

Metro

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



Agenda - Final

Wednesday, June 15, 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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- 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
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

20. APPROVE Consent Calendar Items: 21 and 22.

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

CONSENT CALENDAR

21. CONSIDER:

[2016-0320](#)

- A. **APPROVING the updated project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes Malibu, South Bay, North County, and Gateway Cities Subregions as shown in Attachment A.**
- B. **AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects.**

Attachments: [FINAL MRHSP.pdf](#)

22. AUTHORIZE the Chief Executive Officer to:

[2016-0444](#)

- A. **EXECUTE Modification No. 1 to Task Order No. PS3420000 under Contract No. PS4010-3041-F-XX, with Cambridge Systematics, Inc. for the Long Range Transportation Plan (LRTP) Development to conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update, in the amount of \$497,209 increasing the total Task Order value from \$968,947.45 to \$1,466,156.45;**
- B. **INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS3420000, LRTP Development, in the amount of \$100,000, increasing the total authorized CMA amount from \$100,000 to \$200,000 to support potential need to forecast the regional economic impact of LRTP and additional modeling, if necessary, for the LRTP update; and**

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- C. APPROVE amendment to FY17 Budget for Cost Center 4220 of \$497,209 to fund Modification No. 1 to Task Order No. PS3420000, LRTP Development.

Attachments: [Attachment A - Procurement Summary.pdf](#)
 [Attachment B - Task Order Log.pdf](#)
 [Attachment C - DEOD Summary.pdf](#)

NON-CONSENT

23. CONSIDER:

[2016-0489](#)

- A. RECEIVING AND FILING report on **approach to incorporating First/Last Mile elements into the Purple Line Extension Section 2.**
- B. APPROVING **Motion 14.2 by Directors Butts, DuBois, Knabe and Solis** to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% of a local jurisdiction's 3% local contribution can go towards underwriting Active Transportation Program (ATP), First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions, inclusive of the framework provided in Attachment C.
- C. DIRECTING staff to commence with the development of guidelines to implement the potential use of local jurisdictions' 3% capital contribution to underwrite ATP and First/Last Mile investments within the framework included as Attachment C.

Attachments: [Attachment A - Motion 14.1.pdf](#)
 [Attachment B - Motion 14.2.pdf](#)
 [Attachment C - Motion Response Framework.pdf](#)

42. CONSIDER:

[2016-0421](#)

- A. SUPPORTING the establishment of the **proposed Venice Beach Business Improvement District ("BID) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by Metro; and
- B. AUTHORIZING the Chief Executive Officer ("CEO") or his delegate to sign any necessary petitions and cast any subsequent ballots in support of the BID and property assessments.

Attachments:

[Attachment A- Map of Venice Beach Business Improvement District Boundaries](#)

[Attachment B - Evaluation of Venice Beach BID Benefit to METRO](#)

[Attachment C- Summary of METRO owned parcels included in the Venice Beach](#)

45. CONSIDER: [2016-0419](#)

Authorize the Chief Executive Officer (CEO) to:

- A. Award a five-year firm fixed price Contract No. PS527590024649 to Parking Sense USA in the amount of \$3,599,934 for a **Parking Guidance System**; and
- B. APPROVE a \$2,000,000 Life of Project (LOP) Budget increase for Project 210143-Parking Guidance System which increases the project budget from \$3,025,000 to a revised LOP of \$5,025,000.

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

48. RECEIVE AND FILE the **Potential Ballot Measure Public Input and Polling Results.** [2016-0464](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

49. CONSIDER: [2016-0319](#)

- A. ADOPTING the **Ordinance, including Expenditure Plan**, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure;
- B. ADOPTING the Resolution requesting the Los Angeles County Board of Supervisors place the Ordinance on the ballot with specific ballot language for the November 8, 2016 countywide general election; and
- C. AMENDING the Fiscal Year (FY) 2017 budget to add \$10.9 million to fund election related and public information costs.

Attachments: [Attachment A - Ordinance 16-01](#)
 [Attach B - Resolution 2016 LA CountyTraffic Improvement Plan Measure - Draft](#)
 [Attachment C - Systemwide Connectivity](#)
 [Attach E - Schedule to Inclusion on Ballot](#)
 [Attachment F - Major Project Descriptions.6.10](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

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 #: 2016-0320, File Type: Program

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE JUNE 15, 2016

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM (MRHSP)

ACTION: APPROVE ADOPTION OF UPDATED PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes Malibu, South Bay, North County, and Gateway Cities Subregions** as shown in Attachment A.
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects.
- C. APPROVING time extension for 1 project as shown in Attachment B

ISSUE

The project lists for the MRHSP are updated to provide each subregion with the opportunity to revise the proposed Measure R Highway Program implementation plan. The updated attached project lists include projects which have already received prior Board approval, as well as proposed changes related to schedule, scope, funding allocation and the addition or removal of projects. The Board's approval is required as the updated project lists are the basis for Metro to enter into agreements with each respective implementing agency,

DISCUSSION

The Measure R Expenditure Plan included the following projects in the Highway Subregional Program

- Highway Operational Improvements in Arroyo Verdugo subregion
- Highway Operational Improvements in Las Virgenes/Malibu subregion
- I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements in South Bay
- State Route 138 Capacity Enhancements in North County
- I-605 Corridor "Hot Spots" Interchanges in Gateway Cities

- I-710 South and/or Early Action Projects in Gateway Cities

These projects are not fully defined in the Measure R Expenditure Plan. Definition, development, and implementation of specific projects are done through collaborative efforts by Metro's Highway Program staff, the respective COGs and the project sponsor.

At the December 2015 meeting, the Board approved revised project lists and funding allocations for the aforementioned projects. This update reflects the project changes recommended by each subregion. Highway Program staff is working closely with each subregion to identify and deliver Highway Operational Improvement Projects. The changes include an additional \$81 million in programming to support 12 projects, new or existing, as detailed in Attachment A.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project lists provide highway operational benefits and meet the highway operational improvement and ramp/interchange improvements definition approved by the Board in October 2009 as part of the adoption of Metro's Long Range Transportation Plan.

Highway Operational Improvements in Arroyo Verdugo Subregion

The updated list includes funding adjustments for current projects recommended by the Arroyo Verdugo Subregion. To date, through Measure R, the subregion has completed 10 projects and expended \$18.6 million into local investments. Additionally, the subregion currently has 11 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$61.5 million programmed.

The adjustments in the project list are as follows:

City of Glendale

- Program an additional \$185,471 in Prior Years for the City of Glendale's, SR-134 Glendale Ave. Interchange Modifications Project (MR310.16). The revised total project budget is \$1,585,471.

The City of Glendale advertised the project, and the lowest competitive bid came in above the original project estimate done in 2013.

- Deobligate \$480,000 in FY16-17 from the City of Glendale's, I-210 Soundwalls Project (MR310.25). The revised project budget is \$4,520,000. The deobligated funds will be reprogrammed to fund the Noise Barrier Scope Summary Report (NBSSR) led by Metro for the I-210 Soundwall project from Waltonia Dr. to Pennsylvania Ave. The remainder of the programmed funds will be used for future phases.

County of Los Angeles

- Deobligate \$320,000 in FY17-18 from LA County's Soundwalls on Interstate 210 in La Crescenta-Montrose project (MR310.44). The revised project budget is \$3,044,000. The deobligated funds will be reprogrammed to fund the Noise Barrier Scope Summary Report (NBSSR) led by Metro for the I-210 Soundwall project from Waltonia Dr. to Pennsylvania Ave. The remainder of the programmed funds will be used for future phases.

Metro

- Program \$300,000 in FY16-17 and \$500,000 FY17-18, for the I-210 Soundwall Project. This project will fund an NBSSR study on I-210 from Waltonia Dr. to Pennsylvania Ave. The total project budget is \$800,000.

This project will conduct a Noise Barrier Scope Summary Report (NBSSR) on the I-210 freeway in Glendale and the unincorporated area of LA County. The study will include a noise analysis within the projects limits, and provide design considerations to mitigate traffic noise on properties adjacent to I-210.

Measure R Nexus to Highway Operational Definition:

This is a Soundwall project, which is an eligible operational improvement in the Arroyo Verdugo Subregion.

The subregion's project list, as detailed in Attachment A, totaling \$61.5 million, does not exceed the \$64 million forecast to be available for the subregion over FY11-20

Highway Operational Improvements in the Las Virgenes-Malibu Subregion

The updated list includes funding adjustments for current projects recommended and approved by the Las Virgenes-Malibu Subregion. To date, through Measure R, the subregion has completed 4 projects and expended \$62.7 million into local investments. Additionally, the subregion currently has 16 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$128,351 million programmed.

The adjustments in the project list are as follows:

City of Agoura Hills

- Deobligate \$100,000 from the Kanan Road Overpass Expansion - PSR, PR, PS&E Project (MR311.14). The revised total project budget is \$150,000. The City has downscoped the project to provide funds to the Agoura Hills Multi-Modal Transportation Center Project.
- Program \$100,000 in FY16-17 for the Agoura Hills Multi-Modal Center Project. This is a new project being proposed by the City. The project budget will only be used for design and

construction phases after review and approval of the final scope of the project by Metro and determination of eligibility for use of the Highway Operational Improvement funds.

The project will build a Regional Multi-Modal Transportation Center, which will include regional bus transit services and park and ride facilities. This project was one of the originally-identified Measure R projects for the City. However, it was not initially funded due to other priorities.

Measure R Nexus to Highway Operational Definition:

The City plans to build a transportation facility / park and ride lot that would serve as a central location for the multiple regional transit operators in the area such as Metro's 161 bus line, LA DOT's Commuter Express, Dial-A-Ride, and Kanan Shuttle and would promote mode shift resulting in less vehicles on the US-101 freeway and higher transit ridership. The goal of the project is to provide transit use options to commuters and trips to destinations outside the subregion, thereby reducing traffic volumes on the US-101. Final eligibility of the project will be determined upon finalization of the scope of the project.

City of Calabasas

- Program an additional \$7,000,000 in FY 16-17 for the City of Calabasas Lost Hills Road Overcrossing and Interchange Project (MR 311.06). The revised total project budget has increased to \$33,000,000. The City is programming additional funds to this project to address cost overruns resulting from changes in the design and increased construction costs. The project includes an increase in scope required by Caltrans to address U.S. 101 southbound on-ramp metering requirements.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

The proposed revised project list includes funding adjustments for current projects recommended by the South Bay Cities Council of Governments. To date, through Measure R, the subregion has completed 13 projects and expended \$42 million into local investments. Additionally, the subregion currently has 29 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$233 million.

The adjustments in the project list are as follows:

City of Carson

- Program \$65,000 in FY16-17 and \$85,000 in FY17-18 for the City of Carson's Traffic Signal Control Upgrades at Figueroa St. and 234th St. and Figueroa St. and 228th St (MR312.46). The total project budget is \$150,000.

This project will upgrade the traffic signal equipment at the intersection of Figueroa St. and 234th

by replacing the poles, signal heads and controllers. This project will also add left turn phases on the east and west approaches at the Figueroa St. and 228th intersection.

Measure R Nexus to Highway Operational Definition:

Figueroa St. in the City of Carson runs immediately parallel to I-110 and currently carries 10,000 cars a day. This principal arterial functions as a bypass to I-110, serving short commuter trips and longer regional trips when there are incidents on I-110. The improvements at these two intersections will improve traffic flow on Figueroa St., especially during peak hours, when traffic exiting I-110 at the Sepulveda Blvd. and 223rd St. ramps, combined with the regional north-south traffic, overwhelms the existing operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$500,000 in FY16-17 and \$900,000 in FY17-18 for City of Carson's Traffic Signal Upgrades at 10 Intersections (MR312.41). The Total project budget is \$1,400,000.

This project is at the intersections of: 1) Figueroa and Victoria St, 2) Main St. and 220th, 3) Main St and Victoria St, 4) Main St and Albertoni, 5) Broadway at Victoria St., 6) Broadway and Albertoni St, 7) Broadway and Gardena, 8) Broadway at Alondra 9) Mid Block Cross Walk on Broadway south of Albertoni St. and 10) Figueroa and 223rd St.

