 2 Results Summary for Los Angeles County** (Attachment A);
- B. APPROVING proposed 2016 ATP Grant Assistance Policy (Attachment B); and
- C. AUTHORIZING the CEO to reprogram Call for Projects commitments with reduced amounts to reflect ATP partial awards (Attachment C).

ISSUE

The Southern California Association of Governments (SCAG) presented final recommendations for the 2015 ATP Regional Program to the SCAG Executive Administration Committee (EAC) on January 7, 2016. The final Regional Program awarded \$76 million for the Southern California Region of which \$41 million was awarded to Los Angeles County. Combined with the \$61 million awarded in the Statewide competition, Los Angeles County ATP Cycle 2 awards total \$102 million. The Statewide and Regional Program Los Angeles County awards are detailed in Attachment A.

In February 2014, the Metro Board approved a policy that requires local agencies to resubmit previous Call for Projects grants for the State's Active Transportation Program (ATP) with assistance from Metro-selected grant-writing consultants. The ATP Cycle 3 Call for Projects will be released as early as March 2016. Staff is proposing a new policy to optimize the results of the grant assistance for the ATP in terms of increased funding awards, implementation of Metro policies and plans, and support for the state's ATP goals.

DISCUSSION

Updated SCAG ATP Regional Program

In October 2015, staff presented the 2015 SCAG Draft Regional Program for Los Angeles County ATP applicants. An additional \$238,000 became available to partially fund a high-scoring Los Angeles County project. Following discussion with project sponsors in the threshold range to receive surplus funds, a project sponsor was identified that would be able to deliver its full project with the partial ATP funds. The complete ATP Cycle 2 results for Los Angeles County, including the updated SCAG regional awards, the statewide competitive awards, and the impact to Metro's Call for Projects are detailed in Attachment A.

The grant assistance program has been an integral part of the success of Los Angeles County projects in the ATP. In addition to prior Call projects, Metro also sponsored projects which were put forward for the ATP based on existing Metro Board commitments.

2016 ATP Grant Assistance Policy

Metro staff proposes to update the ATP Policy (Attachment B) to transition to a focus on advancing and implementing Metro's active transportation plans and meeting critical active transportation needs in Los Angeles County. This transition is also integral to more closely align grant assistance with ATP goals, leading to increased awards. Metro's grant assistance program has been a powerful tool which has helped reduce much of the funding shortfall that it was created to address.

In July 2014 the Board directed staff to develop a funding plan for the Active Transportation Strategic Plan (ATSP) which builds upon many of Metro's existing active transportation policies and plans. Staff has identified the ATP as a good fit for the ATSP's goals and funding needs. The proposed ATP policy would enable Metro to begin implementing ATSP projects as well as assist voluntary Call projects.

Attachment D shows the potential projects from the 2015 Call for Projects identified based on funding programmed in Fiscal Years 2019, 2020, and 2021 and funding need over \$1 million. Preliminary assessment of each project's fit with Metro and ATP objectives is also shown. Project sponsors have been invited to participate in reapplication. Sponsors can also offer to apply for other projects with Metro grant assistance if the projects have Metro Board commitment or directly contribute to implementing Metro active transportation plans and policies such as the First/Last Mile Strategic Plan, Complete Streets Policy, Urban Greening Plan, and in the future ATSP.

Metro has the opportunity to employ the 10 points used in the SCAG ranking process to maximize the proportion of funding from the SCAG Regional ATP competition used for Metro active transportation goals. In ATP Cycles 1 and 2, Metro assigned the full 10 points to all projects except any that were clearly not in alignment with regional or local plans. All projects submitted received the 10 points, none were denied.

Just as selecting projects for grant assistance can maximize the amount of Los Angeles County ATP funding, aligning the 10 points for the regional program with Metro policies and plans will maximize the amount of regional ATP funding for projects that implement Metro goals. Staff is recommending assigning 7 points to all projects except any that are clearly not in alignment with regional or local plans, and an additional 3 points to all successful Call projects, projects with Metro Board commitment, and projects which implement Metro active transportation plans and policies. The 10 points are part of an overall strategy that Metro can use to attract and focus both statewide and regional funding toward the implementation of Board adopted active transportation projects, plans, and policies within the environment of the State and regional ATP prioritization process.

Adjusted Call for Projects Commitments

There are a few projects within the Call for Projects funding plan that require adjustments to their original Call Commitment to address partial ATP funding received. In total, approximately \$3.9 million is needed in place of the original \$7.7 million commitment, shown in Attachment C.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will not have any direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding for consultant grant assistance services is included in the FY 2016 Budget under Cost Center 4420, Project 405510, Task Number 05.04.01.

Impact to Budget

The source of funds for the grant assistance services is Proposition A, C, and TDA Administration which is not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may consider mandatory rather than voluntary reapplication to the ATP for Call projects. This alternative is not recommended as there are few ATP-competitive projects left from the affected period of FY 2014 to 2019 per the original February 2014 mandatory grant assistance policy. Expanding the mandatory policy beyond this period would place a burden specifically on active transportation project sponsors that is not shared with other Call modes, though the funding pressures on the Call for Projects are not specific to individual modes. Staff believes shifting emphasis toward the goals of the ATP itself will result in greater total awards for Los Angeles County.

NEXT STEPS

Discussions are currently taking place regarding a possible delay of ATP Cycle 3. Should Cycle 3 be delayed, staff will return to the Board with updated project lists based on more complete information from the ATSP and project studies. Assuming no delay occurs, the next steps are as follows:

- January 7, 2016 - SCAG Executive Administration Committee (EAC) approves SCAG Regional Program recommendations.
- January 8, 2016 -SCAG submits Regional Program to CTC.
- January 20, 2016 - CTC adopts SCAG Regional Program.
- March 2, 2016 - Project sponsors notify Metro of their interest in grant assistance
- March 16, 2016 - Metro selects and notifies project sponsors receiving grant assistance
- February-March 2016 - Grant Delivery Training Workshop and Project Partnership and Development Workshop
- June 15, 2016 - ATP Cycle 3 Grant Applications Due

ATTACHMENTS

Attachment A - ATP Cycle 2 Results for Los Angeles County

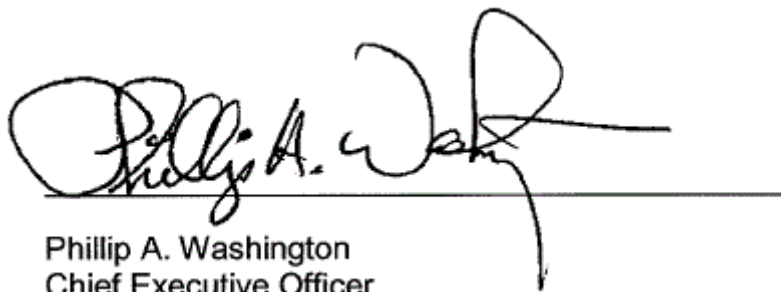
Attachment B - 2016 ATP Grant Assistance Policy

Attachment C - Reprogrammed Call for Projects Commitments

Attachment D - ATP Cycle 3 Projects Evaluation

Prepared by: Shelly Quan, Transportation Planner, (213) 922-3075
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Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

**Active Transportation Program Cycle 2
Statewide Awards for Los Angeles County**

(\$ in thousands)

	Agency	Project Title	Total Project Cost	Total Funds Awarded	Score
1	Los Angeles County	Los Nietos SRTS- Phase I	1,847	1,601	99.00
2	Los Angeles	Pedestrian and Bicycle Neighborhood Intersection Enhancements	1,883	1,506	97.00
3	Los Angeles County MTA	Willowbrook/Rosa Parks Pedestrian Promenade And Bicycle Mobility Hub	3,662	2,909	97.00
4	Los Angeles County	Rosemead Boulevard Complete Street Improvements Phase 1	1,250	1,000	95.00
5	Los Angeles Unified School District	LAUSD Middle School Bicycle Safety Physical Education Program	1,360	1,360	94.00
6	Culver City	Washington-Culver Pedestrian and Cyclist Safety Project	2,622	2,772	94.00
7	Los Angeles County	West Carson Community Bikeways	531	425	94.00
8	Long Beach	Delta Avenue Bicycle Boulevard	1,335	1,075	93.00
9	Los Angeles County	Hawthorne/Lennox Green Line Station Community Linkages	3,070	2,406	93.00
10	Pico Rivera	Regional Bikeway Project	4,917	3,932	93.00
11	Los Angeles County	Vincent Community Bikeways	4,399	3,519	93.00
12	Lancaster	10th Street West Road Diet and Bikeway Improvements	1,568	785	92.00
13	Santa Monica	Michigan Ace Greenway: Completing Bike/Ped Expo Connection Over the I-10	1,234	987	92.00
14	Whittier	Whittier Greenway Trail East Extension Gap Closure	5,332	4,516	92.00
15	Los Angeles County	Aviation /LAX Green Line Station Community Linkages	2,578	1,941	91.00
16	Los Angeles	Orange Line-Sherman Way Pedestrian Links	1,441	1,153	90.00
17	Lancaster	Pedestrian Gap Closure Improvements	7,824	6,259	90.00
18	Arcadia	Bicycle and Facility Improvements	1,457	1,020	89.00
19	Los Angeles	Boyle Heights Pedestrian Linkages	5,000	5,000	89.00
20	Los Angeles County MTA	Union Station Master Plan: Alameda Esplanade	12,340	12,340	89.00
21	Santa Monica	Expo Station 4th Street Linkages to Downtown and Civic Center	2,016	1,613	88.00
22	South Gate	Long Beach Boulevard Pedestrian Improvements	2,586	2,250	88.00
23	Rosemead	Rosemead SRTS Project	842	702	88.00
Total Los Angeles County Statewide Awards			71,094	61,071	

Active Transportation Program Cycle 2 SCAG Regional Awards for Los Angeles County

(\$ in thousands)

	Agency	Project Title	Total Project Cost	Total Funds Awarded	Score*
1	Los Angeles County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20,278	8,326	98.00
2	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18,712	1,552	97.00
3	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6,660	4,000	96.00
4	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,891	2,319	96.00
5	Torrance	Downtown Torrance Active Transportation Improvement Project	2,533	2,027	96.00
6	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3,563	2,000	96.00
7	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7,690	6,862	95.00
8	Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1,371	1,344	95.00
9	Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9,843	9,743	94.00
10	Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,793	1,757	93.75
11	Downey	South Downey SRTS**	516	238	93.00
12	Downey	Downey Bike Share and Safety Education**	294	180	92.00
Subtotal Los Angeles County Regional Implementation Awards			76,144	40,348	
13	Santa Clarita	Junior High and High School SRTS Plan	200	160	82.00
14	Downey	Pedestrian Plan	300	300	80.00
15	Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100	68.00
16	Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154	67.00
Subtotal Los Angeles County Regional Planning Awards			779	714	
Total Los Angeles County Regional Awards			76,923	41,062	
Total Los Angeles County ATP Cycle 2 Awards			148,017	102,133	

* Scores for Implementation Awards reflect 10 points added for consistency with regional and local plans.

** Downey's South Downey SRTS project received partial funding of \$238,000 upon determination that amongst other LA County projects with the same application score, it could deliver its project using the partial ATP funds and City funds. Downey's Bike Share and Safety Education project received partial funding of \$180,000 following deliberation between two LA County projects. Downey's project was identified as a higher priority project due to its location in a disadvantaged community. The City also confirmed that it would be able to commit to project delivery using the partial ATP funding and City funds.