Measure R Nexus to Highway Operational Definition:

The 10 intersections improvements are immediately adjacent or in very close proximity to five of the major freeway on/off-ramps serving the City of Carson: 1) I-110 on/off ramps located on 190th /Victoria Avenue, 2) SR-91 on/off ramps on Main St., 3) SR-91 on/off ramps on Albertoni St. and 4) I-405 on/off ramps at S. Main St., and 5) I-405 on/off ramps at 220th St. Traffic from freeways at local interchanges adversely impacts the operations of these intersections. Improving traffic flow at the 10 arterial intersections in close proximity to the freeway on/off ramps will help distribute traffic coming from SR-91, I-110 and I-405. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Gardena

- Deobligate \$720,000 in FY20-21 from the Redondo Beach Blvd. Arterial Improvements Project from Crenshaw Blvd. to Vermont Ave. (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$380,000 in FY20-21 from the Crenshaw Blvd. Arterial Improvements Project from Redondo Beach Blvd. to El Segundo Blvd. (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$1,140,000 in FY20-21 for the Park and Ride Lots on the SW Corners of El Segundo Blvd. at Vermont Ave. and at Western Ave. (Call Match). This project did not receive funding through the 2015 Call For Projects program.

- Deobligate \$1,200,000 in FY20-21 from the Normandie Ave. Arterial Improvements Project from El Segundo Blvd. to 177th Street (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Program \$40,000 in FY16-17 and \$1,460,000 in FY17-18 for the City of Gardena's Traffic Signal Reconstruction on Vermont Ave Project, at Redondo Beach Blvd and Rosecrans Ave (MR312.02). The total project budget is \$1,500,000.

The proposed project will include traffic signal upgrades, turning pockets and channelization at Rosecrans Ave and Vermont Ave and Redondo Beach Blvd. and Vermont Ave. These intersections are projected to operate at LOS F in the future. The proposed improvements will improve the two intersections to a LOS D.

Measure R Nexus to Highway Operational Definition:

Vermont Ave. runs immediately parallel to I-110 and currently carries 21,000 cars a day. This principal arterial is a bypass to I-110, serving both short commuter trips and longer regional trips when there are incidents on I-110. The proposed improvements will improve traffic flow on Vermont Ave. at two intersections currently operating at a LOS E during the peak hours, when traffic from the I-110 on/off ramps at Rosecrans Ave. and Redondo Beach Blvd. (adjacent to these intersections) overwhelms the existing operational capacity. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$80,000 in FY16-17, \$180,000 in FY17-18, and \$2,263,000 in FY18-19 for the City of Gardena's Artesia Blvd. Arterial Improvement Project, from Western Ave to Vermont Ave (MR312.09). The total project budget is \$2,523,000.

The proposed project will include traffic signal upgrades on Artesia Blvd at Normandie and Western, turn pockets where feasible and traffic channelization. The Normandie Ave and Vermont Ave intersections currently operate at a level of service (LOS) E and are projected to operate at a LOS F in the future. The proposed improvements will improve the LOS to D.

Measure R Nexus to Highway Operational Definition:

Artesia Blvd. is the western terminus of SR-91. Therefore, Artesia Blvd. functions as a collector for regional traffic in route to or coming from SR-91. Current Average Daily Traffic (ADT) on Artesia Blvd. is 50,000 cars. The proposed improvements will reduce vehicle hours of delay at the three major intersections closest to the SR-91 terminus, thereby helping better disperse regional traffic coming from SR-91. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Hawthorne

- Reprogram \$200,000 from FY17-18 to FY16-17 for the City of Hawthorne Signal Improvements Project from 118th St. to Marine Ave. (MR312.47). The project budget will remain unchanged. However, the City of Hawthorne is ready to commence work on the

project.

- Program \$1,000,000 in FY16-17 and \$1,000,000 in FY17-18 for the City of Hawthorne's Intersection Widening & Traffic Signal Modifications project (MR312.54). The project budget is \$2,000,000.

The proposed project will install and upgrade traffic signals at multiple intersections, construct left turn lanes at the intersection of Crenshaw Blvd. and Rocket Road, and construct right hand turn lanes at Inglewood and El Segundo Blvd - both principal arterials. Each of the intersection is less than ¼ of a mile from I-105 or I-405. The proposed improvements address geometric deficiencies in the intersections which currently are operating deficiently due to the speed, volume of traffic, and the high volume of turning movements.

Measure R Nexus to Highway Operational Definition

The proposed intersection improvements are located in very close proximity to the I-405 on/off ramps at El Segundo Blvd, and the I-105 on/off ramps at Crenshaw Blvd. Crenshaw Blvd. currently carries 33,000 cars a day and El Segundo Blvd. currently carries 32,000 cars a day in the City of Hawthorne. These intersection improvements will help improve traffic flow on these principal arterials, especially during the peak hours when traffic coming from the I-105 or I-405 on/off ramps overwhelms the operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$600,000 in FY16-17, \$1,000,000 in FY17-18 and \$2,800,000 in FY18-19 for the City of Hawthorne's, Hawthorne Blvd Arterial Improvements project from 120th St. to 111th St. (MR312.61). The total project budget is \$4,400,000.

The proposed project will reduce vehicular delays and improve pedestrian crossings by adding bulb outs at intersections, reducing pedestrian crossing distance to enable shorter cycle lengths. The project will also modify on street parking along Hawthorne Blvd. to provide storage pockets for left-turn traffic. Traffic signals will also be upgraded.

Measure R Nexus to Highway Operational Definition

Within City limits, Hawthorne Blvd. is a major arterial carrying 30,000 cars a day and providing a vital connection to SR-107 and I-105. The proposed improvements will reduce vehicle hours of delay at a number of intersections adjacent to the I-105 on/off ramps, thereby improving traffic flow on Hawthorne Blvd and the on/off ramps, especially during the peak hours when traffic

coming from I-105 overwhelms the operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Hermosa Beach

- Program \$400,000 in FY16-17 and \$1,400,000 in FY17-18 for the City of Hermosa Beach's PCH/Aviation Blvd Improvements Project (MR312.63). The total project budget is \$1,800,000.

This project will reduce vehicle hours of delay on PCH in the City of Hermosa Beach. The proposed improvements will include only those scope elements that can be validated through a traffic analysis, do not significantly impact ROW and reduce delay and increase throughput without degrading the existing capacity of the facility. This corridor currently carries approximately 53,000 cars a day on PCH within the City of Hermosa and is one of the poorest performing corridors in the South Bay.

Measure R Nexus to Highway Operational Definition

This project will reduce vehicle hours of delay on PCH in the City of Hermosa Beach, a State Highway. Intersection improvements, signal upgrades, and left-turn lanes are all viable options considered to increase throughput on PCH.

City of Manhattan Beach

- Program \$50,000 in FY16-17 and \$850,000 in FY17-18 for the City of Manhattan Beach's Sepulveda Blvd Improvements (MR312.62). The total project budget is \$900,000.

This project will improve the traffic flow and LOS on Sepulveda Blvd. The project will provide operational improvements at 5 intersections along Sepulveda Blvd: Rosecrans Ave, 33rd St, Cedar Ave, 14th St & 2nd St. Each of these intersections are deficient and the turning movements impact the flow on Sepulveda Blvd (SR-1).

Measure R Nexus to Highway Operational Definition

This project will provide turnouts at 5 intersections on Sepulveda Blvd to allow a more efficient flow of traffic on Sepulveda Blvd (SR-1). All of the intersections are located on (SR-1).

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- Program \$70,000 in FY16-17 and \$100,000 in FY17-18 for the Western Ave (SR-213), from Palos Verdes Drive North to Gardena, Project Study Report (PSR). The total project budget is \$170,000.
- Program \$70,000 in FY16-17 and \$100,000 in FY17-18 for the Pacific Coast Highway (SR-1) from the Eastern Boundary of Carson to Eastern Boundary of Torrance, PSR. The total project budget is \$170,000.

The PSR will identify deficiencies on the corridors, and prescribe improvements that will reduce congestion and operational deficiencies.

Measure R Nexus to Highway Operational Definiton

These are planning studies on State Highways that will analyze the existing conditions of the corridors and prescribe improvements.

City of Rancho Palos Verdes

- Program \$30,000 in FY16-17 and \$60,000 in FY17-18 for City of Rancho Palos Verdes' Western Ave. (SR-213) from Palos Verdes Drive North to 25th street - PSR (MR312.39). The total project budget is \$90,000.

The PSR will identify deficiencies on the corridors, and prescribe improvements that will reduce congestion and operational deficiencies.

Measure R Nexus to Highway Operational Definiton

This is a planning study on State Highways that will analyze the existing conditions of the corridors and prescribe improvements.

City of Torrance

- Deobligate \$3,500,000 in FY20-21 for the Western Ave at Sepulveda Blvd Intersection Improvements Project (Call Match). This project did not receive funding through the 2015 Call For Project program.
- Deobligate \$740,000 in FY20-21 for the Hawthorne Blvd Corridor Intersection Improvements Project (Lomita Blvd, Emerald, Spencer, and 182nd St.) (Call Match). This project did not receive funding through the 2015 Call for Projects program.

State Route 138 Capacity Enhancements

The project list for State Route 138 Capacity Enhancements does not include adjustments. There are currently 11 active projects in various phases of project development. The implementing agencies in the North County have expended \$14 million in local investments.

I-605 Corridor "Hot Spots" Interchanges

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of two new projects within the Gateway Cities. To date, through Measure R, the subregion has invested \$25 million in local improvements

and has 21 active projects.

The I-605/SR-91/I-405 Technical Advisory Committee (TAC) is recommending the revised project list detailed in Attachment A totaling \$188.7 million.

The project list adjustments are as follows:

Metro

- Program an additional \$28,000,000 for the I-605/SR-60 Project Approval and Environmental Document (PA/ED) (AE2259). The funds will be programmed over 5 fiscal years as follows; \$1,000,000 in FY15-16, \$7,000,000 in FY-16-17, \$8,000,000 in FY 17-18, \$8,000,000 in FY18-19, and \$8,000,000 in FY 19-20. Previously \$2,000,000 in FY15-16 had been programmed. The total project budget is \$34,000,000.
- Program an additional \$6,763,000 for the SR-91/I-605 (PA/ED) (AE476110012334). The funds will be programmed over 4 fiscal years as follows; \$263,000 in FY15-16, \$3,200,000 in FY16-17, \$3,100,000 in FY17-18, and \$1,200,000 in FY18-19. The previous \$1,000,000 programmed in Prior Years will be reprogrammed into FY15-16. The total project budget is \$7,763,000.
- Program \$24,000,000 for I-605 Freeway Early Action Projects. Metro will initiate multiple consultant contracts to complete environmental and design services for selected I-605 Freeway Hot Spots. These projects have independent utility and can be advanced ahead of the freeway-to-freeway interchange projects. Construction of these projects can begin within three years. The funds will be programmed in one Fiscal Year, FY16-17.

Caltrans

- Program \$3,650,000 for the I-605/SR-60 PA/ED for Enhanced Independent Quality Assurance. The funds will be programmed over 5 fiscal years: \$400,000 in FY15-16, \$850,000 in FY16-17, \$800,000 in FY17-18, and \$800,000 in FY18-19, \$800,000 in FY19-20.
- Program an additional \$1,919,000 for Third Party Support Services of the I-605/I-5 Interchange PA/ED to perform Enhanced Independent Quality Assurance reviews. The funds will be programmed over 4 fiscal years as follows, \$150,000 in FY16-17, \$500,000 in FY17-18, \$500,000 in FY18-19, and \$770,000 in FY19-20. The \$150,000 programmed in Prior Years will

be reprogrammed into FY15-16. The total project budget is \$2,069,800.

- Program an additional \$676,000 for Third Party Support Services of the SR-91/I-605 PA/ED to perform Enhanced Independent Quality Assurance reviews. The funds will be programmed over 4 fiscal years as follows; \$26,300 in FY15-16, \$220,000 in FY16-17, \$310,000 in FY17-18, and \$120,000 in FY18-19. Additionally, reprogram \$100,000 from Prior Years to FY16-17. The total project budget is \$776,300.

City of Artesia

- Deobligate \$360,000 in FY20-21 from the City of Artesia's Norwalk Blvd Bicycle and Pedestrian Improvement Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Downey

- Program an additional \$840,444 in FY15-16 for the City of Downey's Belflower-Imperial Highway Intersection Improvements Project (MR315.18). The revised total project budget is \$2,740,444.

The City of Downey advertised the project, and the lowest competitive bid came in above the original project estimate. The additional funds will be used to pay for higher than expected costs for completing Final Design, Right-Of-Way acquisitions, litigation, and to award the construction contract to the lowest bidder.

County of Los Angeles

- Deobligate \$700,000 in FY20-21 for the County of Los Angeles' Indiana St. to Paramount Blvd Project (Call Match). The County did not receive funding through the 2015 Call For Projects program.

City of Lakewood

- Program an additional \$2,274,300 for the Del Amo Blvd at Lakewood Blvd Intersection Improvement Project (MR315.04). The additional funds will be programmed in FY15-16, the total budget is \$5,504,300.

This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board. The initial programming of funds was based on conceptual plans (for various improvements, including two additional right-turn pockets) developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Lakewood completed PA/ED, preliminary engineering revealed that additional widening would be needed on Lakewood Blvd, on a storm drain channel bridge, in order to accommodate the additional lanes. The structures work for the bridge widening, in addition to other unanticipated project costs, require more funding.

City of Norwalk

- Program \$3,380,400 for the Imperial Highway ITS Project, from San Gabriel River to Shoemaker Road. Funding will be programmed over one Fiscal Year, FY 15-16. This is a new highway operational improvement project.

The project will improve arterial traffic signal operations on Imperial Highway, within the City of Norwalk. The major project components consist of closing a Fiber Optic gap, upgrading traffic signal poles to existing standards, upgrading curb ramps to meet ADA requirements, adding CCTV cameras to enhance corridor monitoring, adding new system detectors (where existing ones have deteriorated) and upgrading the central traffic signal control servers that connect to the County’s Information Exchange Network and Traffic Management Center. This project will be compatible with the County of LA’s Traffic Signal Synchronization (TSSP) and Intelligent Transportation System (ITS) subregional plan. With the funding that is being programmed, the City of Norwalk will complete the PAED, PS&E and Construction of the project.

Measure R Nexus to Highway Operational Definition

Because of its location in close proximity to the I-5/I-605 interchange, Imperial Blvd. functions as an alternative connector between the two freeways. Furthermore, because I-105 terminates on Imperial Hwy., and does not connect to I-5, Imperial Hwy. also functions as a connector for NB I-5 traffic connecting to WB I-105, and EB I-105 traffic connecting to I-5 South. During the peak hours, traffic from I-5, I-605 and I-105 freeways utilizes Imperial Blvd. as a by-pass. The improvements to traffic flow on Imperial Blvd. will help improve traffic flow and relief congestion for traffic coming to and from these three freeways.

City of Pico Rivera

- Program an additional \$4,434,000 for the Rosemead Blvd. at Beverly Intersection Improvement Project (MR315.05). The revised project budget is \$8,474,000. The initial

programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds were needed to complete PS&E and to obtaining the Right of Way necessary for the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.

- Program an additional \$788,000 to the Rosemead Blvd. at Whittier Blvd. (SR-72) Intersection Improvement Project (MR315.09). The revised project budget is \$1,388,000. The initial programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds are needed to complete the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.
- Program an additional \$425,000 to the Rosemead Blvd. at Slauson Ave. Intersection Improvement Project (MR315.19). The revised project budget is \$2,195,000. The initial programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds are needed to complete the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.

City of Santa Fe Springs

- Program \$600,000 for the Florence Avenue Widening Project, from Orr & Day Rd. to Pioneer Blvd. Funds will be programmed in two fiscal years: \$50,000 in FY 16-17 and \$550,000 in FY 17-18. This is a new highway operational improvement project.

This project will widen Florence Avenue for approximately ½ mile, and will use portions of the adjacent frontage roads to accomplish the widening with minimal Right of Way impacts. There will also be a new signal installation at Ringwood Ave./Lake center Park Lane, which will facilitate vehicular turn movement and pedestrian access. The funds will be used to complete PAED, PS&E, and Right of Way Acquisition.

Measure R nexus to Highway Operational Definition

The Florence Ave. on/off ramps at I-5 and I-605 are less than ¼ mile apart. Traffic from coming to and from both I-5 and I-605 overwhelms the operational capacity at the adjacent intersections and roadway segments. The proposed street widening will improve traffic flow through this segment, immediately adjacent to the freeway on/off ramps.

The subregion's project list, as detailed in Attachment A, totaling \$184 million, exceeds the \$164.8 million forecast to be available for the subregion over FY11-20. Due to project delays, staff verified that there is enough cash flow to stay within the first decade programming allocation. Staff will return to the Board with periodic updates on the status of cash flow availability.

I-710 South and/or Early Action Projects

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of one new project within the Gateway Cities. To date, through Measure R, the subregion has invested \$57 million in local improvements and has 21 active projects.

The I-710 South Technical Advisory Committee (TAC) and I-710 South Project Committee are recommending the revised project list detailed in Attachment A totaling \$142.3 million.

The project list adjustments are as follows:

Metro

- Programming an additional \$2,800,000 in FY16-17 for additional utility and structures studies required for all three of the I-710 Utility Studies (North, Central, and South segments). The revised project budget is \$25,046. Due to changes to the I-710 South EIR/EIS, the three utility studies will also require a scope modification to reflect all the changes in the project alternatives; the modification amount was approved by the Board at its September and October 2015 meetings.
- Programming an additional \$8,700,000 in FY16-17 for the I-710 Corridor Project EIR/EIS. The revised project budget is \$32,521,000. Due to significant project alternative changes, the contract scope required a modification to conduct additional studies. The modification amount was approved by the Board at its October 2015 meeting.
- Programmed an additional \$12,000,000 in FY16-17 as match funding to current and upcoming ITS/Zero Emission Technology grant opportunities. The total project budget is \$12 million. The grant opportunities will be for projects that can be delivered as part of the early action program for the I-710 Corridor.
- Program \$75,000 in FY16-17 for engineering and environmental review services to Southern California Edison (SCE) for their support of the I-710 Soundwall Early Action Program. The total project budget is \$75,000. SCE will work on utility relocation designs of their facilities.

County of Los Angeles

- Deobligate \$700,000 in FY20-21 from Los Angeles County's Whittier Blvd (Indiana to Paramount) Corridor Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Bell

- Deobligate \$155,000 in FY20-21 from the City of Bell's Eastern at Bandini Rickernbacker Project. This project did not receive funding through the 2015 Call For Projects program.

City of Bell Gardens

- Reprogram \$348,000 from FY17-18 to FY16-17, for the City of Bell Gardens Florence/Eastern Ave Intersection Project. This project was included in the initial I-710 Early Action arterial program, approved by the I-710 Project Committee and the Metro Board.

City of Long Beach

- Deobligate \$1,200,000 in FY20-21 from the City of Long Beach's, Great 7th St - Connectivity Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$160,000 in FY20-21 from the City of Long Beach's, LA River Gap Closures Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of South Gate

- Deobligate \$600,000 in FY20-21 from the City of South Gate's, South Gate Regional Bikeway Connectivity Program (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Vernon

- Program an additional \$18,000 in FY16-17 for Staff Support Services of the Draft I-710 South EIR/EIS, to the City of Vernon, increasing the programmed amount to \$75,000. The funds are requested for the cost of review of Draft I-710 South EIR/EIS documents, including meetings with the I-710 Project Team, the I-710 TAC, I-710 Project Committee and other related I-710 meetings. The Staff Support Services work is only for the I-710 EIR/EIS. Funding for staff time in support of the I-710 EIR/EIS was originally approved by the Board in 2012.

The proposed updates to the I-710 South and / or Early Action projects list exceed the \$101.9 million forecasted to be available for the I-710 South and / or Early Action over FY11-20. Due to project

delays, staff verified that there is enough cash flow to stay within the first decade programming allocation. Staff will return to the Board with periodic updates on the status of cash flow availability.

DETERMINATION OF SAFETY IMPACT

The recertification of project list and funding allocations will have no adverse impact on the safety of Metro's patrons and employees.

FINANCIAL IMPACT

Funding for the highway projects is from the 20% Measure R Highway Capital Funds earmarked for all subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY17 budget. These three programs are all under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for Metro's portion of the SR-138 Project Approval and Environmental Document (September 2012 Board action) is included in the FY17 budget under project No. 461330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the 20% Measure R Highway Capital Funds via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for projects in the I-605/SR-91/I-405 Corridor "Hot Spots" and I-710 Early Action Project lists are included in the FY17 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRSHP is a multi-year agreement, the cost center managers and the Managing Executive Officer of the Highway Program will be responsible for budgeting the costs in current and future years. Adjustments in programmed funds, as necessary for future years, will be made as necessary.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway. This fund source is not eligible for Bus and Rail Operations or Capital expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will be inconsistent with Board direction given at the time of LRTP adoption and may delay project delivery.

NEXT STEPS

Metro Highway Program staff will continue to work with the subregions to continue to identify new and deliver their existing projects. As the work progresses, updates will be provided to the board on a periodic basis.

ATTACHMENTS

Attachment A - Measure R Highway Subregional Project lists

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Arroyo Verdugo Subregion Measure R Highway Operational Improvements Project List

Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority setting & budget process)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Arroyo Verdugo Operational Improvements (38 projects - 3 New)				61,510	34,974	6,735	2,428	9,109	7,964	0
10 Year Forecasted Funds In Long Range Plan (cumulative)				64,000						
	Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection	2,325	2,325					
	Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements	2,600	2,600					
	Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements	2,975	2,975					
	Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane, standard lanes, shoulders	3,967		250			3,717	
	Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement	1,600	1,600					
	Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane, standard width lanes, shoulders	3,897		250			3,647	
	Burbank	MR310.23	Chandler Bikeway Extension (Call for Projects Local Match)	600					600	
TOTAL BURBANK				17,964	9,500	500	0	0	7,964	0
	Glendale	MR310.12	Glendale FWY Ramps/Space 134	293	93	200				
	Glendale	MR310.22	Glendale Narrows Riverwalk Bridge	600	600					
	Glendale	MR310.24	Construction of Bicycle Facilities	300	300					
	Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)	1658.7	1,658.7					
	Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)	1,850	1,850					
	Glendale	MR310.13	Glendale Narrows Bikeway Culvert	876.5	876.5					
C	Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification	1,585	1,585.5					
	Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)	557	557					
	Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)	1,250	1,250					
	Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)	400	400					
	Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)	3,250	3,250					
	Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)	2,700	2,700					
	Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)	350	350					
	Glendale	MR310.37	Verdugo Boulevard Rehabilitation (Verdugo Road to E'ly City Boundary)	1,000		1,000				
	Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	600			100	500		
	Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain	1,200			150	1,050		
C	Glendale	MR310.25	210 Soundwalls Project	4,520			1,520	3,000		
	Glendale	MR310.35	Signal Installations at Various Locations	1,500	750	750				

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	Glendale	MR310.30	North Brand Boulevard Rehabilitation (Freeway 134 to Mountain Street)	1,000				1,000		
	Glendale	MR310.32	Regional Arterial Performance Measures	100				100		
	Glendale	MR310.34	Regional Bike Stations (Call Match)	315				315		
	Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements	3,315	3,315					
	Glendale	MR310.41	Doran St. (From Brand Bold. To Adams St.)	1,200		1,200				
	Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)	900	900					
	Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	585		585				
	Glendale	MR310.27	Verdugo Wash: Cycle Track	408	50	300	58			
	Glendale	MR310.17	Ocean Blvd. Project -- from Verdugo Rd. to N'ly City Boundaries	1,000		1,000				
TOTAL GLENDALE				33,314	20,486	5,035	1,828	5,965	0	0
	La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)	4,588	4,588					
	La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)	1,800		600	600	600		
TOTAL LA CANADA FLINTRIDGE				6,388	4,588	600	600	600	0	0
C	LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose	3,044	400	600		2,044		
TOTAL LA COUNTY				3,044	400	600	0	2,044	0	0
A	Metro		NBSSR Soundwalls on I-210 Glendale/La Crescenta-Montrose	800			300	500		
METRO				800	0	0	300	500	0	0
TOTAL ARROYO VERDUGO				61,510	34,974	6,735	2,728	9,109	7,964	0