Active Transportation Program Cycle 2 Impact to the Call for Projects

(\$ in thousands)

CFP ID	Project Sponsor	ATP Project Title	CFP Commitment	ATP Award	ATP Score
1 F7517	Arcadia	Bicycle and Facility Improvements	1,156	1,020	89.00
2 F5509	Lancaster	10th Street West Road Diet and Bikeway Improvements	1,048	785	92.00
3 F7522	Long Beach	Delta Avenue Bicycle Boulevard	1,016	1,075	93.00
4 F5629	Los Angeles	Orange Line-Sherman Way Pedestrian Links	1,093	1,153	90.00
5 F7539	Los Angeles	Pedestrian and Bicycle Neighborhood Intersection Enhancements	2,239	1,506	97.00
6 F7508	Los Angeles County	Vincent Community Bikeways	3,426	3,519	93.00
7 F7512	Los Angeles County	West Carson Community Bikeways	1,070	425	94.00
8 F7609	Los Angeles County	Hawthorne/Lennox Green Line Station Community Linkages	1,787	2,406	93.00
9 F7610	Los Angeles County	Aviation /LAX Green Line Station Community Linkages	1,587	1,941	91.00
10 F7502	Pico Rivera	Regional Bikeway Project	2,309	3,932	93.00
11 F7807	Santa Monica	Expo Station 4th Street Linkages to Downtown and Civic Center	1,613	1,613	88.00
12 F7612	South Gate	Long Beach Boulevard Pedestrian Improvements	1,481	2,250	88.00
Subtotal Statewide Funded Projects			19,825	21,625	
13 F7524	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	1,123	1,552	87.00
14 F3644	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	2,258	6,862	85.00
15 F7620	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,595	2,319	86.00
Subtotal Regional Funded Projects			5,976	10,733	
Total Call Projects awarded in Statewide and Regional Competitions			25,801	32,358	

Active Transportation Program Cycle 2 Projects to be Retained in Call for Projects

(\$ in thousands)

	CFP ID	Project Sponsor	ATP Project Title	CFP Commitment
1	F7634	Bell	Florence Avenue Pedestrian Improvements*	2,159
2	F7506	Burbank	Chandler Bikeway Extension and San Fernando Bikeway GaP Closure	2,639
3	F3510/ F5523	Los Angeles	Regional Bike Share Program Expansion	2,906
4	F7622	Los Angeles	LANI - West Boulevard Community Linkages Project	1,379
5	F7624	Los Angeles	Walk Pico! A Catalyst for Community Vitality and Connectivity	1,841
6	F7636	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 8th-9th Streets	2,385
7	8150	Los Angeles County	San Jose Creek Trail-Phase II	1,243
8	F7512	Los Angeles County	West Athens 110th Street Bicycle Boulevard Gap Closure*	645
9	F7521	Redondo Beach	Regional Commuter Bicycle Gap Closure Project	1,562
10	F1505	San Fernando	Pacoima Wash Bikeway and Pedestrian Path	1,513
Total Call Projects to be Retained in Call for Projects				18,272

* Remaining CFP Commitment reflects balance after partial ATP funding

METRO 2016 ACTIVE TRANSPORTATION PROGRAM GRANT ASSISTANCE POLICY

The Active Transportation Program (ATP) is an important resource to address the serious deficits to the active transportation infrastructure in Los Angeles County and thereby augment affordable mobility options and achieve safety, health, and sustainability goals. Through Cycles 1 and 2 of the ATP, Metro made up more than \$65 million of the \$90 million shortfall in the Call for Projects funding plan caused by the state's creation of the ATP. Metro can now shift to a voluntary Call for Projects reapplication program, while also beginning a new focus on the overall implementation of Metro-adopted projects, programs, and policies. The following points make up the 2016 ATP grant assistance policy.

Voluntary Reapplication for Call for Projects

Sponsors of ATP-eligible projects funded in the 2015 Call for Projects are encouraged to apply for ATP funds. Projects with a Call for Projects commitment of \$1 million or more and Call funding in Fiscal Years (FY) 2019 through 2021 may receive grant writing assistance. These projects are listed on Attachment D.

- A. ATP funds secured by Call projects will be used to address the shortfall and/or augment the capacity of the Metro Call for Projects Funding Plan.
- B. Call for Projects sponsors applying to the ATP with Metro grant assistance may use updated scope of work or cost estimate information as long as the updated scope of work is consistent with or includes the original scope of work. However, should such projects not be awarded ATP funds, Metro is responsible only for the prior Call for Projects commitment amount.
- C. Should a successful Call project receive no ATP award, or an award in an amount less than its original Call commitment, or have its award reduced through Caltrans eligibility reviews, Metro will provide Call funding, as available and applicable, to complete the original Call for Projects Commitment.
- D. Project sponsors will not be required to provide a local match. However local match is encouraged for strategic reasons. Local match earns scoring points and project sponsors may use all or a portion of the overmatch, upon receiving a fully-executed Letter of No Prejudice from Metro, to advance the planning, design, or right-of-way activities for a project in order to ensure timely readiness for construction.

Applications to Implement Metro Board-Adopted Projects, Programs, and Policies

Projects with Metro Board commitment, or which directly contribute to the implementation of Metro Board-adopted policies and programs may also request grant writing assistance through a Letter of Interest. Qualifying Metro plans and policies include:

- Active Transportation Plan*
- Bicycle Transportation Strategic Plan
- Blue Line First/Last Mile Implementation Plan*
- Complete Streets Policy
- First/Last Mile Strategic Plan
- Urban Greening Policy and Toolkit

* Plan applicability is subject to the plan completion date fit with ATP Cycle 3 commencement date. Cycle 3 commencement date is scheduled for mid-March, but a deferral is under discussion.

Process

To assist project sponsors and ensure continuing advantageous outcomes from the ATP, Metro may provide no-cost grant-writing assistance for projects selected according to the following process.

- A. Agencies must confirm in writing that they wish to take advantage of the assistance and that they understand and will commit to putting forth the full effort required for the ATP application process as described below. Metro staff will identify the projects for assistance, and notify project sponsors. Priority will be placed on projects which effectively address ATP and Metro goals and provide a local match. Projects requiring under \$1 million in ATP funds will not be considered.
- B. Sponsors will submit a complete set of project description and project planning and development documents and meet with the consultant to initiate the grant assistance. The ATP application process is rigorous, and requires a significant commitment of local jurisdiction effort, even with the assistance of a consultant. Project sponsors are expected to meet to discuss the project, provide additional materials as necessary, review and comment on two application drafts, sign (including engineer review, stamp and multiple initials), produce several hard and electronic copies, and postmark the application by June 1, 2016

Assignment of Up to 10 Points for SCAG Regional Competition Score

- A. Assign seven points to all projects except any that are clearly not in alignment with regional or local plans.
- B. Assign an additional three points to all successful Call projects, all projects with Metro Board commitment, and all projects which implement Metro active transportation plans and policies. Qualifying plans and policies include any plans and policies for which grant writing assistance is allowable.

Reprogramming to Reduce Call for Projects Commitments

F5509 – City of Lancaster – 10th St W Road Diet and Bike Lane, Av H-Lancaster Blvd

In ATP Cycle 2, the project received only \$785,000 of its \$1,048,000 Call commitment due to items eligible under the Call being ineligible under the ATP.

F7512 – Los Angeles County – West Athens and West Carson Community Bikeways

In ATP Cycle 2, this project was separated into two separate projects for application to the ATP. One of the projects was funded, while the other was not. The project needs \$645,000 for the remaining Call commitment to complete the second part of the project.

F7517 – City of Arcadia – Bicycle Facility Improvements

In ATP Cycle 2, the project received only \$1,020,000 of its \$1,156,000 Call commitment due to items eligible under the Call being ineligible under the ATP.

F7539 – City of Los Angeles – Bicycle Friendly Street Treatments (3)

In ATP Cycle 2, the project received only \$1,506,000 of its \$2,239,000 Call commitment due to items eligible under the Call being ineligible under the ATP.

F7634 – City of Bell—Florence Avenue Pedestrian Improvement Project

In ATP Cycle 1, Bell received a partial award for only the design phase of its project. The City reapplied in ATP Cycle 2, but was unsuccessful in obtaining the remaining Construction project costs. The project needs the remaining Call commitment of \$2.1 million.

Active Transportation Program
Call for Projects Reprogramming to Reflect Partial ATP Funding
(\$ in thousands)

NO	CFP ID	AGENCY	CALL FOR PROJECTS TITLE	ORIGINAL CFP COMMITMENT	ATP AWARD	REPROGRAMMED CFP COMMITMENT	PROPOSED FUND SOURCE	REVISED PROGRAM YEAR
1	F5509	LANCASTER	10TH ST W ROAD DIET & BIKE LANE, AV H-LANCASTER BL	1,048	785	263	LTF	FY 2018
2	F7512	LA COUNTY	WEST ATHENS AND WEST CARSON COMMUNITY BIKEWAYS	1,070	425	645	LTF	FY 2019
3	F7517	ARCADIA	BICYCLE FACILITY IMPROVEMENTS	1,156	1,020	136	LTF	FY 2019
4	F7539	LA CITY	BICYCLE FRIENDLY STREET TREATMENTS (3)	2,239	1,506	733	CMAQ	FY 2019
5	F7634	BELL	FLORENCE AVENUE PEDESTRIAN IMPROVEMENT PROJECT	2,221	62	2,159	LTF	FY 2018
TOTAL				7,734	3,798	3,936		

**Active Transportation Program Cycle 3
Potential Projects Evaluation**

Projects on the following list are eligible to volunteer to apply for Cycle 3 of the Active Transportation Program (ATP) and request Metro grant assistance. Projects from the 2015 Call for Projects (Call) and existing projects with Metro Board commitments are shown. Other projects that implement Metro's active transportation plans and policies are to be determined.

Call project sponsors' requests for grant assistance for the projects shown will be considered along with requests for non-Call projects which have Metro Board commitments or will directly contribute to implementing Metro plans and policies. Metro shall select projects for grant assistance from the complete pool of volunteers.

ACTIVE TRANSPORTATION PROGRAM CYCLE 3									
Potential Projects Evaluation									
		ATP-Specific Criteria			Mutual Criteria				Metro-Specific Criteria
		Safety - project reduces fatalities & injuries & addresses hazards	Health - project improves health outcomes	Benefit to DAC, % of funds spent there, direct meaningful benefits**	Increases usage of bicycle/pedestrian facilities	Consistency with Metro sustainability and active transportation policies	Project readiness	Local Match	Metro Board commitment
POTENTIAL ATP CYCLE 3 PROJECTS FROM 2015 CALL FOR PROJECTS*									
City of Downey	Downey BMP Phase 1 Downtown/Transit Class II Implementation	x	x	x	x	x	TBD	x	x
City of Glendale	Glendale-LA Riverwalk Bridge/Active Transportation Facility	x	x	x	x	x	TBD	x	x
City of Hawthorne	Hawthorne Boulevard Mobility Project - Phase 2	x	x	x	x	x	TBD	x	x
City of Lancaster	Medical Main Street	x	x		x	x	TBD	x	x
City of Long Beach	1st Street Pedestrian Gallery	x	x		x	x	TBD	x	x
City of Long Beach	Artesia - Great Boulevard	x	x	x	x	x	TBD	x	x
City of Long Beach	Atherton Bridge & Campus Connections	x	x		x	x	TBD	x	x
City of Los Angeles	Beverly Boulevard, Vermont Avenue to Commonwealth Avenue Pedestrian Improvements	x	x	x	x	x	TBD	x	x
City of Los Angeles	Complete Streets Project for Colorado Boulevard in Eagle Rock	x	x		x	x	TBD	x	x
City of Los Angeles	LANI - Santa Monica Boulevard Improvement Project	x	x	x	x	x	TBD	x	x
City of Los Angeles	Melrose Avenue-Fairfax Avenue to Highland Avenue Pedestrian Improvements	x	x		x	x	TBD	x	x
City of Pasadena	Lake Avenue Gold Line Station Pedestrian Access Improvements	x	x		x	x	TBD	x	x
City of Pomona	Pomona ATP Phase 2 Bicycle Network for Community Assets	x	x	x	x	x	TBD	x	x
City of Santa Clarita	Dockweiler Drive Gap Closure	x	x		x	x	TBD	x	x
County of Los Angeles	Bike Aid Stations	x	x		x	x	TBD	x	x
POTENTIAL ATP CYCLE 3 PROJECTS WITH EXISTING METRO BOARD COMMITMENT									
City of Los Angeles	Taylor Yard Los Angeles River Bicycle/Pedestrian Community Connector	x	x	x	x	x	x	TBD	x
Metro	Metro Bike Share Expansion, Equity, and TAP Innovation	x	x	x	x	x	TBD	TBD	x
Metro	Rail to River Segment B	x	x	x	x	x	TBD	TBD	x

ACTIVE TRANSPORTATION PROGRAM CYCLE 3										
Potential Projects Evaluation										
		ATP-Specific Criteria			Mutual Criteria				Metro-Specific Criteria	
		Safety - project reduces fatalities & injuries & addresses hazards	Health - project improves health outcomes	Benefit to DAC, % of funds spent there, direct meaningful benefits**	Increases usage of bicycle/pedestrian facilities	Consistency with Metro sustainability and active transportation policies	Project readiness	Local Match	Metro Board commitment	
Metro	Union Station Master Plan Stage 1 Forecourt improvements	x	x	x	x	x	x	TBD	x	
Metro	Union Station Master Plan Stage 1 Los Angeles Crossing	x	x	x	x	x	x	TBD	x	
POTENTIAL PROJECTS THAT IMPLEMENT METRO'S ACTIVE TRANSPORTATION PLANS AND POLICIES										
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	

*Includes projects from all modes, except for Transit Capital, with \$1 million or greater programmed in Fiscal Years 2019, 2020, and 2021.