5 Year Allocation

ATTACHMENT A

Las Virgenes/Malibu Operational Improvements

Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

Proposed Project List and Eleven-Year Allocation (Fiscal Years subject to MTA priority setting & budget process)

(C)hange (A)dd	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Las Virgenes/Malibu Operational Improvements				128,351	77,270	31,431	13,250	6,400		
10 Year Forecasted Funds In Long Range Plan (cumulative)				128,351						
	Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design	343.745	343.745					
	Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design)	243.650	243.650					
	Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction	3,661	3,591.000	70				
	Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction	8,969	8,969.000					
	Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Construction)	4,983.605	4,558.250	425.355				
TOTAL WESTLAKE VILLAGE				18,201.000	17,705.65	495	0	0	0	0
	Agoura Hills	MR311.03	Palo Comando Interchange	7,350	5,600	1,750				
	Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements	1,000	1,000					
	Agoura Hills	MR311.05	Agoura Road Widening	32,000	20,250	11,750				
C	Agoura Hills	MR311.14	Kanan Road Overpass Expansion -- PSR, PR, PS&E	150	150					
A	Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center	100			100			
TOTAL AGOURA HILLS				40,600	27,000	13,500	100	0	0	0
C	Calabasas	MR311.06	Lost Hills Overpass and Interchange	33,000	21,000	5,000	7,000			
	Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion	4,389.8	2,250	2,139.8				
	Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening	5,746.2	2,350	3,396.2				
	Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp	214	214					
	Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road	500	500					
	Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101)	3,700	3,200	500				
TOTAL CALABASAS				47,550	29,514	11,036	7,000	0	0	0

ATTACHMENT A

(C)hange (A)dd	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	Malibu	MR311.24	Malibu/Civic Center Way Widening	3,000	150	2,100	750			
	Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road	6,950	550	2,500	900	3,000		
	Malibu	MR311.27	PCH Intersections Improvements	1,000	0		1,000			
	Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH (Construction)	900	900					
	Malibu	MR311.29	PCH Regional Traffic Message System (CMS)	500	0	500				
	Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits	500	500					
	Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements	950	950					
	Malibu	MR311.35	Pacific Coast Highway Shoulder Improvements (Various Locations)	3,500	0	500	1,500	1,500		
	Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	3,700	0	300	1,500	1,900		
TOTAL MALIBU				21,000	3,050	5,900	5,650	6,400	0	0
	Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	1,000	0	500	500			
TOTAL HIDDEN HILLS				1,000	0	500	500	0	0	0
TOTAL LAS VIRGENES/MALIBU				128,351	77,270	31,431	13,250	6,400	0	0
5 Year Allocation										

ATTACHMENT A

INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)												
Measure R Highway Operational Improvements Project List						(Programmed Dollars in Thousands)						
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)												
(C)hange (A)dd (D)elete	Lead	Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)					233,024	120,064	21,698	24,549	32,438	23,738	10,537	0
10 Year Forecasted Funds In Long Range Plan (Cumulative)					237,000							
	SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		13,375	8,904	860	1,900	500	594	617	
TOTAL SBCCOG					13,375	8,904	860	1,900	500	594	617	0
	Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		5,000	5,000						
	Metro/ Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector		20,000	1,450	2,000	5,900	5,900	4,750	0	
	Metro/ Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		20,000	1,700	300	2,000	5,900	5,900	4,200	
	Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		9,000	9,000						
	Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000					1,000		
TOTAL CALTRANS					55,000	17,150	2,300	7,900	11,800	11,650	4,200	0
	Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway		1,158	1,158						
A	Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		150			65	85			
A	Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400			500	900			
TOTAL CARSON					2,708	1,158	0	565	985	0	0	0
	El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500	2,500						
	El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400	400						
	El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		350	350						
TOTAL EL SEGUNDO					3,250	3,250	0	0	0	0	0	0
	Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		5,140	5,140						
	Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		675	675						
	Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,350	2,350						
D	Gardena		Redondo Beach Blvd Arterial Improvements from Crenshaw Blvd to Vermont Ave (Call Match)		0							
D	Gardena		Crenshaw Blvd Arterial Improvements from Redondo Beach Blvd to El Segundo Blvd (Call Match)		0							
D	Gardena		Park and Ride Lots at Southwest corners of El Segundo Blvd at Vermont Ave and at Western ave (Call Match)		0							
D	Gardena		Normandie Ave Arterial Improvements from El Segundo Blvd to 177th Street (Call Match)		0							

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
C	Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.	1,500			40	1,460			
C	Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave	2,523			80	180	2,263		
TOTAL GARDENA				12,188	8,165	0	120	1,640	2,263	0	0
	Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)	2,100	2,100						
	Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)	3,600	600	3,000					
	Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)	7,551	7,551						
C	Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.	1,237			200	418	619		
A	Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St. from Prairie Ave to Felton Ave	2,000			1,000	1,000			
A	Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 120th St to 111th St.	4,400			600	1,000	2,800		
TOTAL HAWTHORNE				20,888	10,251	3,000	1,800	2,418	3,419	0	0
	Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard	304	304						
	Hermosa Beach	MR312.38	Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes)	872		872					
C	Hermosa Beach	MR312.63	PA/ED on PCH from Aviation Blvd to Prospect Ave	1,800			400	1,400			
TOTAL HERMOSA BEACH				2,976	304	872	400	1,400	0	0	0
	Inglewood	MR312.12	Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan	3,500	3,500						
	Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection	384				192	192		
TOTAL INGLEWOOD				3,884	3,500	0	0	192	192	0	0
	LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight	100	100						
	LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207	1,100		148.54	133.89	817.07			
TOTAL LA CITY				1,200	100	149	134	817	0	0	0
	LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave	26,820	1,900	5,000	5,000	5,000	5,000	4,920	
	LA County	MR312.52	ITS: Improvements on South Bay Arterials	1,021				401	620		
TOTAL LA COUNTY				27,841	1,900	5,000	5,000	5,401	5,620	4,920	0
	Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp	500	500						
	Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements	1,500	1,500						
	Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match)	1,600				800		800	
	Lawndale	MR312.53	Bike Lanes on Hawthorne Blvd. frm Rosecrans Ave to Manchester Beach Blvd	47		12		35			
TOTAL LAWDALE				3,647	2,000	12	0	835	0	800	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	900	900						
TOTAL LOMITA				900	900	0	0	0	0	0	0
	Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)	365	365						
	Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave	9,100	9,100						
	Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	1,500		1,500					
	Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	980		980					
A	Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.	900			50	850			
TOTAL MANHATTAN BEACH				12,845	9,465	2,480	50	850	0	0	0
	Metro/Caltran	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	700			300	400			
A	Metro/Caltran	MR312.48	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena -- PSR	170			70	100			
A	Metro/Caltran	MR312.32	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance -- PSR	170			70	100			
	Metro	PS4010-2540	South Bay Arterial Baseline Conditions Analysis (Completed)	250	250						
	Metro	MR312.31	Inglewood Transit Center at Florence/La Brea	1,500		260	1,240				
TOTAL METRO				2,790	250	260	1,680	600	0	0	0
A	Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR	90			30	60			
TOTAL RANCHO PALOS VERDES				90			30	60			
	Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	1,400	1,400						
	Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)	586	586						
	Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)	320	320						
	Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)	22	22						
	Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)	30	30						
	Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	847	847						
	Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)	5,175	310	4,865					
TOTAL REDONDO BEACH				8,380	3,515	4,865	0	0	0	0	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	19,600	19,600						
	Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)	600	600						
	Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd	18,100	18,100						
	Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements	15,300	5,300		5,000	5,000			
	Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements	2,900	2,900						
	Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements	852	852						
	Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing	500	100	400					
	Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center	3,300	1,800	1,500					
D	Torrance		Western Ave at Sepulveda Blvd Intersection Improvements (Call Match)	0							0
D	Torrance		Hawthorne Blvd Corridor Intersection Improvements (Lomita Blvd, Emerald, Spencer, and 182nd St) (Call Match)	0							
TOTAL TORRANCE				61,152	49,252	1,900	5,000	5,000	0	0	0
TOTAL SOUTH BAY				233,024	120,064	21,698	24,549	32,438	23,738	10,537	0
Second 5 Year Allocation											

ATTACHMENT A

SR-138 Capacity Enhancements

Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority setting & budget process)

(C)hange (A)dd	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
SR-138 Capacity Enhancements				200,000	42,700	30,200	36,400	23,100	22,400	45,200
10 Year Forecasted Funds In Long Range Plan (cumulative)				200,000						
	Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)	25,000	13,000	5,000	4,000	3,000		
TOTAL METRO				25,000	13,000	5,000	4,000	3,000	0	0
	Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	15,000	5,000		10,000			
	Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange	15,000	800	2,300				11,900
	Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	10,000	300	2,000	1,000			6,700
	Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange	5,000		200	100	900		3,800
	Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	20,000	1,100	2,800	500		15,600	
TOTAL LANCASTER				65,000	7,200	7,300	11,600	900	15,600	22,400
	Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East	25,000	14,500	10,500				
	Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps	25,000	1,600	2,500	2,500		6,800	11,600
	Palmdale	MR330.09	SR-138 10th St. West Interchange	15,000	2,400	1,500	7,000	4,100		
	Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd	25,000	3,600	3,000	8,800	9,600		
	Palmdale	MR330.11	SR-138 Avenue N Overcrossing	20,000	400	400	2,500	5,500		11,200
TOTAL PALMDALE				110,000	22,500	17,900	20,800	19,200	6,800	22,800
TOTAL SR-138 CAPACITY ENHANCEMENTS				200,000	42,700	30,200	36,400	23,100	22,400	45,200
5 Year Allocation										