** Preliminary assessment of benefit to disadvantaged community (DAC) is based on CalEnviroScreen 2.0 score of project area



Board Report

File #: 2016-0047, File Type: Resolution

Agenda Number: 21.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

**SUBJECT: AUTHORIZE CEO TO EXECUTE GRANT AGREEMENT FOR BLUE LINE
FIRST/LAST MILE PLAN**

ACTION: ADOPT RESOLUTION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or designee to execute an agreement with the **State of California for Active Transportation Program (ATP) grant funds for the Metro Blue Line First/Last Mile Plan.**

ISSUE

Metro applied for and was awarded an Active Transportation Program (ATP) Cycle 1 grant of \$280,000 for the Blue Line First / Last Mile Plan. The California Transportation Commission (CTC) allocated the grant funds in October 2015.

DISCUSSION

After the allocation of the grant funds by the CTC in October 2015, the State of California Department of Transportation (Caltrans) is requesting a Board-approved resolution identifying the Blue Line First / Last Mile Plan and the Metro official authorized to execute the agreement. The attached resolution would authorize the CEO or designee to execute an agreement with the State of California for the Blue Line First / Last Mile Plan.

FINANCIAL IMPACT

The FY16 budget includes \$50,000 in Cost Center 4340, Project 400227 for consultant procurement upon adoption of the resolution. This is a reimbursable grant program whereby Metro would be reimbursed for the funds.

Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds is Proposition A, C, and TDA Administration which is not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board could decide to not adopt the resolution. This alternative is not recommended because Metro would be unable to execute an agreement, access the grant funds or complete the Blue Line First / Last Mile Plan.

NEXT STEPS

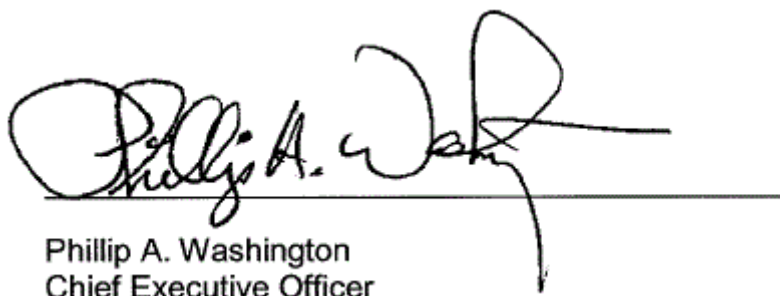
If approved, staff would work to have an agreement executed to begin the Blue Line First / Last Mile Plan.

ATTACHMENTS

Attachment A - Resolution

Prepared by: Katie Lemmon, Transportation Planning Manager, (213) 922-7441
Jacob Lieb, Transportation Planning Manager, (213) 922-4132
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

RESOLUTION

WHEREAS, the State of California has provided Active Transportation Program (ATP) funds for the Metro Blue Line First / Last Mile Plan in the amount of \$280,000; and

WHEREAS, the California Transportation Commission allocated the ATP funds for the Metro Blue Line First / Last Mile Plan in October 2015; and

WHEREAS, the State of California requires a certified authorizing resolution to enter into an agreement for the ATP funds for the Metro Blue Line First / Last Mile Plan;

NOW, THEREFORE, BE IT RESOLVED that the Los Angeles County Metropolitan Transportation Authority (Metro) authorizes the Chief Executive Officer (CEO) or designee to conduct all negotiations, execute and submit all documents which may be necessary for receiving ATP funds for the Metro Blue Line First / Last Mile Plan.

Approved and adopted the __ day of February 2016. I, the undersigned, hereby certify that the foregoing Resolution was duly adopted by the Los Angeles County Metropolitan Transportation Authority.

CERTIFICATION

The undersigned duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority certifies that the foregoing Resolution was approved, by a majority vote of all members of the Board of Directors, at a regular meeting of the Los Angeles County Metropolitan Transportation Authority.

DATED: _____

Michele Jackson, Metro Board Secretary

**Board Report**

File #: 2016-0053, **File Type:** Contract

Agenda Number: 22.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

SUBJECT: BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. Execute Modification No. 9 (within the existing LOP budget) to Task Order No. 01 under Contract PS2415-3024-02, with **HNTB Corporation (HNTB) for the Bob Hope Airport/Hollywood Way Metrolink Station Project** (Project) for additional engineering and to authorize design support during construction (DSDC), in the amount of \$199,457, increasing the contract value from \$1,210,562 to \$1,410,019; and
- B. Increase Contract Modification Authority (CMA) specific to Task Order No. PS2415-3024-02-01, Bob Hope Airport/Hollywood Way Metrolink Station Project, in the amount of \$200,000, increasing the total authorized CMA amount from \$450,000 to \$650,000.

ISSUE

The design of the station was awarded to HNTB as a Task Order under the Regional Rail Engineering and Planning Contract Bench No. PS2415-3024. The Project design is complete; however, a few design modifications were required to address requests by the City of Los Angeles Bureau of Street Services (LABSS) and the Southern California Regional Rail Authority (SCRRA). Additionally, DSDC was not included in the original scope of work. Board approval for the Task Order Modification is required for the additional engineering and DSDC.

In December 2015, the Metro Board established a LOP budget of \$8,439,858 for the Project. The LOP budget includes design revision costs, additional bid support, and DSDC. This board action is to enact the changes in HNTB's contract that were envisaged in the LOP increase.

Background

The Bob Hope Airport/Hollywood Way Metrolink Station Project (Project) includes the design and construction of a new Metrolink station on the Antelope Valley Line (AVL) to provide a more convenient connection to the Bob Hope Airport.

Task Order No. PS2415-3024-02-01 was issued to HNTB for the design and bid support of the Project. However, due to delays resulting from coordination with Caltrans to meet Federal Highway Administration (FHWA) grant requirements, HNTB has incurred additional project coordination costs to keep the project moving forward. Furthermore, design revisions were required to accommodate the LABSS San Fernando Road Bike Path project and conduit layout revisions required by SCRRA.

DETERMINATION OF SAFETY IMPACT

The station is being designed in accordance with Metrolink standards and will be compliant with the Americans with Disabilities Act. There are no pedestrian crossings of the existing Metrolink track so no safety impacts are expected.

FINANCIAL IMPACT

The funding for the Project was approved by the Metro Board in December 2015. This request will have no financial impact as the costs of these services are included in the LOP budget.

Impact to Budget

This request will have no impact to budget as the funds are already included in the FY 16 budget.

ALTERNATIVES CONSIDERED

The Board could choose not to execute Task Order Modification No. 9 to move the Project forward. This alternative is not recommended due to the significant benefits that the Project offers by providing a needed plane-to-train connection.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 9 to Task Order No. PS2415-3024-02-01 for additional engineering and design support during construction required for the Bob Hope Airport/Hollywood Way Metrolink Station Project. Procurement for construction will be completed, and Staff will return to the Board for award of construction contract in Spring 2016.

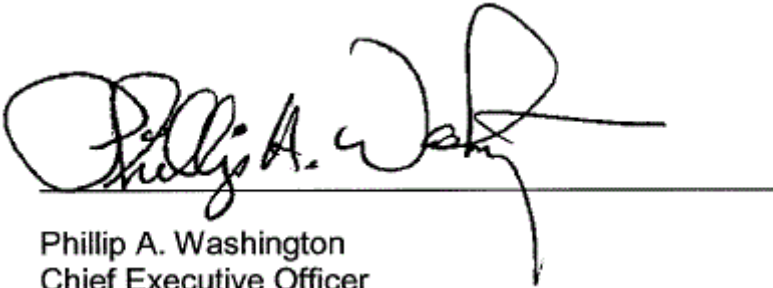
ATTACHMENTS

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

Prepared by: Don Sepulveda, (213) 922-7491

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383

Richard Clark, Executive Director, Program Management
(213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION PROJECT

1.	Contract Number: PS2415-3024-02 Task Order 01		
2.	Contractor: HNTB Corporation		
3.	Mod. Work Description: Additional engineering support and authorize Design Support During Construction services		
4.	Contract Work Description: Professional engineering services		
5.	The following data is current as of : 01/08/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	08/15/13	Contract/Task Order Award Amount: \$765,746
	Notice to Proceed (NTP):	08/15/13	Total of Modifications Approved: \$444,816
	Original Complete Date:	08/15/15	Pending Modifications (including this action): \$199,457
	Current Est. Complete Date:	06/30/17	Current Contract\ Task Order Value (with this action): \$1,410,019
7.	Contract Administrator: Ben Calmes		Telephone Number: (213) 922-7341
8.	Project Manager: Kate Amissah		Telephone Number: (213) 922-1203

A. Procurement Background

This Board Action is to approve Modification No. 9 to Task Order No. 01 under Contract PS2415-3024-02 for additional engineering support required for this project to revise electrical plans per Metrolink requirements, accommodate the City of Los Angeles bike path, and to provide for design support during construction.

This Task Order Modification was processed in accordance with Metro's Acquisition Policy and the contract/task order type is a firm fixed price. All other terms and conditions remain in effect.

On August 15, 2013, Contract No. PS2415-3024-02 was awarded and Task Order 01 issued to HNTB Corporation, a contractor on the Regional Rail Planning & Engineering Contract Bench, for a firm fixed price of \$765,746.

Refer to Attachment B, Contract Modification/Change Order Log for details on contract modifications to date.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding and negotiations. All contract direct labor rates remain unchanged from the original contract. Metro staff successfully negotiated a cost savings of \$41,814 from the firm's proposed amount.

Proposal Amount	Metro ICE	Negotiated Amount
\$241,271	\$270,000	\$199,457

CONTRACT MODIFICATION/CHANGE ORDER LOG

BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION/
PS2415-3024-02-01

Mod. No.	Description	Date	Amount
1	Additional insurance requirements and pass-through cost.	10/21/13	\$2,933
2	Additional requirements for air quality impact analysis.	04/10/14	\$2,750
3	Additional engineering requirements for traffic analysis; added additional SBE subcontractor.	08/07/14	\$166,815
4	Additional engineering requirements for parking facility.	12/30/14	\$103,997
5	Metro approved changes to task requirements.	01/13/15	\$93,744
6	Extension of period of performance.	08/07/15	\$0
7	Metro approved changes to task requirements.	09/18/15	\$74,577
8	Extension of period of performance.	01/04/16	\$0
9	Authorize additional engineering requirements and design support during construction.	PENDING	\$199,457
	Modification Total:		\$644,273
	Original Contract:	8/15/13	\$765,746
	Total:		\$1,410,019

DEOD SUMMARY

BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION/
PS2415-3024-02-01**A. Small Business Participation**

HNTB made a 28.54% Disadvantaged Business Enterprise (DBE) commitment. The project is 80% complete and the current DBE participation is 44.99%. HNTB is exceeding their goal commitment.

Small Business Commitment	28.54% DBE	Small Business Participation	44.99% DBE
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	DBE Subcontractors	Ethnicity	% Commitment	Current Participation¹
1.	BA, Inc.	African American	9.58%	14.44%
2.	Earth Mechanics	Sub Asian American	2.49%	4.48%
3.	FPL & Associates	Asian Pacific American	10.40%	14.11%
4.	Rail Surveyors & Engineers	Asian Pacific American	6.07%	10.09%
5.	AHBE Landscape Architects	Asian Pacific American	Added	1.87%
	Total		28.54%	44.99%

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

Living Wage is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0062, **File Type:** Contract

Agenda Number: 23.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

**SUBJECT: METRO GOLD LINE EASTSIDE ACCESS- 1st AND CENTRAL STATION
IMPROVEMENT PROJECT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. **AUTHORIZING** the Chief Executive Officer (CEO) to award an eighteen-month firm fixed price contract, Contract No. AE439330011938 (RFP No. AE11938), to **Ted Tokio Tanaka Architects in the amount of \$1,793,023 to perform design services and construction support for the 1st and Central Station Improvement Project**; and
- B. **APPROVING** Contract Modification Authority specific to Contract No. AE439330011938 in the amount of \$268,954.

ISSUE

The Eastside Access Project is a Measure R funded project with a voter approved \$30 million allocation. The funding is intended to improve multi-modal linkages and enhancements from the Gold Line Eastside stations to the surrounding neighborhoods. A portion will be dedicated to the improvements within a one-mile radius of the 1st and Central Station of the Regional Connector Rail Line.

During the development of the project, the series of public improvements (including pedestrian, bicycle and streetscape) per Attachment B to improve access within a one-mile radius of the 1st and Central Station were identified and included in the Connect US Action Plan. The series of improvements within public Right-of-Way (ROW) were then submitted for consideration and awarded TIGER VI funding of \$11,800,000 by the Federal Transit Administration (FTA) in September 2015 to construct the first and last mile improvements. The project total is \$16,800,000, inclusive of the \$5,000,000 local match.

To proceed with the 1st and Central Station Improvement Project, staff requires design services (preliminary and final design) and construction support to provide assistance to the City of Los Angeles who will construct the improvements within their publicly owned ROW.

DISCUSSION

The Eastside Access Project will use a myriad of urban design techniques to enhance pedestrian connections and bicycle infrastructure along all the stations of the Metro Gold Line, including the 1st and Central Station which will replace the existing Little Tokyo/Arts District Station due to the opening of the Regional Connector Light Rail Line. These access improvements will enhance the livability of the existing Little Tokyo and Arts District neighborhoods and facilitate linkages to nearby Union Station with the integration of bicycle and pedestrian access to Metro rail and bus systems.

The project schedule has preliminary and final design being completed by the beginning of 2017 with construction starting shortly thereafter. Staff will continue to work closely with the City of Los Angeles, the Regional Connector Project Team, and other stakeholders during the design process and construction phase to coordinate construction activities within the Regional Connector adjacent project area.

Phase I of the Eastside Access Project in the City of Los Angeles is currently under construction. Phase II of the Eastside Access Project in unincorporated East Los Angeles is in final design and scheduled to initiate construction in Spring 2016. The subject project is a third phase of the Eastside Access Project.

Contract Modification Authority is requested to address the anticipated activities in direct relation to various entities involved in reviewing/approving, current construction and complexity in the development of this project. The Eastside Access 1st/Central Station Improvement Project includes a series of public improvements in close proximity to the current construction activities of the Regional Connector. The project is complex and will require extensive coordination between various local community organizations, City of Los Angeles Departments and the FTA.

DETERMINATION OF SAFETY IMPACT

The 1st and Central Station Improvement Project will improve pedestrian and bicycle safety. The project will be designed in accordance with the policies and requirements of Metro and the City of Los Angeles.

FINANCIAL IMPACT

The funding of \$908,000 for this service is included in the FY16 budget in cost center 4320, Active Transportation Team under project number 460300, Eastside Light Rail Access. Funds for design services are coming from Measure R 35% Transit Capital funds. Construction funds for the improvements will be coming from the FTA TIGER VI grant. Since this is a multi-year project, the cost center manager and the Chief Planning Officer of Countywide Planning & Development will be

accountable for budgeting the cost in future years.

Impact to Budget

The funding for this service will come from Measure R 35% Transit Capital funds. These funds are not available for operations and were identified for this project; therefore, no other sources were considered.

ALTERNATIVES CONSIDERED

The Board could consider not authorizing the contract award. This action is not recommended as \$5 million in Measure R 35% Transit Capital funds are specifically allocated for this project and the FTA will be participating in the construction costs for the 1st and Central improvements. Such action would delay the project's implementation and jeopardize the loss of \$11,800,000 FTA TIGER VI grant funding.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE439330011938 with Ted Tokio Tanaka Architects. Staff will coordinate with the community and the City of Los Angeles to complete the design and the implementation program.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Project Area Map
Attachment C - DEOD Summary

Prepared by: Dolores Roybal Saltarelli, Director, Countywide Planning & Development,
(213) 922-3024
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Diego Cardoso, Executive Officer, Countywide Planning & Development,
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Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO GOLD LINE EASTSIDE ACCESS
1st/ CENTRAL STATION IMPROVEMENT PROJECT/ AE439330011938**

1.	Contract Number: AE439330011938 (RFP No. AE11938)	
2.	Recommended Vendor: Ted Tokio Tanaka Architects	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 14, 2015	
	B. Advertised/Publicized: May 14, 2015	
	C. Pre-Proposal/Pre-Bid Conference: May 21, 2015	
	D. Proposals/Bids Due: June 15, 2015	
	E. Pre-Qualification Completed: September 8, 2015	
	F. Conflict of Interest Form Submitted to Ethics: June 17, 2015	
	G. Protest Period End Date: February 23, 2016	
5.	Solicitations Picked up/Downloaded: 127	Proposals Received: 5
6.	Contract Administrator: Erika Estrada	Telephone Number: (213) 922-1102
7.	Project Manager: Dolores Roybal Saltarelli	Telephone Number: (213) 922-3024

A. Procurement Background

This Board Action is to approve Contract No. AE439330011938 (RFP No. AE11938) for Architectural and Engineering (A&E) services for design development, final design, project costing and stakeholder outreach for the 1st/Central Station Improvement Project. The objective of the work is to develop a sustainable plan to serve and enhance multi-modal access within a one-mile radius of the 1st/Central station along the Regional Connector.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is a firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

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

- Amendment No. 1, issued on June 5, 2015, provided responses to proposers' questions, provided four reference documents on Metro's File Transfer Protocol (FTP) site for proposers to access available resource documents, provided the pre-proposal conference sign-in sheets, and the planholders' list.

A pre-proposal conference was held on May 21, 2015 and attended by 33 participants representing 30 companies. There were 15 questions asked and responses were released prior to the proposal due date.

A total of 127 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on June 15, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's New Mobility Regional Initiatives, Bike Programs, and Shared Mobility & Implementation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|-----|
| • Degree of Skills and Experience | 50% |
| • Effectiveness of Management Plan and Quality | 25% |
| • Understanding of Work and Appropriateness of Approach for Implementation | 25% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design procurements. Several factors were considered when developing these weights, giving the greatest importance to the degree of skills and experience of the team. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

Prior to proposals being distributed to the PET for evaluation, DEOD reviewed the firms that submitted proposals in order to confirm their Metro Small Business Enterprise (SBE) certification status. Of the five proposals received, two were deemed non-responsive, Asakura Robinson Company and Baumgartner + Uriu, as these firms were not Metro SBE certified, and therefore, were not eligible for further consideration.

On June 16, 2015, the three proposals deemed as eligible Metro SBE certified firms were distributed to the PET. During the weeks of June 16 to August 3, 2015, the PET completed its independent evaluation of the proposals received. All three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Base Architecture, Planning and Engineering
2. Ted Tokio Tanaka Architects (TTTA)
3. V&A, Inc.

The final scoring determined Ted Tokio Tanaka Architects to be the highest technically qualified firm.

This project is funded by a grant from the U.S. Department of Transportation Federal Transit Administration (FTA) which requires approvals for the Transportation Investment Generating Economic Recovery (TIGER VI) grant and a Categorical Exemption. Approvals were received September 22, 2015, and December 4, 2015, respectively.

Qualifications Summary of Recommended Firm:

Ted Tokio Tanaka Architects (TTTA), a Metro certified SBE, offers architecture, design, computer aided design, urban design, and project management services. The proposed team demonstrated several years of significant experience on similar projects within the project area, i.e. Little Tokyo/Arts District Station Community Linkages Program, Metro Eastside Extension Little Tokyo/Arts District Subway Station Final Design, Community Linkages for the Eastside Metro Rail Project, Cluster A Union Station, Little Tokyo & Pico/Aliso, the Metro Airport Connector, the Los Angeles Community College (LACC) Red Line Connector project, design for the Little Tokyo/Arts District Goldline Station, Regional Connector Phases I & II engineering and design support during construction, and the Los Angeles International Airport Beautification enhancements project.

The work plan discussed the design development documents, design concepts, project implementation schedule, supplemental engineering, project costing, and the required community outreach program. The outreach approach provides open houses, workshops and community meetings for local residents to understand the project which was responsive and met Metro’s needs.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Ted Tokio Tanaka Architects				
2	Degree of Skills and Experience	42.10	50.00%	84.20	
3	Effectiveness of Management Plan and Quality	20.63	25.00%	82.53	
4	Understanding of Work and Appropriateness of Approach for Implementation	19.47	25.00%	77.87	
5	Total	82.20	100.00%		1

6	Base Architecture, Planning and Engineering				
7	Degree of Skills and Experience	38.57	50.00%	77.13	
8	Effectiveness of Management Plan and Quality	18.57	25.00%	74.27	
9	Understanding of Work and Appropriateness of Approach for Implementation	18.77	25.00%	75.07	
10	Total	75.91	100.00%		2
11	V&A, Inc.				
12	Degree of Skills and Experience	32.50	50.00%	65.00	
13	Effectiveness of Management Plan and Quality	17.70	25.00%	70.80	
14	Understanding of Work and Appropriateness of Approach for Implementation	17.67	25.00%	70.67	
15	Total	67.87	100.00%		3

C. Cost/Price Analysis

The recommended price of \$1,793,023 has been determined to be fair and reasonable based upon Metro’s Management and Audit Services (MAS) audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

The negotiated amount includes clarifications to the required environmental efforts. Due to the FTA categorical exemption, there is minimal environmental work and data collection required for the project. Conversely, major coordination efforts are required with various stakeholders such as the Regional Connector project, Los Angeles County Engineers, and the City of Los Angeles. The negotiated amount addresses the major coordination efforts not fully reflected in the independent cost estimate. Metro staff successfully negotiated a cost savings of \$1,705,635 from the firm’s proposed price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Ted Tokio Tanaka Architects	\$3,498,658	\$1,396,942	\$1,793,023

D. Background on Recommended Contractor

The recommended firm, TTTA, located in Los Angeles, California, has been in business for 30 years, is an architecture, master planning, and urban design firm.

TTTA has designed several public, private, commercial, and residential projects in the greater Los Angeles region.