ATTACHMENT A

I-605/SR-91/I-405 Corridors "Hot Spots"											
Measure R Highway Operational Improvements Project List											
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)											
(Programmed Dollars in Thousands)											
(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 605/STATE ROUTE 91/INTERSTATE 405 CORRIDOR "HOT SPOTS"				188,770	46,416	39,968	54,264	18,085	18,588	8,800	2,650
10 Year Forecasted Funds In Long Range Plan (Cumulative)				164,800							
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	300	200	100					
	GCCOG	MR315.29	Gateway Cities Third Party Support	100	100						
TOTAL GCCOG				400	300	100					
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	100	100					
	Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements	680	680						
	Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements	573	473	100					
	Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements	561	561						
	Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements	100		100					
	Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements	100		100					
	Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)	6,170	6,170						
	Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)	3,121	3,121						
	Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS	3,040	3,040						
C	Metro	AE2259	Professional Services for 605/60 PA/ED	34,000		3,000	7,000	8,000	8,000	8,000	
	Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan	10,430	9,339		1,091				
	Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED	20,698		3,000	5,000	5,000	7,698		
C	Metro	AE476110012334	Professional Services for the I-605/SR-91 PA/ED	7,763		263	3,200	3,100	1,200		
	Metro	AE322940011372	Professional Services for 710/91 PSR/PDS	2,340		1,590	750				
	Metro	MR315.49	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)	300	200	100					
A	Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)	24,000			24,000				
TOTAL METRO				114,075	23,683	8,353	41,041	16,100	16,898	8,000	0
	Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS	260	260						
A	Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED	3,650		400	850	800	800	800	
C	Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED	2,070		300	500	500	770		
C	Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED	776		26	320	310	120		
	Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements	60	60						
	Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS	234		159	75				
TOTAL CALTRANS				7,050	320	885	1,745	1,610	1,690	800	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Previous Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
D	Artesia		2015 CFP- Norwalk Blvd Bicycle and Pedestrian Improvement Project (Call Match)	0							
TOTAL ARTESIA				0	0	0	0	0	0	0	0
	Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project	7,310		6,210	1,100				
	Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction	644		644					
TOTAL BELLFLOWER				7,954	0	6,854	1,100	0	0	0	0
	Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	292		292					
	Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction	1,756		1,756					
TOTAL CERRITOS				2,048	0	2,048	0	0	0	0	0
	Downey	MR315.03	Lakewood - Telegraph Intersection Improvements	2,120	2,120						
	Downey	MR315.14	Lakewood - Imperial Intersection Improvements	2,760	2,760						
	Downey	MR315.27	Lakewood - Florence Intersection Improvements	1,310	1,310						
C	Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements	2,740	1,900	840					
TOTAL DOWNEY				8,930	8,090	840	0	0	0	0	0
	LA County	MR315.07	Painter - Mulberry Intersection Improvements	2,410	585	175	1,650				
	LA County	MR315.11	Valley View - Imperial Intersection Improvements	1,640	475	1,165					
	LA County	MR315.15	Norwalk-Whittier Intersection Improvements	2,830	750	300	1,780				
	LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	800	325	475					
	LA County	MR315.22	Norwalk-Washington Intersection Improvements	550	250	300					
	LA County	F9511	South Whittier Bikeway Access Improvements (Call Match)	800							800
D	LA County		Whittier Blvd - Indiana St to Paramount Blvd (Call Match)	0							
TOTAL LA COUNTY				9,030	2,385	2,415	3,430	0	0	0	800
	Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement	3,600		1,000	2,600				
C	Lakewood	MR315.04	Lakewood -Del Amo Intersection Improvements	5,504	3,230	2,274					
TOTAL LAKEWOOD				9,104	3,230	3,274	2,600	0	0	0	0
	Long Beach	F9130	2015 CFP - Artesia Complete Blvd (Call Match)	900							900
	Long Beach	F9532	2015 CFP - Atherton Bridge & Campus Connection (Call Match)	800							800
	Long Beach	F9808	Park or Ride (Call Match)	150							150
	Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE	250		50	100	100			
	Long Beach	MR315.61	Lakewood - Spring Intersction Improvements, PSE and Construction	454		454					
	Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction	493		493					
TOTAL LONG BEACH				3,047	0	997	100	100	0	0	1,850
	Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements	1,670	1,670						
	Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements	920	920						
	Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	1,509	308	1,201					
	Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements	480	100	380					
A	Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)	3,380		3,380					
TOTAL NORWALK				4,579	2,998	1,581	0	0	0	0	0
C	Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	8,474	3,000	1,251	4,223				
C	Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	1,388	600	788					
	Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	40	40						
C	Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements	2,195	1,770	425					
TOTAL PICO RIVERA				12,097	5,410	2,464	4,223	0	0	0	0
	Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	524		524					
	Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	2,967		2,967					
A	Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)	600			50	550			
TOTAL SANTA FE SPRINGS				3,491	0	3,491	0	0	0	0	0
	Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	1,568		1,568					
	Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,760		1,760					
	Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,646		1,646					
TOTAL WHITTIER				4,974	0	4,974	0	0	0	0	0
TOTAL I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"				188,770	46,416	39,968	54,264	18,085	18,588	8,800	2,650

5 Year Allocation

ATTACHMENT A

I-710 South and/or Early Action Project List											
Measure R Highway Operational Improvements Project List											
(Programmed Dollars in Thousands)											
Proposed Project List and Ten-Year Program (Fiscal Years subject to MTA priority settings & budget processes)											
(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 710 SOUTH EARLY ACTION PROJECT				142,112	67,095	30,690	44,053	0	0	0	258
10 Year Forecasted Funds In Long Range Plan (Cumulative)				101,900							
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	1,600	1,300	300					
TOTAL GCCOG				1,700	1,300	300	100				
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	100	100					
	Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development	600	600						
C	Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)	25,046	14,497	1,740	8,809				
C	Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS	32,521	15,442	3,308	13,771				
	Metro	PS4710-2744	Professional Services contract for I-710 Soundwall Project Development	10,878	6,424	2,254	2,200				
	Metro	MOU.Calstart 2010	Professional Services contract for development of zero emission technology report	150	150						
A	Metro	TBD	I-710 ITS/Air Quality Early Action (Grant Match)	12,000			12,000				
TOTAL METRO				81,395	37,213	7,402	36,780				
	Metro	USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)	100	100						
TOTAL USACE				100	100						
	Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)	1,623	1,023	200	400				
A	Metro	TBD	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance	75			75				
TOTAL SCE				1,698	1,023	200	475				
	Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	1,450	250	1,200					
	Caltrans	MR306.27	Third Pary Support for I-710 Corridor Project EIR/EIS Enhanced IQA	3,500	600	1,900	1,000				
	Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only	100	100						
TOTAL CALTRANS				5,050	950	3,100	1,000				
D	LA County		Whittier Blvd (Indiana to Paramount) Corridor Project (Call Match)	0							
	LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS	98	98						
TOTAL LA COUNTY				98	98						0
D	Bell	TBD	Eastern at Bandini Rickenbacker Project (Call Match)	0							
	Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS	150	150						
TOTAL BELL				150	150						
	Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS	154	154						
	Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match)	258							258
C	Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening	348			348				
TOTAL BELL GARDENS				760	154		348				258

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project	13,500	3,500	7,000	3,000				
	Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75						
TOTAL COMMERCE				13,575	3,575	7,000	3,000				
	Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS	35	35						
TOTAL COMPTON				35	35						
	Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130						
	Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements	3,390	3,390						
	Downey	MR306.31	Lakewood Blvd Improvement Project	5,000	1,500	3,500					
TOTAL DOWNEY				8,520	5,020	3,500					
	Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS	15	15						
TOTAL HUNTINGTON PARK				15							
	Long Beach	MR306.19	Shoemaker Bridge Replacement Project	5,500	1,000	3,000	1,500				
	Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200						
D	Long Beach		2015 CFP - Great 7th St - Connectivity (Call Match)	0							
D	Long Beach		2015 CFP - LA River Gap Closures (Call Match)	0							
	Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements	300	300						
TOTAL LONG BEACH				6,000	1,500	3,000	1,500				0
	Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS	65	65						
TOTAL MAYWOOD				65	65						
	Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130						
	Paramount	MR306.32	Garfield Ave Improvements	2,075	1,625	450					
TOTAL PARAMOUNT				2,205	1,755	450					
	South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200						
	South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements	12,400	12,400						
D	South Gate		South Gate Regional Bikeway Connectivity Program (Call Match)	0							
	South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project	6,000	1,500	4,500					
TOTAL SOUTH GATE				18,600	14,100	4,500					
C	Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	57	18					
	Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation	2,070		1,220	850				
TOTAL VERNON				2,145	57	1,238	850				
TOTAL I-710 SOUTH AND EARLY ACTION PROJECTS				142,112	67,095	30,690	44,053	0			258
						5 Year Allocation					



Board Report

File #: 2016-0444, File Type: Contract

Agenda Number: 22.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016

SUBJECT: LONG RANGE TRANSPORTATION PLAN (LRTP) DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Task Order No. PS3420000 under Contract No. PS4010-3041 -F-XX, with Cambridge Systematics, Inc. for the **Long Range Transportation Plan (LRTP) Development to conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update**, in the amount of \$497,209 increasing the total Task Order value from \$968,947.45 to \$1,466,156.45;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS3420000, LRTP Development, in the amount of \$100,000, increasing the total authorized CMA amount from \$100,000 to \$200,000 to support potential need to forecast the regional economic impact of LRTP and additional modeling, if necessary, for the LRTP update; and
- C. APPROVE amendment to FY17 Budget for Cost Center 4220 of \$497,209 to fund Modification No. 1 to Task Order No. PS3420000, LRTP Development.

ISSUE

In September 2014, the Board directed staff to initiate an update to the 2009 Long Range Transportation Plan (LRTP). It was anticipated that the LRTP update would incorporate existing 2009 Plan projects as well as new project initiatives generated through a bottoms-up process that gathered extensive stakeholder input through the development of the subregional Mobility Matrices. The Board action also directed staff to explore the development of the Potential Ballot Measure (PBM) to fund the projects included in the LRTP update. In September 2015, Metro awarded a firm-fixed price Task Order to Cambridge Systematics Inc. for the LRTP Development to conduct performance analysis and update the LRTP.

In December 2015, the Board adopted the performance metrics framework for the LRTP Update and directed staff to apply these performance metrics to the major highway and transit projects to be included in the PBM. In order to fully analyze the projects to be included in the PBM while meeting

the required deadlines to report the findings back to the Board at the March 2016 meeting, Cambridge Systematics Inc. was requested to conduct several additional travel demand model runs and associated analytics in a much shorter timeframe than envisioned in the original Scope of Work. Staff is seeking approval for a modification to the existing Task Order to update the LRTP. This Task Order Modification is necessary in order to continue the technical and strategic requirements for the update to the LRTP.

DISCUSSION

In support of the development and performance analysis of the Long Range Transportation Plan - Draft Potential Ballot Measure presented to the Board in March 2016, Cambridge Systematics Inc. was requested to conduct several additional travel demand model runs and associated analysis of the major projects to be included in the PBM in a much shorter timeframe than originally envisioned in the original Scope of Work. The Modification to the existing Task Order includes; calculating system performance, project performance, and assisting staff in regional economic analysis of the PBM and LRTP.

In addition to the performance analysis for systemwide performance and individual projects, the Modification includes two optional tasks. The first optional task is for Cambridge Systematics Inc. to perform two (2) regional economic model runs to isolate and report the projected future economic benefits of cumulative transportation investments considered in the PBM and the LRTP update. Cambridge Systematics Inc. shall use Regional Economic Models Inc. (REMI) TranSight software to perform the analyses, working with Metro staff to confirm future year socioeconomic assumptions. Metro shall provide project cost information. Cambridge Systematics Inc. will utilize the REMI TranSight model to provide horizon-year projections of the economic value of reduced congestion, and economic gain resulting from proposed transportation investments. In the second optional task, Cambridge Systematics Inc. shall perform, if necessary, additional travel demand modeling for the LRTP update.

DETERMINATION OF SAFETY IMPACT

This Modification to the Long Range Transportation Plan update will have no direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Staff is requesting a budget amendment to the Fiscal Year 2017 Budget for Cost Center 4220, for an increase of \$497,209 to Project # 405511, Transit Planning. Additionally, this report includes a request to increase the CMA by \$100,000 for a total of \$200,000 to support the potential need for regional economic analysis of the PBM and LRTP Update, as well as project performance for the LRTP update.

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

Impact to Budget

The source of funds is Propositions A, C and TDA Administration, which is not eligible for bus/rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board could consider using in-house resources to conduct the technical and analytical requirements for the LRTP update for system performance, individual project performance, and regional economic modeling. This is not recommended as extensive specialized technical expertise is needed to conduct technical and analytical requirements of this magnitude and scope.

Cambridge Systematics, Inc. offers both national expertise in travel demand modeling and regional economic analysis, as well as decades of experience working with Metro and subregions in performance analysis, Mobility Matrix, and other subregional plans. Their approach involves close collaboration with regional stakeholders, including subregions, regional agencies, and interest groups.

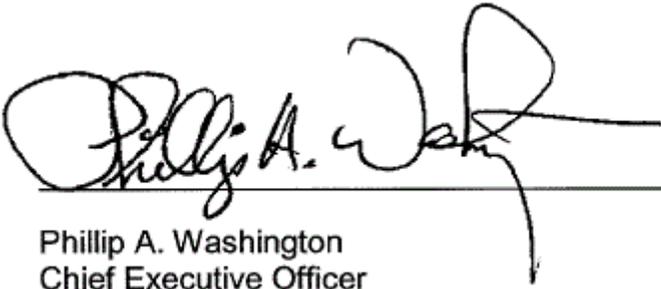
NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Task Order No. PS3420000 to conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Task Order Log
Attachment C - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LONG RANGE TRANSPORTATION PLAN DEVELOPMENT/PS4010-3041-F-XX

1.	Contract Number: PS4010-3041-F-XX Task Order No. PS3420000		
2.	Contractor: Cambridge Systematics, Inc.		
3.	Mod. Work Description: Conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and long range transportation plan (LRTP) update.		
4.	Work Description: LRTP Development		
5.	The following data is current as of: 05/17/16		
6.	Contract/TO Completion Status:		Financial Status:
	Award Date:	09/01/15	Awarded Task Order amount: \$968,947.45
	Notice to Proceed (NTP):	09/01/15	
	Original Completion Date:	09/01/17	Value of Mods. Issued to Date (including this action): \$497,209.00
	Current Est. Complete Date:	09/01/17	Total Amount (including this action): \$1,466,156.45
7.	Contract Administrator: Jesse Zepeda		Telephone Number: (213) 922-4156
8.	Project Manager: Steven Lee		Telephone Number: (213) 922-4899

A. Contract Action Summary

This Board Action is to approve Modification No. 1 to Task Order No. PS3420000 under Contract No. PS4010-3041-F-XX in support of the development of the Potential Ballot Measure presented to the Board on March 23, 2016. The purpose of this Modification is to conduct several additional travel demand model runs and associated analytics, additional performance analysis and LRTP update.

All Task Orders and Contract Modifications are handled in accordance with Board approved authority levels and Metro's Acquisition Policy. The contract/task order type is firm fixed price. All other terms and conditions remain in effect.

On September 1, 2015, Task Order No. PS3420000 for the firm fixed price of \$968,947.45 for the LRTP Development was issued to Cambridge Systematics, Inc., a contractor on the Countywide Planning Bench, Discipline 1 (Transportation Planning).

Refer to Attachment B, Task Order Log, for details on task orders and modifications issued to date.

B. Cost/Price Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$497,209	\$571,900	\$497,209

TASK ORDER LOG

TASK ORDER NO. PS3420000 MODIFICATION LOG

LONG RANGE TRANSPORTATION PLAN DEVELOPMENT/PS4010-3041-F-XX

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update.	Pending	Pending	\$497,209.00
	Task Order Modification Total:	Pending	Pending	\$497,209.00
	Original Task Order Amount:	09/01/15		\$968,947.45
	Total:			\$1,466,156.45

TASK ORDER LOG

COUNTYWIDE PLANNING BENCH/CONTRACT NO. PS4010-3041 TASK ORDER LOG VALUE ISSUED TO DATE

Discipline No./ Description	Contract No.	Contractor	Value of Task Orders Issued to Date
1/Transportation Planning	PS4010-3041-O-XX	David Evans & Associates, Inc.	\$459,587.68
	PS4010-3041-BB-XX	IBI Group	\$343,471.02
	PS4010-3041-F-XX	Cambridge Systematics, Inc. <i>This Pending Action</i>	\$2,373,455.74 + \$497,209.00
	PS4010-3041-U-XX	Fehr & Peers	\$896,537.11
	PS4010-3041-YY-XX	STV Corporation	\$490,954.00
	PS4010-3041-I-XX	CH2M Hill, Inc.	\$286,865.00
	PS4010-3041-DD-XX	Iteris, Inc.	\$1,063,293.06
	PS4010-3041-Y1-XX	HDR Engineering, Inc.	\$1,641,541.24
	PS4010-3041-Y1-XX	KOA Corporation	\$298,142.85
	PS4010-3041-RR-XX	Parsons Transportation Group	\$1,832,178.00
	PS4010-3041-EE-XX	Kimley Horn & Associates, Inc.	\$291,005.46
	PS4010-3041-A-XX	AECOM Technical Services, Inc.	\$799,193.33
			Subtotal
2/Environmental Planning	PS4010-3041-FF-XX	Kleinfelder West Inc.	\$749,392.00
		Subtotal	\$749,392.00

Discipline No./ Description	Contract No.	Contractor	Value of Task Orders Issued to Date
6/Architecture	PS4010-3041-RR-XX	Parsons Transportation Group	\$115,817.00
		Subtotal	\$115,817.00
9/Environmental Graphic Design	PS4010-3041-WW-09	Selbert Perkins Design	\$248,361.00
		Subtotal	\$248,361.00
11/Financial Analysis	PS4010-3041-I-XX	CH2M Hill, Inc.	\$587,011.00
		Subtotal	\$587,011.00
12/Land Use and Regulatory Planning	PS4010-3041-BB-XX	IBI Group	\$299,986.00
		Subtotal	\$299,986.00
13/Sustainability/Active Transportation	PS4010-3041-U-XX	Fehr & Peers	\$1,041,461.00
	PS4010-3041-XX-13	Stantec Consulting Services, Inc.	\$618,390.76
		Subtotal	\$1,659,851.76
14/Database Technical Services	PS4010-3041-PP-14	Novanis	\$398,176.17
		Subtotal	\$398,176.17
17/Community Outreach/Public Education & Research Services	PS4010-3041-EEE-17	The Robert Group	\$771,839.00
		Subtotal	\$771,839.00
		Total Task Orders Awarded to Date	\$16,103,867.42
		Board Authorized Not-To-Exceed (NTE) Cumulative Total Value	\$30,000,00.00
		Remaining Board Authorized NTE Cumulative Total Value	\$13,896,132.58

DEOD SUMMARY

TASK ORDER NO. PS3420000

LONG RANGE TRANSPORTATION PLAN DEVELOPMENT/PS4010-3041-F-XX

A. Small Business Participation

Cambridge Systematics, Inc. made a 15.30% Small Business Enterprise (SBE) commitment. The project is 32% complete. Current SBE participation is 0.71%, a shortfall of 14.59%. Cambridge Systematics explained, and was confirmed by Metro's Project Manager, that its shortfall is attributable to the outreach schedule for large scale stakeholders. Public outreach, scheduled to begin in September 2016, will increase SBE subcontractor utilization, and will continue until adoption of the Long Range Transportation Plan, scheduled for mid-2017.

Cambridge Systematics confirmed that SBE subcontractor, MBI Media, recently began participating in potential ballot measure public outreach events throughout the region. Cambridge Systematics also confirmed that its SBE subcontractors will play a larger role in helping to develop, refine, and implement the outreach approach in the upcoming months. Cambridge Systematics is expected to continue demonstrating progress toward meeting its SBE commitment. It is expected that SBE commitments will increase upon submittal of updated payment reports.

Small Business Commitment	15.30% SBE	Small Business Participation	0.71% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	AVS Consulting Inc.	2.59%	0.71%
2.	D. Barton Doyle	2.58%	0.00%
3.	MBI Media	10.13%	0.00%
	Total	15.30%	0.71%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0489, **File Type:** Informational Report

Agenda Number: 23.

PLANNING AND PROGRAMMING COMMITTEE JUNE 15, 2016

SUBJECT: FIRST/LAST MILE PURPLE LINE SECTION 2; 3% LOCAL CONTRIBUTION PROVISION

ACTION: RECEIVE AND FILE / MOTION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on **approach to incorporating First/Last Mile elements into the Purple Line Extension Section 2.**
- B. APPROVING **Motion 14.2 by Directors Butts, DuBois, Knabe and Solis** to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% of a local jurisdiction's 3% local contribution can go towards underwriting Active Transportation Program (ATP), First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions, inclusive of the framework provided in Attachment C.
- C. DIRECTING staff to commence with the development of guidelines to implement the potential use of local jurisdictions' 3% capital contribution to underwrite ATP and First/Last Mile investments within the framework included as Attachment C.

ISSUE

A. Incorporating First/Last Mile Elements into the Purple Line Extension Section 2.

On May 26, 2016, the Metro Board of Directors passed Motion 14.1 directing various activities related to the implementation of the Active Transportation Strategic Plan and the First/Last Mile Strategic Plan (Attachment A). Among the required follow-up was an immediate report back to the Planning and Programming Committee on the potential ramifications of incorporating First/Last Mile implementation in the Purple Line Extension Section 2 (hereinafter referred to as "Section 2"). This direction was given in light of the fact that Section 2 contracts are currently out to bid and additional expectations on contractors should be assessed prior to commitment. This report responds to direction relative to the Section 2, and prompts consideration of a related Motion 14.2 (included as Attachment B) on the application of the 3% local contribution for transit capital projects.

B. Allowing 3% Local Contribution to underwrite First/Last Mile elements.

Staff were directed to examine the financial impacts associated with the Motion as amended. There are two primary capital project level financial impacts:

- Increased costs to “incorporate First/Last Mile Priority network project delivery into the planning, design, and construction of all MTA transit projects starting with the Purple Line Extension Section 2 project” (14.1.B.6).
- Revenue impacts associated with the provision in the amending Motion 14.2 that “henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s)” to allow that “up to 100% of a local jurisdiction’s 3% local contribution can go towards underwriting ATP, First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the station in the respective jurisdictions.”

DISCUSSION

A. Incorporating First/Last Mile elements into the Purple Line Extension Section 2.

Motion 14.1 passed by the Metro Board of Directors on May 26, 2016 designated streets within Metro’s Active Transportation Strategic Plan’s (ATSP) 661 transit station areas as the Countywide First/Last Mile Priority Network. In that motion, the Board also specifically identified a number of elements to facilitate build-out of the First/Last Mile Priority Network. The Board directed that implementation of the First/Last Mile Priority Network be included in future transit capital projects, starting with Section 2, with additional direction, as noted above, to report back to the June meeting of Planning and Programming Committee specifically on Section 2 issues.

Findings

Metro staff has reviewed the Section 2 station plans, local plans affecting the surrounding areas, and has initiated coordination discussions. At this time, we have concluded that the intent of the Board’s direction relative to Section 2 can be accommodated without revising the scope of the Section 2 capital project. . This conclusion was reached in light of a number of factors, including:

- The late stage of project development - Section 2 construction contracts are currently out to bid. Further, Metro is currently seeking concurrence on the currently defined project scope from the Federal Transit Administration. Both of these processes would be significantly complicated by any change in scope at this time.
- Plans for Section 2 stations themselves are generally adequate in that they contain the necessary components for the station element of the First/Last Mile Priority Network that would be located at the station site. This does not preclude improvements as we move forward, but there are not obvious omissions that would cause us to re-scope the project at this time.
- While staff is able to provide a tentative assessment of the cost of First/Last Mile

implementation, that estimate is highly variable and subject to substantial change once an “on-the-ground” assessment is completed and project plans are created. Looking beyond the stations, the development of First/Last Mile plans is crucial to responding to the Board’s direction.

- In subsequent discussions involving authors of the Motion and the Countywide Planning and Construction Departments, it was concluded that the intent of the motion could be satisfied by implementing the First/Last Mile Priority Network through parallel, coordinated but separate projects that would proceed according to an approach described further below.

Staff completed a preliminary assessment of the level of effort required for First/Last Mile implementation for Section 2. This assessment was largely based on the methodology included in the ATSP; further analyses will be completed and reported back to the Board in October 2016 as requested.

B. Allowing 3% Local Contribution to underwrite ATP improvements.

For purposes of this Board report and consistent with discussions with Board offices regarding the intent of Motion 14.1 and 14.2, scopes of projects currently under construction or out to bid will not be revised to reflect additional First/Last Mile elements, and these projects’ 3% local contribution will be applied to costs of the scope as approved by the Board. Therefore, there are two, board categories of projects where 3% local contribution funds might be applied to First/Last Mile elements:

- 1) Projects not under construction but under contract for pre-construction activities (design and engineering)

This may be challenging, depending on the status of the project in design, budgeting and funding. Impacts of added costs and schedule delay would need to be identified. Should adjustments to include First-Last Mile elements be considered, the earlier in the process the better, and it would be best to do so before a Life of Project budget is established.

- Staff proposes to develop an evaluative procedure for these projects on a case by case basis as to whether additional First/Last mile elements are made as part of the project, or as a distinct, separately funded capital project. Analysis of the First/Last Mile elements that may be desirable and the development of a station area access plan will be in done in close collaboration with local jurisdictions.

- 2) Projects that are still in the planning and environmental stages.

This is the most ideal stage to bring in local jurisdictions to consider and seek commitments for attendant, non-Metro First/Last Mile elements and identify those First/Last Mile elements to be included in the Metro Project scope:

- Staff proposes developing specific guidelines on how to incorporate First/Last Mile elements into the planning, environmental and design stages of new projects, in order to develop both:

- Metro project specific budgets including appropriate First/Last elements; and
- potential agreements with jurisdictions responsible for non-Metro First/Last mile improvements and attendant funding commitments for such. These agreements would include development of a station area access plan and agreed upon eligible capital ATP and First/Last Mile station or stop elements. This will also include recommendations to address how local jurisdictions may apply their 3% local contribution requirements.