The proposed team is comprised of staff from TTTA and seven subcontractors (two SBE and five non-SBE firms). The proposed team has extensive experience with FTA and TIGER VI grants. Further, the proposed team is very experienced working with Metro, Caltrans, the City of Los Angeles, and the community members involved in the project area. The proposed project manager has more than 22 years of experience. The project manager has extensive knowledge and experience working with the project stakeholders identified in the statement of work. Overall, TTTA's proposal strongly demonstrated project understanding, the required community outreach efforts, and presented a complete, technically qualified team that would be able to successfully deliver the design documents.

LEGEND

-  Metro Rail - Existing
-  Regional Connector - Opening 2019
- Eastside Access**
 -  Streetscape Improvements
 -  Major Intersection Improvements
 -  Crosswalks
 -  Walk/Bike Esplanade
 -  Travel Lane Removal
 -  Class II Bicycle Lanes
- Regional Bike Share**
 -  Bike Share Stations



DEOD SUMMARY

**METRO GOLD LINE EASTSIDE ACCESS
1st/ CENTRAL STATION IMPROVEMENT PROJECT/ AE439330011938**

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Prime/Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Ted Tokio Tanaka Architects, an SBE Prime, is performing 36% of the work with its own workforce and made a total SBE commitment of 41.59%.

	SBE Firm Name	SBE % Committed
1.	Ted Tokio Tanaka Architects (Prime)	36.00%
2.	Sapphos Environmental, Inc.	1.09%
3.	Systems Consulting, LLC	4.50%
	Total Commitment	41.59%

B. Prevailing Wage Applicability

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

C. Living Wage Service Contract Worker Retention Policy

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

D. Project Labor Agreement/Construction Careers Policy

The PLA/CCP is not applicable to this contract.



Board Report

File #: 2016-0025, **File Type:** Agreement

Agenda Number: 24.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

SUBJECT: EL MONTE TRANSIT CENTER RETAIL SPACE LEASE

ACTION: AUTHORIZE EXECUTION OF LEASE AGREEMENT WITH BEYOND FOOD MART, INC.

RECOMMENDATION

AUTHORIZE:

- A. the Chief Executive Officer (CEO) to execute a five-year (5-year) **Lease Agreement, including an option to extend the term for three (3) additional five-year periods, with Beyond Food Mart, Inc. (Beyond) for the operation of a retail business at the El Monte Transit Center** at an average first year annual lease rate of \$1.63/square foot or approximately \$51,000; and
- B. the new net revenue generated to be applied to the Risk Allocation Matrix savings.

ISSUE

Metro staff released a Request for Proposals for a retail operator for the El Monte Transit Center. Two responses were received. Of those, Beyond, the recommended vendor, offered the most advantageous revenue arrangements as well as the most relevant experience.

Approval of the Lease Agreement requires board approval.

DISCUSSION

In May 2015, Metro staff released a Request for Proposals for a retail operator to design, develop, finance and operate a retail business that provides goods and services to patrons at the El Monte Transit Center. Two responses were received and one of the proposers withdrew its proposal prior to the evaluation of proposals by Metro staff.

Metro staff conducted a technical evaluation of the remaining proposal. Based on this analysis, the proposal submitted by Beyond was determined to provide excellent value to Metro with all factors

considered.

Beyond proposes to design, develop, finance and operate a convenience store retail business in approximately 2,620 square feet of the space as shown on Attachment "A". The tenant will construct approximately \$750,000 in tenant improvements.

The principals of Beyond have extensive experience building and operating convenience store retail businesses. They having constructed and operated 35 stores nationwide. This location will be the first in the San Gabriel Valley. Beyond has one (1) location in full operation in Riverside County and plans to open eleven (11) store locations within the next six (6) to eighteen (18) months in Riverside County, San Bernardino County and the state of Arizona.

Revenue Proposal

The term of the proposed Lease is five (5) years with an option to extend the term for three (3) additional five-year (5-year) periods. Beyond will pay Metro an average rent of Four Thousand Two Hundred Fifty-Seven Dollars (\$ 4,257) per month rent or \$1.63/ square feet in the first year of the lease term. The rent graduates to Six Thousand Seven Hundred Eighty-Five Dollars (\$6,785) per month or \$2.59/ square foot per month by the fifth year of the lease term.

The electrical and plumbing systems are located in separate parts of the building and are not stubbed to the premises. Landlords typically stub the utilities to the premises for the tenant as part of the landlord work prior to the tenant constructing the tenant improvements. Metro will reimburse the tenant for the approved actual costs to stub the electrical and plumbing systems to the premises. This work is estimated to cost approximately \$30,000. Metro will also credit the tenant with approximately \$66,000 or \$25 / square foot toward the cost of tenant improvements which will be amortized over the first two (2) years of the lease term.

There were no available comparable retail lease spaces (in shell and core condition) in the area. Improved retail spaces are being offered for lease at rates ranging from \$1.00/ square foot to \$2.15/ square foot. The proposed average first year lease rate of \$1.63/ square foot is considered reasonable considering the tenant's proposed investment in tenant improvements.

The Lease Agreement is expected to generate a minimum of \$348,000 in new general fund revenue to Metro over the five-year term of the Lease Agreement. The project will also provide a convenience amenity to Metro patrons. A summary of the proposed terms of the Lease Agreement is included in Attachment "B."

DETERMINATION OF SAFETY IMPACT

This Project will not have any impact on safety.

FINANCIAL IMPACT

The El Monte Transit Center Retail Lease is expected to generate a minimum of \$348,000 in new general fund revenue over the five-year term of the Lease Agreement. Funds are available in Cost

Center 0651 Project 306006 to reimburse the tenant for stubbing the electrical and plumbing systems to the premises. These funds are eligible for bus and rail operations.

Impact to Budget

Adoption of the recommended action will have no impact to the FY 16 budget for Bus Operations.

ALTERNATIVES CONSIDERED

The alternative is to not approve the Lease Agreement. This alternative is not recommended because this project is expected to produce \$348,000 in additional revenues over the five-year term of the Lease Agreement.

NEXT STEPS

CEO finalizes and executes a Lease with Beyond, subject to County Counsel approval as to form. Beyond constructs tenant improvements and begins operations. The remaining process is expected to take eight (8) months to ten (10) months depending on permitting.

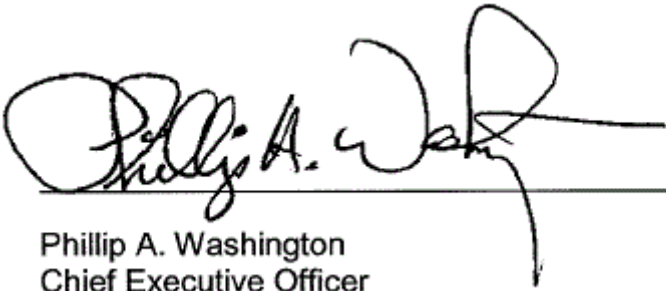
ATTACHMENTS

Attachment A - Preliminary Space Plan

Attachment B - Summary of Lease Agreement Key Terms

Prepared by: Thurman Hodges, Director, Real Property Management and Development
(213) 922-2435
Velma C. Marshall, Deputy Executive Office Real Estate (213) 922-2415

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319

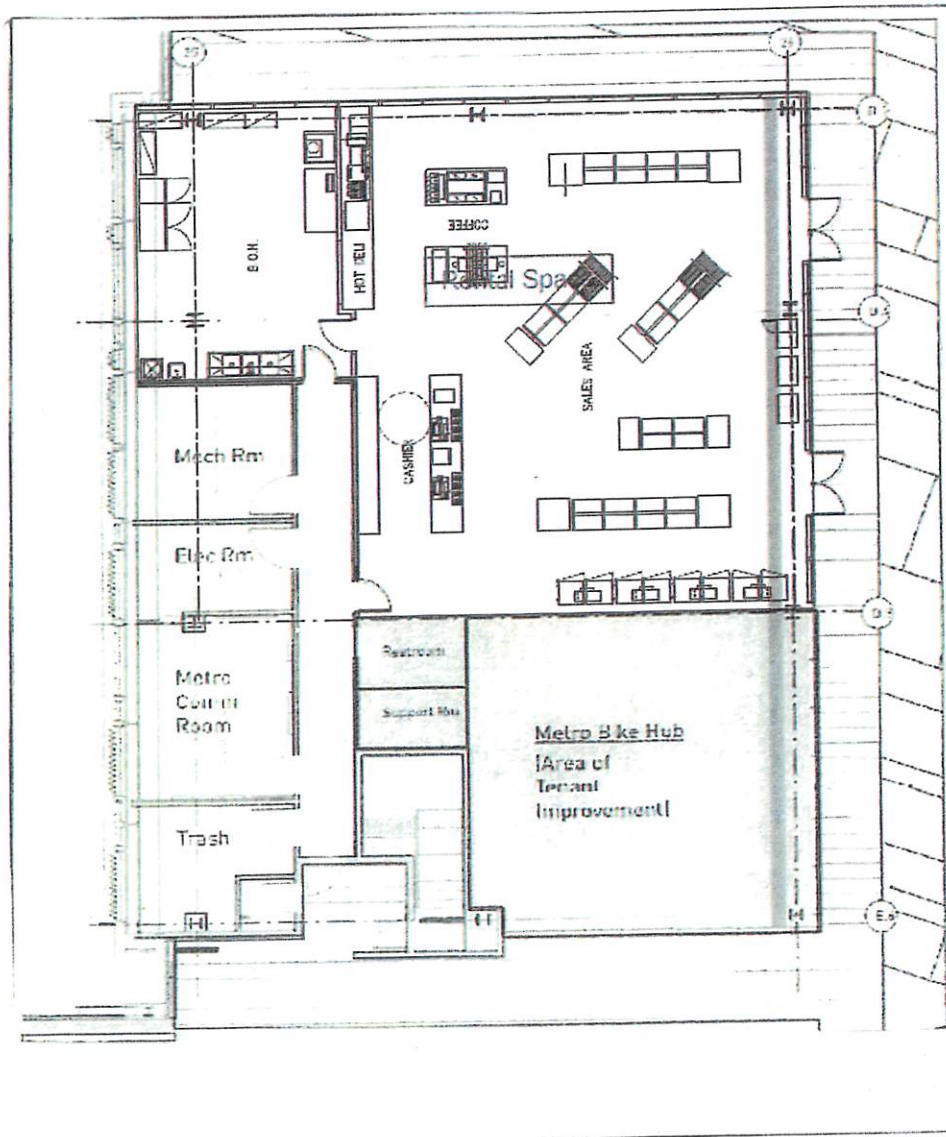


Phillip A. Washington
Chief Executive Officer



The following are floor plans for an upscale convenience store concept of Beyond Food Marts.

Convenience Store Floor Plan
El Monte



ATTACHMENT A
PRELIMINARY SPACE PLAN

ATTACHMENT B

SUMMARY OF LEASE AGREEMENT KEY TERMS

Project	The Project is to design, develop, finance and operate a convenience retail store for the sale of convenient food items, retail merchandise, lottery sales, TAP passes, as well as any other traveler services only.
Premises	The lease premises consist of approximately 2,620 square feet of unimproved space in the building at the El Monte Transit Center and a to be determined square feet of outdoor seating area.
Term	The term of the Lease Agreement is five (5) years commencing on the date that the project is constructed and ready for operation.
Option to Extend Lease Term	Tenant has an option to extend the term for three (3) additional five-year (5-year) periods.
Rent	Tenant will pay Metro an average rent of Four Thousand Two Hundred Fifty-Seven Dollars (\$4,257) per month rent or \$1.63/ square feet in the first year of the lease term.
Rent Credits	Metro will credit Tenant approximately \$66,000 toward the cost of tenant improvements amortized over the first two (2) years of term of the lease.
Reimbursement	Metro will reimburse the Tenant for the approved actual costs to stub the electrical and plumbing systems to the Premises.
Maintenance, Repairs and Services	Tenant shall, at its sole costs and expense, maintain, repair and provide all required services to the Premises.
Indemnification	Tenant agrees to indemnify and hold the LACMTA harmless from all claims, liabilities and damages resulting from use of the site.