3) Revenue Impacts

Motion 14.2 regarding 3% local contribution would represent a revenue impact under one category of projects, and a budget impact under another.

(a) Projects not under construction but under contract for pre-construction activities (design and engineering).

- POST-Life of Project (LOP)/PRE-BID advertisement: the Board may elect to incorporate First/Last Mile elements into the scope of the project, with the attendant cost increase.
 - Staff proposes to develop procedures wherein a local jurisdiction may direct all or a portion of their 3% contribution to an agreed upon set of First/Last Mile elements identified in a Metro-approved station access plan that are part of that adjusted budget.

(b) Projects that are still in the planning and environmental stages.

Staff proposes developing guidelines consistent with these findings that will address project planning and budget development, as summarized in Attachment C. They will include evaluative criteria for local jurisdictions that intend to consider utilizing all or a portion of their 3% contribution to underwrite an agreed upon set of First-Last Mile elements that are either attached directly to the project footprint, or provide direct access to the project as shown in a Metro approved station access plan. These guidelines will be developed in consultation with local jurisdictions who may be impacted by Motions 14.1 and 14.2. Further, should the Board pursue any additional directives regarding application of the 3% local contribution, the referenced guidelines will be adjusted to coordinate with those directives.

FINANCIAL IMPACT

- A. This report describes an approach to implementing Board direction (May 26, 2016, Motion 14.1) that will have a financial impact by requiring additional staff and consultant effort to develop two station area First/Last Mile concept and implementation plans relating to the Purple Line Section 2 Extension. This activity falls within a larger set of activities directed through the same motion. Staff will respond to Motion 14.1 in full at the October 2016 Board meeting, and at that time will identify scope, schedule and funding requirements to carry out the plans. Per the approach described in this Board Report, staff will produce a plan for implementation of the First/Last Mile

Priority Network for Section 2 of the Purple Line Extension. This plan would be subject to future Board consideration.

- B. Approval of Motion 14.2 to amend Motion 14.1 to allow all or a portion of the 3% local contribution toward First/Last Mile Priority Network improvements that directly improve Transit Station access may also have financial impact subject to future negotiations with local agencies. The scope of the financial impact is dependent on a number of variables including total project costs and the extent of approved First/Last Mile access improvements included in each station area plan to be developed as part of the Transit Project planning. The cost of such new First/Last Mile station success improvements represent new Transit Project costs that were not anticipated in the preliminary financial plans that have been utilized in the past, including in the LRTP. As station access improvement plans are developed for the applicable 3% projects, cost estimates and the resulting financial impacts will be identified.

Impact to Budget

Station Area ATP and Access Improvements Plan activities associated with this report will have an impact to the 2017 budget due to the need for augmented staffing and consultant services. Staff will provide a full report on implementation of Motion 14.1 at the October 2016 Board meeting and will suggest how those activities may be accommodated in the FY2017 budget at that time.

ALTERNATIVES CONSIDERED

Information provided in this report is for the Committee's consideration and does not include a staff recommendation.

NEXT STEPS

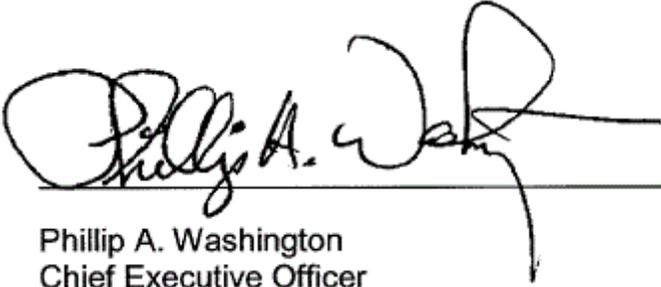
- A. Staff will proceed according to the approach described within this report, including on-going coordination discussions with the cities of Los Angeles and Beverly Hills, pursuing planning projects, and providing a full report to the Board at the October 2016 meeting.
- B. Should the Board approve item 14.2, staff will commence with the development of guidelines consistent with the framework included as Attachment C to implement the potential use of local jurisdictions' 3% capital contribution to underwrite First/Last Mile elements as described above.

ATTACHMENTS

Attachment A - Motion 14.1
Attachment B - Motion 14.2
Attachment C - Motion Response Framework

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Phillip A. Washington
Chief Executive Officer

Metro



Metro

Board Report

File #:2016-0442, **File Type:**Motion / Motion Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA’s transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA’s award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA’s role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Metro

**Metro**

Board Report

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

FRAMEWORK: Board Report 2016-0489 First/Last Mile Purple Line Section 2; 3% Local Contribution Provision (Motion 14.1 and 14.2 response)

Applicability:

- Projects subject to this Motion Response and any implementation policy and guidelines will be new major rail and Bus Rapid Transit (BRT) transit capital expansion projects that have not yet been advertised for construction.
- “Project Footprint” is defined as the project scope that is located on property that Metro owns or controls.
- The 3% contribution refers to the local government contribution provision included in Measure R and applies only to rail expansion projects.

	Projects Pre-Bid Advertisement	Projects in Scoping/ Environment Stage
Metro “Within Project Footprint” Station Active Transportation (AT) and First/Last Mile (F/L) Elements	<ul style="list-style-type: none"> • AT and F/L elements already included in Base scope per design guidelines, and budget – make no changes • <i>3% Contribution: Eligible if assigned to elements in adopted scope and budget.</i> 	Develop Guidelines to reassess design criteria for onsite elements; make changes as advised from assessment <ul style="list-style-type: none"> • <i>3% Contribution: include Guidelines criteria for underwriting eligible AT and F/L elements</i>
“Off Project Footprint” AT and F/L Mile Station Connections	<ul style="list-style-type: none"> • On case by case basis, determine if any off-footprint F/L elements are to be added to project definition and budget; and/or • In cooperation with local jurisdictions, may pursue a plan for additional elements “off Project” scope and budget • <i>3% Contribution; Project must be in a PRE-Bid advertisement status. Determine eligibility on case by case basis to extent Board elects to change project scope and budget.</i> 	Develop Guidelines to include: <ul style="list-style-type: none"> • Process to develop Metro/local jurisdiction joint station access plan • Establishment of funding responsibilities attached to said plan • <i>3% Contribution: include Guidelines criteria for underwriting eligible AT and F/L elements consistent with joint plans</i>
Non-Connecting AT Elements	<ul style="list-style-type: none"> • No inclusion in transit capital scope and budget • Other funding sources can be explored • <i>3% Contribution: not eligible – no nexus to project</i> 	<ul style="list-style-type: none"> • No inclusion in transit capital scope and budget • Other funding sources can be explored • <i>3% Contribution: not eligible – no nexus to project</i>



Board Report

File #: 2016-0421, File Type: Program

Agenda Number: 42.

PLANNING AND PROGRAMMING COMMITTEE JUNE 15, 2016

SUBJECT: VENICE BEACH BUSINESS IMPROVEMENT DISTRICT

ACTION: AUTHORIZE PARTICIPATION IN THE VENICE BEACH BUSINESS IMPROVEMENT DISTRICT

RECOMMENDATION

CONSIDER:

- A. SUPPORTING the establishment of the **proposed Venice Beach Business Improvement District (“BID) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by Metro; and
- B. AUTHORIZING the Chief Executive Officer (“CEO”) or his delegate to sign any necessary petitions and cast any subsequent ballots in support of the BID and property assessments.

ISSUE

The Metro Board adopted the General Guidelines for Metro Participation in Proposed Assessment Districts (“Guidelines”) in June 1998. The Guidelines require staff to analyze each assessment district and/or improvement based on whether they improve Metro property or facility, benefit Metro employees, benefit Metro’s passengers, or reduce costs for the agency. Staff is to provide the Board with an analysis, on a case by case basis, that determines whether Metro property benefits from the proposed services or improvements; and whether the benefit to the property exceeds the cost of the assessment. Based on the guidelines, the Board must determine whether or not to participate in the proposed district.

Establishment of the District is a two-step process that includes (1) submission of favorable petitions from property owners representing more than 50% of total assessments to be paid; and (2) return of mail ballots evidencing a majority of ballots cast in favor of the assessment. As a property owner in the proposed District, Metro has received notice of the establishment of the District and has been requested to sign a Petition to establish the District and to ultimately vote to in favor of the assessment.

POLICY IMPLICATIONS

Proposition 218, which was approved in November 1996, requires that all public property previously exempted from business improvement district assessments be assessed, unless the public agency can demonstrate that the property will receive no benefit.

DISCUSSION

The Venice Beach BID is a property-based benefit assessment type district being established for a five (5) year term pursuant to the California Street and Highway Code (as amended). The BID is proposed to improve and convey special benefits to assessed properties located within the District area. BID funded activities are primarily designed to provide proportionate special benefits to identify assessed parcels and the commercial and industrial land uses within the boundaries of the District. The District will provide new improvements and activities, including clean and safe programs, district identity and special projects and administration of programs designed to meet the goals and mission of the District.

The Metro has one (1) parcel located in the proposed District which comprise the former Division 6 Bus Division located at 100 Sunset Avenue. The proposed commercial and industrial District lies entirely within Venice, a coastal community within the City of Los Angeles. The proposed District generally includes all non-residential zoned properties between the Los Angeles City boundary with the City of Santa Monica on the north, the Pacific Ocean on the west and Venice Boulevard on the south. The eastern boundary is irregular and is primarily determined by where commercially and industrially zoned properties end and residential (R3 and lower density residential) zoning begins. A map showing the BID Boundary is attached as Attachment A.

Pursuant to the existing Guidelines, it is necessary for the Board to authorize Metro's support of the establishment of a new BID and to authorize the signing of any necessary petitions and ballots to participate in the BID. The Guidelines requires staff to analyze each new assessment district services and/or improvements based on whether it (1) improve Metro property or facility; (2) benefits Metro employees; (3) benefit the riding public; or (4) reduce costs for the Metro. The anticipated annual assessment to Metro is expected to be approximately \$35,933.09 which represents 1.94% the BID. An evaluation of the benefits that the Venice Beach BID will provide to the Metro Property is included in Attachment B.

DETERMINATION OF SAFETY IMPACT

This Board Action will not have an impact on safety standards for Metro operations. However, the BID's safety program should increase safety and crime prevention in the area around Metro owned property.

FINANCIAL IMPACT

METRO's estimated annual assessment for the Year 2017 under the proposed BID is \$35,933.09. The BID assessments will be subject to annual increases not to exceed 5% per year. Increases will be determined by the District Owner Association and are projected to vary between 0% and 5% in any given year. 5% annual raises are not typical; however, assuming a 5% increase per year, the

total cost to METRO over the 5 year term of the BID is estimated to be in the range of \$198,553.01.

Impact to Budget

The funding to participate in this BID will be included in Cost Center 0651, Project No. 306006, Account No. 50799 (Taxes). If the BID is approved, the BID will start in January 2017 and payment would be required towards the end of FY17 or early FY18. Funds for the payment of the BID assessment will be include in the FY 18 budget year and subsequent years will be budgeted annually.

ALTERNATIVES CONSIDERED

The formation of the BID requires favorable petitions from property owners representing more than 50% of total assessments to be paid and the return of mail ballots evidencing a majority of ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount. The Property owned by Metro represents 1.94% of the total Bid. If Metro does not support the BID by signing the petition and casting a ballot, it is possible that the BID will not be established. It will take more individual private property owners to support the BID, if Metro does not vote to participate in the BID.