**Board Report**

File #: 2016-0007, **File Type:** Program**Agenda Number:** 26.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016****SUBJECT: TWENTY-FIVE YEAR REAL ESTATE LICENSE AGREEMENT WITH THE CITY OF PASADENA****ACTION: APPROVE LICENSE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a **twenty-five (25) year license agreement (License) with the City of Pasadena (City) allowing the City to use that portion of the Metro property situated between Green Street and Holly Street in Old Pasadena and lying above the Metro Gold Line's subterranean improvements**, as depicted on Attachment A (License Property), for pedestrian, bicycling use and other purposes consistent with these uses.

ISSUE

The City and Metro are currently parties to a month-to-month license agreement covering the License Property. This agreement allows the City to use the License Property for pedestrian and bicycling purposes and for other purposes that are consistent with these uses, such as: (a) outdoor dining and café uses, (b) farmers' markets, (c) filming, and (d) special events and other community related uses. The City is prepared to invest approximately \$1.2 million to improve and beautify the License Property, but will not invest these funds, without a long-term agreement from Metro.

DISCUSSION

The License Property is currently unlit and asphalt-paved, providing an unwelcoming environment for pedestrian use, bicycling or outdoor dining. The City's proposed \$1.2 million capital investment will improve and beautify the License Property, giving it an appearance more in keeping with the other pedestrian ways in Old Pasadena. The intent is that these improvements will spur third party use of the License Property for outdoor dining and other compatible uses, adding to the corridors vitality. The proposed improvements include: pedestrian and bicycle pathways, potted plants, lighting, seating areas and a drainage system.

The City's plans for improvements have been reviewed and approved by Metro. The City has selected its construction contractor for the proposed improvements and the City is awaiting execution of the License before awarding the construction contract. The construction will be monitored by and coordinated with Metro Program Management and Metro Construction Safety. The City plans to construct the proposed improvements during the first 12 months of the License.

In exchange for allowing the City to use the License Property, Metro will receive the following:

- An annual amount equal to Fifty (50%) of all gross receipts earned by the City during each year of the License term that are in excess of \$35,000 in constant (i.e., CPI-adjusted) dollars.
- Advertising and marketing benefits through various mediums within the City as follows:
 - a) Eighteen (18) to twenty-seven (27) (depending on location) City-provided, advertising display cases in five (5) City-controlled parking garages for Metro's exclusive use;
 - b) Advertising space in all Pasadena Area Rapid Transit buses for at least two (2), non-contiguous ledger-sized advertisements;
 - c) Up-to-date Metro marketing information and links to Metro's website on appropriate web pages on the City's website;
 - d) The continued inclusion of Metro's public transit system route information on the City's printed and electronic versions of the City's transit system maps;
 - e) Distribution of Metro marketing and public transit system information at City community and civic events;
 - f) Cooperation with Metro to include Metro marketing material as part of all City advertisements in printed publications and other media outlets as appropriate to facilitate the use of public transportation; and
 - g) Dedication to Metro of 10% of the City's annual allocation of advertising time and display space on bus shelters within the City.

Findings

The City of Pasadena has done extensive engineering and planning to comply with Metro's standards for use of property above Metro's Gold Line operations.

Considerations

Metro staff surveyed the area where the parcels are situated to see if there was opportunity for a competitive solicitation. The Metro Gold Line's underground facilities and their configuration preclude extensive development of the License Property. Outdoor use of the License Property by adjoining property owners in conjunction with the City's proposed improvements is an appropriate use of the License Property.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety standards or Metro Rail Operations. The construction of the pedestrian alley improvements will be monitored by Metro Construction Management and Construction Safety.

FINANCIAL IMPACT

Authorization of this item would have limited fiscal impact to the agency. There is potential for Metro to receive fifty percent (50%) of any revenue earned by the City in excess of \$35,000 in constant (i.e.,

CPI-adjusted) dollars.

Impact to Budget

Funding for joint development activities is included in the FY16 budget under Project 610011. Other support costs needed to negotiate the proposed transaction are budgeted in Project 401200. These General Fund revenues are eligible for bus and rail capital expenses. The License will require the City to pay, over the License term, all taxes and assessments imposed against Metro property situated in the City.

ALTERNATIVES CONSIDERED

The Board could choose not to take the recommended action. Staff does not recommend this alternative because the City of Pasadena's proposed use is a transit supporting use of the property, given its limited development potential. In addition, approval of the License will allow the City to invest \$1.2 million in the currently underutilized License Property, allowing it to contribute to the economic vitality of the surrounding community. The City's improvement plans have been reviewed and approved by Metro staff.

NEXT STEPS

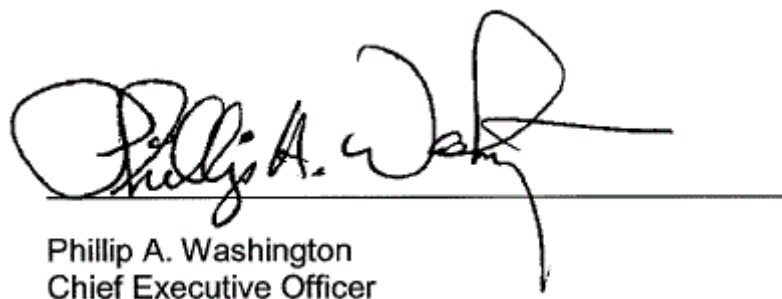
Upon approval of the recommended actions, staff will complete and execute the License.

ATTACHMENTS

Attachment A - Plat of the License Property - Old Pasadena Right-of-Way

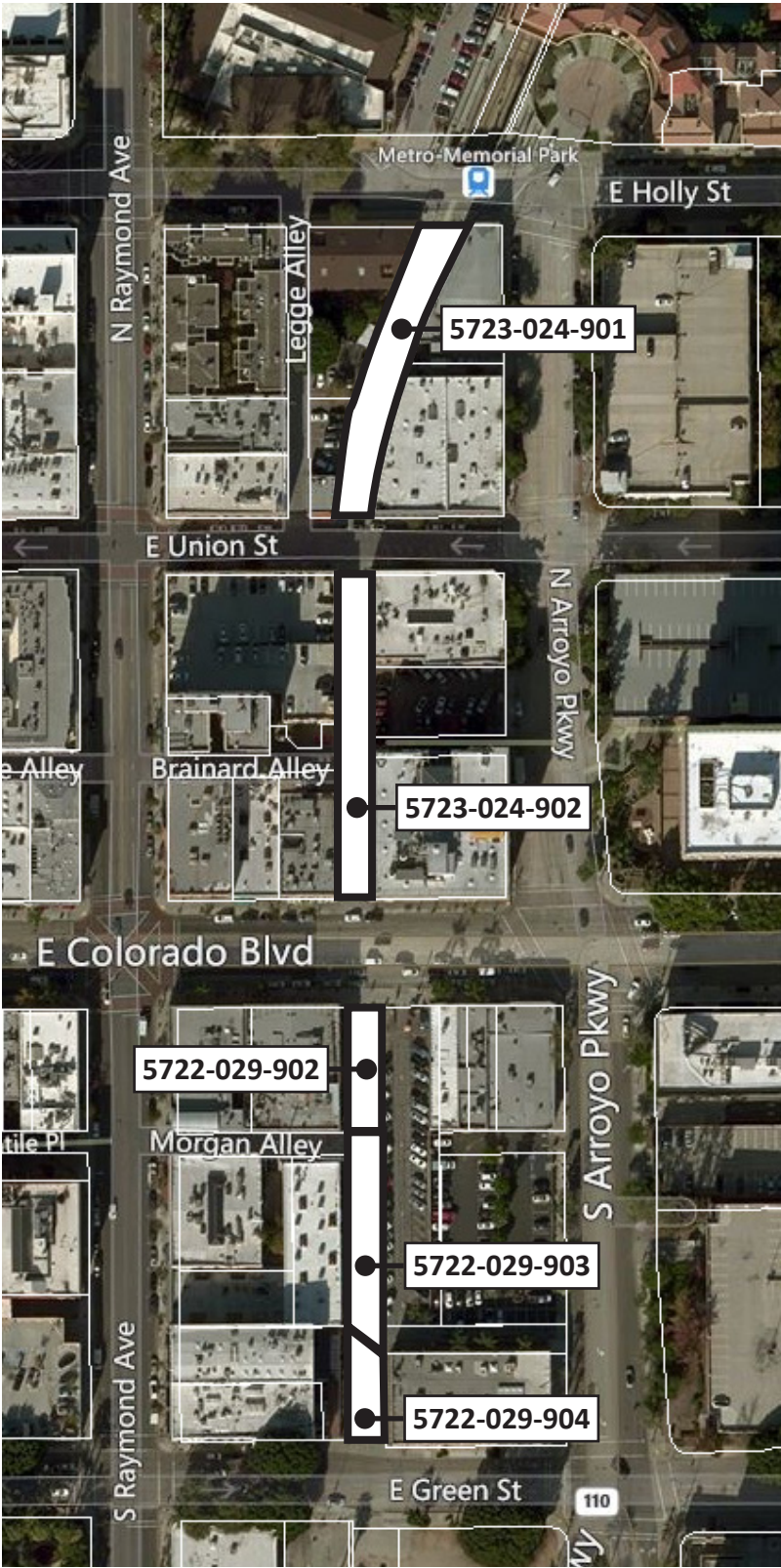
Prepared by: Linnea Berg, Transportation Planning Manager, (213) 922-2815
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

LICENSE PROPERTY - Old Pasadena Right-of-Way



The License Property consists of that portion of the Old Pasadena Right of Way lying above the top of the Metro Gold Line’s subsurface structure and comprising the following Assessor’s Parcels (shown shaded in white):

- 5723-024-901;
- 5723-024-902;
- 5722-029-902;
- 5722-029-903; and
- 5722-029-904



Board Report

File #: 2016-0021, File Type: Contract

Agenda Number: 32.

PLANNING AND PROGRAMMING COMMITTEE

FEBRUARY 17, 2016

CONSTRUCTION COMMITTEE

FEBRUARY 18, 2016

SUBJECT: PURPLE LINE EXTENSION SECTION 3 (OPERATION SHOVEL READY)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING staff to begin the necessary steps to **advance the project delivery of the Westside Purple Line Extension Project - Section 3** (Century City to Westwood/VA Hospital) as part of a the larger package of the Shovel Ready Program of Projects which includes the advancement of other Measure R projects;
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification No. 58 to Contract No. PS43502000 with **Parsons Brinckerhoff (PB) Inc. to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during solicitation processes, and design support services during construction for Section 3 of the Westside Purple Line Extension Project**, in an amount not to exceed \$28,085,033, increasing the total contract value from \$161,785,321 to \$189,870,354; and
- C. AMENDING the **Fiscal Year 2016 (FY16) Budget for the Westside Purple Line Extension Project - Section 3** by \$8,000,000.

ISSUE

Metro will aggressively move forward in bringing transit, highway and regional rail projects closer to the implementation stage. Bringing these projects to a “shovel-ready” state allows Metro to take advantage of potential opportunities that may develop and allow the projects to advance into the design and construction stage sooner rather than later.

“OPERATION Shovel Ready” potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel ready state, Metro may not be able to take advantage of future, unexpected opportunities. Moving these projects closer to a shovel-ready state, does not necessarily mean that they will all

move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly.

Metro will take care to assure that any projects moving forward will only incorporate work that would need to be done in any case and will still be useful even if the project does not immediately move ahead. In addition, the funds needed to advance these shovel-ready projects would not impact funding for currently approved projects.

Experience has shown that aggressively moving forward is more likely to advance projects quicker towards completion. We have often moved projects through planning before complete funding commitments are received, and have ultimately been successful.

Attached is a list of projects, along with corresponding maps, that can be advanced towards shovel-ready status. These include a wide range of transit and highway projects throughout the region. We appreciate the support from the Board in moving projects forward to put them in position to take advantage of future opportunities.

DISCUSSION

The LRTP includes the Metro Westside Purple Line, which is a 9-mile project that was environmentally cleared (CEQA/NEPA); adopted by the Board and received a Record of Decision from the Federal Transit Administration (FTA) in 2012. The Westside Purple Line is divided into three phases as follows:

- Section 1 (Wilshire/Western to Wilshire/La Cienega) 3.92 miles of twin bored tunnels with three subway stations; FTA Full Funding Grant Agreement \$2.82 Billion; Revenue Service Date October 31, 2024.
- Section 2 (Wilshire/La Cienega to Century City Constellation) 2.55 miles of tunnels with two subway stations; seeking FTA Full Funding Grant Agreement \$2.47 Billion; planned Revenue Service Date August 2025.
- Section 3 (Century City Constellation to Westwood/VA Hospital) 2.50 miles of tunnels with two subway stations; 30 Year LRTP Revenue Service Date 2035.

Metro submitted an expression of interest in participation in the FTA Expedited Delivery Pilot Program on September 8, 2015 which includes a Section 3 Acceleration Plan for a Revenue Service Date in 2024. Metro received a letter from Terese McMillan (FTA Acting Administrator) on December 22, 2015, with an offer from the FTA to discuss the new Expedited Delivery Pilot Program provisions with Metro and our interest in pursuing the program. Metro is currently seeking approval of a Full Funding Grant Agreement for the Westside Purple Line Project - Section 2 (Wilshire/La Cienega to Century City).

Should the Board approve the staff recommendation to begin the necessary steps to advance the project delivery of the Westside Purple Line Extension Project - Section 3 (Century City to

Westwood/VA Hospital), as part of a the larger package of the Shelf Ready Program of Projects which includes the advancement of other Measure R projects, staff will formally explore the possibility of securing an Early Systems Work Agreement (ESWA) for the Westside Purple Extension Project - Section 3. An ESWA is a statutory mechanism available to the Federal Transit Administration to make a commitment to a transit project and provide funding, after a Record of Decision but prior to the negotiation and execution of a Full Funding Grant Agreement. Language will be included for an ESWA in the FFGA for the Westside Purple Line Project - Section 2 (Wilshire/La Cienega to Century City).

CONTRACT MODIFICATION TO CONTRACT NO. PS43502000 - PARSONS BRINCKERHOFF (PB) INC.

In anticipation of receiving notification from the FTA, Metro requested a cost and schedule proposal from Parsons Brinckerhoff for continued engineering services to complete Advanced Preliminary Engineering and Request for Proposal (RFP) solicitation documents. Negotiations have been completed for a total agreed upon amount of approximately \$28 million. The Contract Modification to the existing multi-year contract will include a commitment by PB to meet or exceed DBE goals and the adoption of a formal mentor protégé program as part of enhanced business participation. Current DBE participation on the contract value of \$161,765,321 is 21.35%. Their current commitment is 23.41%.

If the Contract Modification of \$28 million is approved by the Board, the total value of the PB contract for Westside Purple Line would grow from \$161,785,321 to \$189,870,354. PB has a total of 10 active contracts with Metro. Current value of all active contracts is \$193,425,620. The Contract Modification of \$28 million will increase it to \$221,510,653.

In February 2015, the Board approved Contract Modification No. 52 to Contract No. PS43502000 with PB to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during the design-build solicitation process, design support services during construction for Section 2 of the Westside Purple Line Extension Project, in an amount not to exceed \$20,820,226. As part of the award, the Board directed staff to conduct an audit by the Office of the Inspector General (OIG). The OIG audit of the PB contract modification to support Section 2 will be completed by the end of this month.

The Section 2 Request for Qualifications/Request for Proposals (RFQ/RFP) was issued in September 2015. Statements of Qualifications (SOQs) were received from three Design/Build teams in October 2015 and Price Proposals are due in May 2016. Approval of the Full Funding Grant Agreement from the FTA is anticipated in July 2016. Contract award is anticipated in January 2017.

Authorization of the contract modification to Parsons Brinckerhoff for \$28 million does not immediately result in deferring any projects in the LRTP. However, accelerated adoption of the

Westside Purple Line Extension Section 3 Project LOP may impact available funding to other third decade projects in consideration of Recommendation A. The 2009 LRTP will require an update to reflect all current Measure R project costs and available funding options to deliver the remaining transit projects contained in the Measure R Ordinance.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

The source of funds for the recommended actions is Measure R 35%. The FY16 Budget will be amended in the amount of \$8,000,000 under Project 865523, Westside Purple Line Extension Project - Section 3 in Cost Center 8510 (Construction Project Management), and Account Number 50316 (Professional and Technical Services). Since this is a multi-year project, the Executive Director of Program Management and the Westside Purple Line Extension Project - Section 3 Project Manager will be responsible for budgeting costs in future years.

Impact to Budget

These funds were assumed in the LRTP for the Westside Purple Line Extension Project and do not have an impact to operations fund sources. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board could decide to not approve the recommendations. This is not recommended given that this work could possibly help secure an Early Systems Work Agreement with the FTA for Section 3 of the Westside Purple Extension Project.

NEXT STEPS

After Board approval, staff will direct the Consultant to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during the design-build solicitation process, and design support services during construction for Section 3 of the Westside Purple Line Extension Project.

ATTACHMENTS

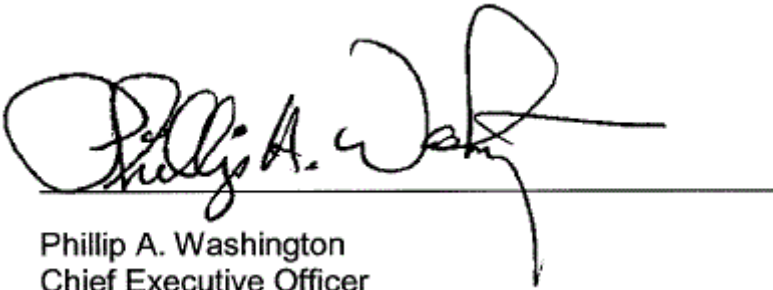
Attachment A - Current Status of Measure R Transit Projects
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Log
Attachment D - DEOD Summary

Prepared by:

Dennis S. Mori, Executive Officer, Project Director (213) 922-7221
Rick Wilson, Deputy Executive Officer, Program Control (213) 922-3627

Reviewed by:

Ivan Page, Executive Director, Vendor/Contract Management (Interim) (213) 922-6383
Richard Clarke, Executive Director, Program Management (213) 922-7447



Phillip A. Washington
Chief Executive Officer

Operation Shovel Ready: Transit Projects

Measure R Projects

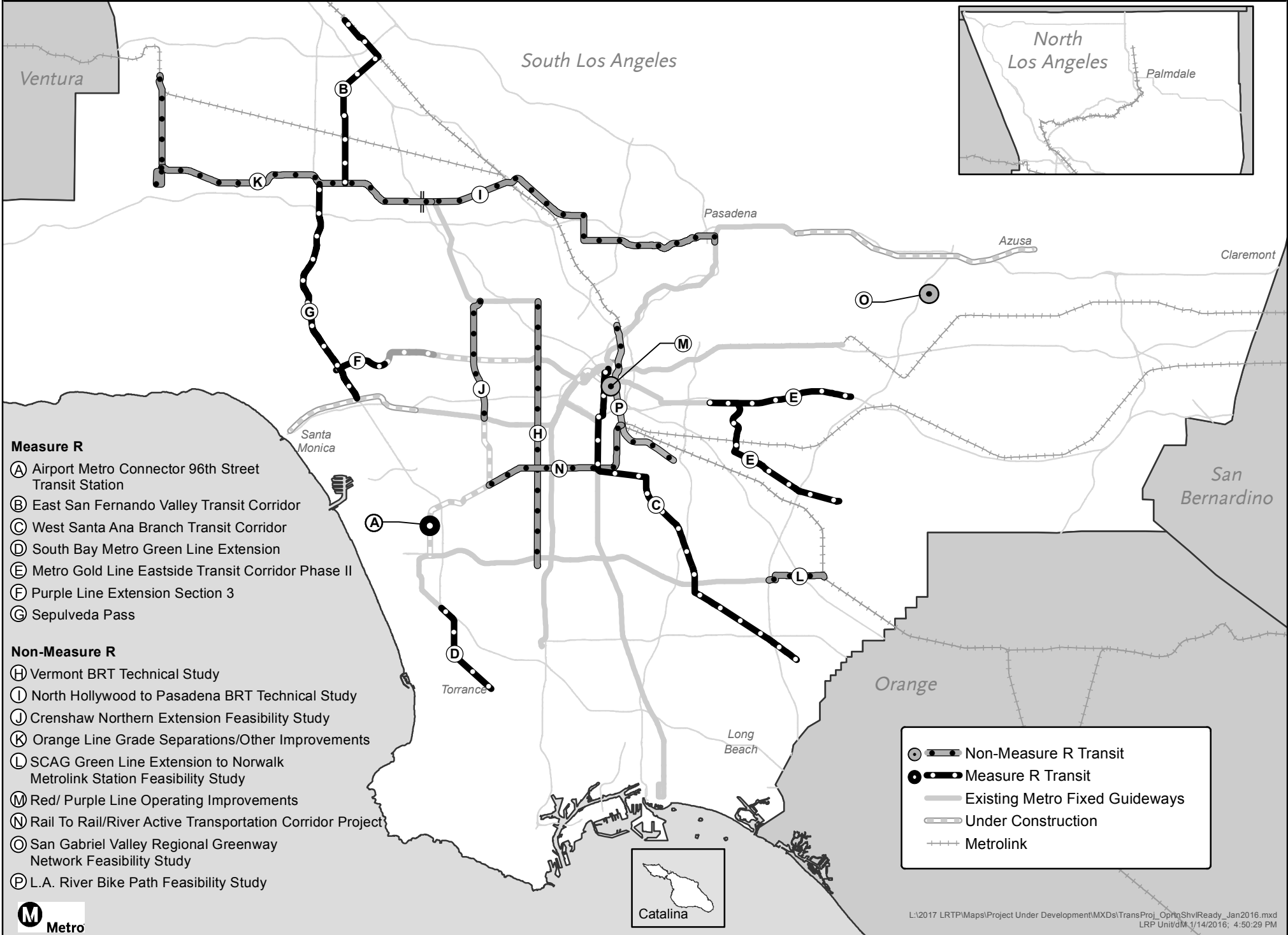
- A. Airport Metro Connector 96th Street Transit Station - Preparing Draft EIR for Board consideration in Summer 2016, developing Station Design in coordination with LAWA, working with Crenshaw/LAX and Southwest Yard teams on design and construction of AMC accommodations to Crenshaw/LAX line; continue coordination with LAWA.
- B. East San Fernando Valley Transit Corridor - Preparing Administrative Draft EIS/EIR for FTA review.
- C. West Santa Ana Branch Transit Corridor - Scope of work to prepared to complete environmental document working on separate scope of work for Outreach Consultant. Environmental Contract and task order for Outreach Contract scheduled to be awarded in summer 2016.
- D. South Bay Metro Green Line Extension - Administrative Draft EIS/EIR has been reviewed by FTA; update 2012 environmental document for any changed conditions.
- E. Metro Gold Line Eastside Transit Corridor Phase II - Conducting technical study and outreach as directed by the Board in November 2014; anticipate study recommendations to be presented to the Board in winter 2016/2017. Staff is conducting on-going community and stakeholder outreach.
 - West Santa Ana Branch-Metro Gold Eastside Transit Corridor Phase II Connection Study - As directed by the Board in November 2015, staff has undertaken this study which will explore opportunities to connect these two corridors.
- F. Purple Line Extension Section 3 - Award contract modification to continue design; following Board approval, update 2012 environmental document for any changed conditions, as necessary.
- G. Sepulveda Pass - Continuing feasibility studies

Non-Measure R projects

- H. Vermont BRT Technical Study - Conducting technical study as directed by the Board to identify and recommend BRT alternatives for further evaluation including potential environmental clearance. Stakeholder outreach being initiated in January 2016.

- I. North Hollywood to Pasadena BRT Technical Study - Conducting technical study as directed by the Board to identify and recommend BRT alternatives for further evaluation including potential environmental clearance. Stakeholder outreach being initiated in January 2016.
- J. Crenshaw Northern Extension Feasibility Study - In consultant procurement process with task orders for both the technical and urban design/outreach contracts scheduled for award in February 2016.
- K. Grade Separation for Orange Line/Other improvements - Procure consultant services to identify and environmentally clear improvements including grade separations and other BRT upgrades.
- L. SCAG Green Line Extension to Norwalk Metrolink Station Feasibility Study - SCAG will be leading an intercounty feasibility study which will examine alignments, economic development and transit oriented community opportunities. Participants in the study include: SCAG, OCTA, Metro and City of Norwalk. SCAG anticipates awarding a contract summer 2016.
- M. Red/Purple Line Operating Improvements - Conduct environmental studies and engineering design for Division 20 Rail Yard portal widening, turn back facility, and station.
- N. Rail to Rail/River Active Transportation Corridor Project - Procuring consultant services to complete environmental document/preliminary engineering for Segment A, Alternatives Analysis for Segment B and separate Outreach contract to support both Segments A and B. All three contracts are anticipated to be awarded in May 2016.
- O. San Gabriel Valley Regional Greenway Network Feasibility Study - The San Gabriel Valley COG received ATP funding for an initial feasibility study, which is in the early stages of development. The study will look at developing protected class I bicycle paths and pedestrian pathways along as much as 135 miles of riverways, streams, and channels in the San Gabriel Valley.
- P. L.A. River Bike Path Feasibility Study - Feasibility study being conducted to develop conceptual designs and evaluate various alternatives for addressing an 8 mile bike path gap of the Los Angeles River. The 8 mile stretch is between Riverside Drive in the City of Los Angeles and Atlantic Blvd with access points along the segment within the cities of Los Angeles, Vernon, and Maywood.

OPERATION Shovel Ready: Transit Projects



PROCUREMENT SUMMARY

WESTSIDE PURPLE LINE EXTENSION PROJECT/PS 43502000

1.	Contract Number: PS 43502000		
2.	Contractor: Parsons Brinkerhoff (PB)		
3.	Mod. Work Description: Continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during solicitation processes, and design support services during construction for Section 3 of the Westside Purple Line Extension Project.		
4.	Contract Work Description: Engineering Support Services		
5.	The following data is current as of: January 14, 2016		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	6/8/07	Contract Award Amount: \$3,654,061
	Notice to Proceed (NTP):	7/16/07	Total of Modifications Approved: \$158,131,260
	Original Complete Date:	9/16/08	Pending Modifications (including this action): \$28,085,033
	Current Est. Complete Date:	6/30/17	Current Contract Value (with this action): \$189,870,354
7.	Contract Administrator: Zachary Munoz		Telephone Number: (213)922-7301
8.	Project Manager: Dennis Mori		Telephone Number: (213)312-3109

A. Procurement Background

This Board Action is to approve Contract Modification No. 58 issued in support of Westside Purple Line Extension Section 3 Project to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during solicitation processes, design support services during construction for Section 3 of the Westside Purple Line Extension Project.

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

The solicitation for Contract No. PS43502000 was an Architectural & Engineering (qualification-based) procurement process. This method requires that each of the responding firm's qualifications be evaluated, and the most qualified firm selected for the entire Westside Purple Line Extension Project, followed by analysis of the selected firm's cost proposal and successful negotiations to enter in to the contract with the selected firm.

In June 2007, the Board authorized award of this Contract to PB for alternative analysis with three options for Draft EIS/EIR/Advanced Conceptual Engineering, Final EIS/EIR, and Preliminary Engineering, in the amount of \$3,654,061. In January 2009, the Board exercised

the option for Draft EIS/EIR/Advanced Conceptual Engineering. In October 2010, the Board exercised options for Final EIS/EIR and Preliminary Engineering. In October 2011, the Board authorized PB to enter the next phase of work, design support during final design and/or construction. In April 2014, the Board authorized PB to provide continued design support during final design and/or construction. In February 2015, the Board authorized PB to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support service during the design-build solicitation process, design support services during construction. In December 2015, the Board authorized PB to provide continued design support services during construction.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon fact-finding, clarifications of the scope of work, quantitative technical analysis, independent cost estimate, and cost analysis. This Contract Modification includes provisional indirect rates subject to adjustment upon completion of MASD's final year-end incurred cost audit. The difference between the negotiated price and Metro's ICE is the result of an increased level of effort, and corresponding hourly rates that were determined to be required after a technical evaluation of the Contractor's proposal was performed and approved by Metro's Project Management. Negotiations resulted in a reduction of \$3,068,805 from the contractor's proposed amount.

Proposal Amount	Metro ICE	Negotiated Amount
\$31,153,838	\$27,774,320	\$28,085,033

CONTRACT MODIFICATION/CHANGE ORDER LOG
WESTSIDE PURPLE LINE EXTENSION PROJECT/PS 43502000

Mod. No.	Description	Date	Amount
1-8	Alternatives Analysis	9/1/09	\$27,515
9-20	Advanced Conceptual Engineering/Draft EIS/ EIR	9/16/10	\$18,590,710
21	Preliminary Engineering	11/1/10	\$43,632,826
22	Final EIS/EIR	11/1/10	\$4,761,377
23	Close-out Alternative Analysis	1/12/11	(\$31,300)
24	Additional Fault investigation – Transect 2	5/6/11	\$480,250
25	Risk Management Support	2/28/11	\$208,417
26	Additional Fault Investigation Transec 4	7/5/11	\$453,264
27	Century City Refined Ridership Forecast	4/13/11	\$22,985
28	Additional Rail Simulation Study	4/20/11	\$72,646
29	Revisions to Safety Security Manual	3/31/11	\$0
30	Oil Well Investigation Program	5/4/11	\$107,165
31	Additional Fault Investigation Transec 3	6/2/11	\$411,949
32	Additional Fault Investigation Transec 7	7/5/11	\$310,754
33	Historic Property Survey	5/13/11	\$46,442
34	Additional Fault Investigation Transec 6	8/9/11	\$102,054
35	Additional Station Entrance Report	8/9/11	\$119,074
36	Advance Preliminary Engineering	11/1/11	\$16,996,740
37	LADWP Utility Relocations	4/27/12	\$84,659
38	Title V1 Service Equity	4/17/12	\$51,185
39	Design Services for Exploratory Shaft	7/5/12	\$0
40	Period of Performance Extension	10/31/12	\$0
41	Bid Period Services	3/25/13	\$18,816,205
42	CANCELLED		
43	Advance Preliminary Engineering (Section 2)	4/22/13	\$8,836,296
44	Additional Borings	8/16/13	\$439,292
45	Additional Capacity Study	10/9/13	\$24,030
46	Ventilation Study	12/18/13	\$470,527
47	Additional AUR Work	2/11/14	\$493,563
48	Design Support Services During Construction FY 15	5/30/14	\$11,657,611
49	Period of Performance Extension	6/26/14	\$0
50	New Starts Support Section 2	8/11/14	\$357,054
51	Section 2 Station Area Planning	8/21/14	\$126,728
52	Continued Advanced Preliminary Engineering Section 2	3/30/15	\$20,820,226
53	Utility Engineer Support	12/23/14	\$358,798
54	Period of Performance Extension	12/23/14	\$0
55	Period of Performance Extension	12/23/14	\$0
56	Period of Performance Extension	12/24/14	\$0
57	Design Support Services During Construction Section 1	12/21/15	\$9,282,218
58	Pending Board Approval		\$28,085,033
	Total:		\$186,216,293

DEOD SUMMARY

WESTSIDE PURPLE LINE EXTENSION PROJECT/PS 4350-2000

A. Small Business Participation

Parsons Brinckerhoff, Inc. (PB) made a 23.41% DALP commitment, listing five (5) DBE subcontractors, and has added 32 DBE subcontractors to date. The project is currently 87% complete. Current DALP participation is 21.35%, representing a 2.06% shortfall, an improvement from the 2.85% DBE shortfall reported in November 2015. DALP participation has increased by approximately 0.79%, since November 2015.

In November 2015, PB confirmed that they will meet their 23.41% DBE commitment in Fall 2016. PB expressed that they will accomplish their DBE commitment with the addition of Modification No. 52, which includes a 41.6% DBE participation on current Section 2 scope, inclusive of a 50% DBE participation on Section 2 Geotechnical work. Currently, PB has achieved 49.67% DBE participation on Modification No. 52 and is on pace to meeting their DBE commitment. In addition, PB also made a 33.25% DBE commitment for Modification No. 58, pending Board approval of the recommended action for Section 3.

On January 13, 2016, PB reaffirmed that DBE participation anticipated on the current proposal for Continuation of Section 1, Design Support During Construction, along with the Section 2 DBE participation, and Modification No. 58 for Section 3 will result in PB meeting its DBE commitment in fall 2016.

Small Business Commitment	DALP 23.41%	Small Business Participation	DALP 21.35%
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	DBE Subcontractor	% Committed	Current Participation¹
1.	Intueor	2.28%	1.67%
2.	Terry A. Hayes	2.99%	0.30%
3.	Wagner Engineering	5.29%	0.70%
4.	Kal Krishnan Consulting	5.58%	1.23%
5.	LKG-CMC	7.27%	0.99%
6.	A Cone Zone (2nd Tier w/Mactac)	Added	0.77%

7.	Abadi Bouhier Consulting	Added	0.92%
8.	Advanced Technologies	Added	0.13%
9.	Advantec	Added	0.80%
10.	AP Engineering (2nd Tier w/AMEC)	Added	0.13%
11.	Atlas Teknology Group	Added	0.07%
12.	Atwell Consulting	Added	0.33%
13.	Barrio Planners	Added	1.20%
14.	C&L Drilling (2nd Tier w/Mactec)	Added	0.70%
15.	Cogstone Resource	Added	0.17%
16.	Del Richardson	Added	0.17%
17.	Diana Ho	Added	0.01%
18.	Diaz Yourman	Added	0.28%
19.	D'Leon Consulting	Added	2.46%
20.	E.W. Moon	Added	0.50%
21.	FPA Underground	Added	0.61%
22.	Green Clean Water (2nd Tier w/AMEC)	Added	0.04%
23.	IDC Consulting	Added	0.35%
24.	Jad & Associates	Added	0.70%
25.	Jet Drilling (2nd Tier w/Mactec)	Added	0.24%
26.	Lenax Construction	Added	0.87%
27.	Martini Drilling	Added	0.50%
28.	Melendrez (2nd Tier w/Torti Gallas)	Added	0.01%
29.	Parikh Consultants (2nd Tier w/AMEC)	Added	0.22%
30.	Raw International	Added	2.24%
31.	Roy Willis	Added	0.01%

32.	Safe Utility Exposure	Added	0.53%
33.	Safeprobe	Added	0.23%
34.	Universal Reprographics	Added	0.41%
35.	V&A Inc.	Added	0.47%
36.	W2 Design	Added	0.39%
37.	Wiltec (2nd Tier w/Fehr & Peers)	Added	0.00%
Total DBE Commitment		23.41%	21.35%

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

B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

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

C. Living Wage/Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.