Metro has supported the formation of BIDs when the service or improvements provided a direct benefit to Metro property, employees and customers. Under Proposition 218, the assessing agency that proposes an assessment identifies all parcels that will receive a special benefit. The special benefit for each parcel is determined by: (1) the relationship of the capital cost of a public improvement; (2) the maintenance and operation of a public improvement; or (3) the cost of the property related services being provided. No assessment can be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit on that parcel. All publicly owned parcels are required to pay their proportional share of costs based on the special benefits conferred to those individual parcels. Only special benefits are assessable. The BID considers the special benefit to government assessed parcels to be an increase in District customers, an increased likelihood of attracting and retaining employees that follow from having a cleaner and safer area, increased use of the public facilities, increased attraction and retention of employees which directly relates to fulfilling their public service mission. Proposition 18 provides that "parcels within a district that are owned or used by any agency....*shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that the property will receive no benefit.*"

NEXT STEPS

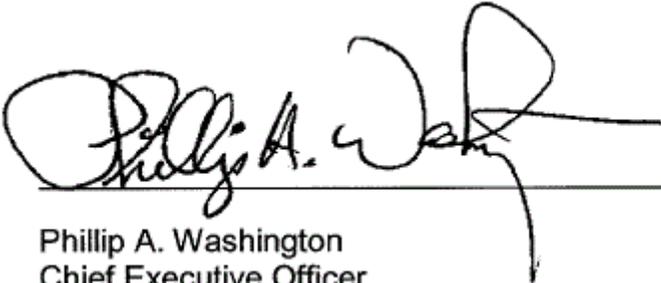
If the recommendation is approved, staff will sign the petition and subsequently cast a ballot for the establishment of the BID.

ATTACHMENTS

- Attachment A - Map of Venice Beach Business Improvement District Boundaries
- Attachment B - Evaluation of Venice Beach BID Benefit to Metro
- Attachment C - Summary of Metro owned parcels included in the Venice Beach BID

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Phillip A. Washington
Chief Executive Officer

VENICE BEACH LOS ANGELES BUSINESS IMPROVEMENT DISTRICT BOUNDARIES



**EVALUATION OF VENICE BEACH 2017 - 2021 PROPERTY BASED
BUSINESS IMPROVEMENT DISTRICT
BENEFITS TO METRO**

Program Benefits

The proposed BID includes one (1) parcel owned by METRO. The parcels comprise the former Division 6 Bus Division located at 100 Sunset Avenue. The land area of the parcel is 136,125 square feet.

The total proposed District budget for the 2017 year of operation is approximately \$1,875,628.00. Assessments will be subject to annual increases not to exceed 5% each year if implemented. The BID is proposed to improve and convey special benefits to assessed properties located within the District area. The BID will provide new improvements and activities, including clean and safe, district identity and special projects and administration and management of programs designed to meet the goals and mission of the BID. The BID will have a 5-year life beginning January 1, 2017 and ending December 31, 2021, unless renewed by a new vote of the property owners.

Through a series of surveys, discussions and refinements the District Steering Committee determined the top priority for the property owners is the “clean and safe” programming. The second priority for the property owners is administration and management and the third priority is district identify and special projects (website, newsletters, social media and other marketing and business attraction and promotion efforts).

The District has two benefit zones. Zone 1 includes the tourist related commercial core of Venice Beach and consist of commercial, industrial and open space zoned properties. Zone 2 includes the secondary retail and tourist related business corridors of Venice Beach (i.e. Main Street, Hampton Avenue and 3rd Avenue) and consist of commercial, industrial and open space zoned properties. The METRO property is located in Zone 2.

Clean and Safe Program

The Clean programming encompasses all sidewalks, curb and other right-of-way services in the District and includes: sweeping, litter removal, bulky item removal, enhanced emptying of trash cans, pressure washing/steam cleaning, graffiti/flyer/sticker/gum removal, tree trimming and weeding. Clean also includes the cost of equipment necessary to provide these services. C & S may also include property owner notification of conditions on private property that are unsafe or unfavorable to creating and preserving a clean and safe environment in the District (e.g. broken window/gate, vandalism, accumulated debris/garbage, etc.) C & S may also

include notification to the City or other entities as appropriate (e.g. utilities) of any damage to public infrastructure or utilities.

Safe programming encompasses all patrol/ambassadorial services in the District and includes: personnel on foot, bike, or other vehicles (e.g. segways, trucks, etc.), ambassadors (specially trained personnel able to provide directions, transit information, business information, event information, social service referrals, etc.), emergency assistance, crowd control, crime prevention activities (e.g. Neighborhood Watch), escort services and distribution of special bulletins (e.g. street closures, emergency alerts.) *Safe* also includes the cost of equipment necessary to provide these services

The goal of both clean and safe programs is the same: to establish and maintain a clean, safe, beautiful and welcoming District by providing these services to all the individually assessed parcels in the District. Ongoing homeless outreach and social service referrals are expected to be a significant component of the clean and safe program. The District may identify social service partner(s) to implement their homeless outreach program. The special benefits conferred by these programs are discussed later in this section. Various levels of clean and safe activities will be required over time to maintain the District.

Administration & Management

Administration & Management includes activities such as: personnel, operations, professional services (e.g. legal, accounting, insurance), production of the Annual Planning Report and Budget and quarterly reports, facilitation of meetings of the Owners' Association, Brown Act compliance, outreach to District property and business owners, and participation in professional peer/best practice forums such as the LA BID Consortium, the California Downtown Association or the International Downtown Association. It also covers the costs associated with District formation, as well as City and/or County fees associated with their oversight of the District and the Owners' Association's compliance with the terms of its contract with the City, and the implementation of the Management District Plan and the Engineer's Report. This component is key to the proper expenditure of District assessment funds and the administration of District programs and activities that are intended to promote business within the District boundaries through increased commerce and the attraction and retention of new business. All parcels and land use types within the District will specially benefit from this key program element which supports the special benefits conferred by the program elements described above.

District Identity & Special Projects

District Identity & Special Projects programming includes activities such as: production of a quarterly (minimum frequency) newsletter that shall be distributed to all property owners in the District, efforts to cultivate and recognize the satisfaction, retention and attraction of businesses, employees and customers/visitors, advertising, response to media inquiries, cultivation of media exposure, and promotion of the District as a great

place to live, work or visit through a website and/or social media. To the extent that funds are available, it could also include holiday lighting, street banners, wayfinding activities, art installation or development of special events (e.g. festival) or other community identity and branding efforts that promote the District, its residents, businesses, services and amenities.

The METRO's parcel IS NOT currently being assessed for the District Identity & Special Projects category. Government owned/occupied parcels and facilities (except select parcels which have commercial operations such as paid public parking) will not specially benefit from this program element and thus, shall not be assessed for these programs. METRO IS being assessed for the Clean & Safe Programs and Administration, Management & City Fees categories.

Evaluation of Benefit to METRO

The Guidelines on METRO Participation in Proposed Assessment Districts ("Guidelines") established general guidelines for determining benefits to METRO properties as outlined below. A list of METRO properties included in the proposed BID is attached, with an indication of the assessment to each parcel. The guidelines requires an analysis of each *new* assessment district service and/or improvement based on whether it improves METRO property or facility, benefit METRO employees, benefit the METRO riding public or reduce costs for the METRO.

Following is the analysis of benefits to METRO from the Venice Beach Business Improvement District based on the Guidelines.

TIER 1 – NO BENEFIT

- Subsurface easement – Not Applicable
- Aerial easements – Not Applicable
- Right of Way – Not Applicable

TIER 2 – MINOR OR NO POTENTIAL BENEFIT

- Vacant Land –Applicable
- Parking Lots – Not Applicable

TIER 3 – MINOR OR SOME POTENTIAL BENEFIT

- Bus Operating and Maintenance Facility – Not Applicable (recent, former use)
- Bus Terminals – Not Applicable
- Customer Service Centers – Not Applicable
- USG Headquarters Building – Not Applicable
- Maintenance Facilities – Not Applicable
- Rail Division – Not Applicable
- Rail Terminus – Not Applicable
- Stations – Not Applicable

TIER 4 – ACTUAL BENEFITS

The Division 6 Bus Division is currently vacant and is in the process of being environmentally cleaned. The parcel will ultimately be available for sale or joint development. Vacant and under-construction sites within any BID are still subject to assessment, and it's possible that Division 6 will benefit from the services provided by the BID. It is likely that the vacant status of the Division will attract blight - trash, graffiti, loitering, handbills, weeds, etc. The Clean services provided by the BID may supplement METRO's maintenance efforts and be a front-line responder for METRO so that there are few or no community complaints during the period where METRO employees will not have a regular presence on-site. In general vacant parcels are often magnets for nuisance activities and METRO's absence (or at least greatly lessened presence) on this site may result in nuisance activity. The BID, will have available personnel stationed locally, and can help prevent and/or respond to a wide variety of issues so that METRO staff will not have to manage them from off site. The presence and services of the BID could result in substantially less work for METRO personnel (e.g. responding to complaints, sending their own maintenance or security personnel to the site, etc.) METRO's contracted personnel such as construction contractors or remediation professionals are rarely on site during evenings and weekends, when issues are most likely to occur.

METRO's parcel is centrally located within the BID District, and is a large parcel with frontage on four separate streets within the proposed BID. Assessing the benefit to this parcel is more complex than usual. Until recently, this parcel would have been a Tier 3 benefit. The closing of the former Division 6 Bus Division now places this parcel in a Tier 2 benefit. Once remediated and improved, the parcel and its future development will be a direct recipient of the Clean and Safe services as well as the District Identity and Special Projects.

The Property, when it is developed for residential and/or commercial use, would benefit from BID programs, services and improvements. The BID programs, services and improvements are designed to increase business volumes, sales transactions, commercial occupancies, commercial rental income and return on investments for commercial parcels, and to improve the cleanliness, security, aesthetic appeal, marketability and livability of these parcels for residents. These benefits are achieved by reducing crime, litter and debris and professionally marketing the array of goods and services available within the BID, all considered necessary in a competitive, properly managed business district.

If the BID is formed, it will help to raise the bar of cleanliness and safety in the area and provide stability through consistent, local delivery of services. The improved environment created by BIDs - often dramatically improved - will potentially help Metro to interest more bidders and potentially obtain a more favorable lease or sale of the property in the future.

ATTACHMENT C

SUMMARY OF METRO PARCELS INCLUDED IN VENICE BEACH BID

ASSESSOR NO.	OWNER	ADDRESS	ASSESSMENT AMOUNT	%	BENEFIT
4286-015-900	METRO	100 Sunset Ave	\$35,933.09	1.94%	Tier 2 (current) Tier 3 (past) Tier 4 (future)
	TOTAL METRO		\$35,933.09	1.94%	

**Board Report**

File #: 2016-0419, **File Type:** Contract**Agenda Number:** 45.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016****SUBJECT: PARKING GUIDANCE SYSTEM****ACTION: AWARD CONTRACT****RECOMMENDATION**

CONSIDER authorizing the Chief Executive Officer to:

- A. AWARD a five-year firm fixed price Contract No. PS527590024649 to Parking Sense USA in the amount of \$3,599,934 for a **Parking Guidance System**; and
- B. APPROVE a \$2,000,000 Life of Project (LOP) Budget increase for Project 210143-Parking Guidance System which increases the project budget from \$3,025,000 to a revised LOP of \$5,025,000.

ISSUE

Metro currently operates 84 parking facilities at 54 Metro stations throughout Los Angeles County. Parking occupancy data is collected manually and there is no capacity to broadcast parking availability to transit patrons. As part of a broader set of efforts to manage parking demand and improve customer service, and as an early stage project in the Supportive Transit Parking Program Master Plan, the Parking Management Team has procured a Parking Guidance System (PGS). Funds for the PGS at Metro-owned parking facilities along 22 transit stations were approved in the FY16- FY18 capital budget for a total of \$3,025,000. Staff is recommending implementing the system at up to 84 Metro parking facilities (across 54 stations), which requires an increase in the capital budget. The recommended actions in this Board report will (1) approve a contract with Parking Sense USA for the purchase and installation of the PGS system; and (2) increase the Life of Project budget by \$2,000,000, to include all Metro-owned parking facilities. If approved, the PGS project will be implemented over three years.

DISCUSSION**Background**

Based on a recent survey conducted by Metro consultants, 65% of transit patrons who park and ride arrive to a Metro parking facility by 8:00 am. Eighty percent (80%) of park and ride transit patrons

stated that it takes them up to six minutes to find a parking space. Other parking surveys also indicated that transit patrons who cannot find a parking space within six minutes will leave the facility, find other parking alternatives or drive directly to their destination.

Metro Parking Management's current practice of manually obtaining parking occupancy data is labor intensive, expensive, and difficult to gather on a consistent and ongoing basis. The data collection is focused on peak hours versus at multiple times during the day, leaving the data set incomplete. More importantly, when occupancy data is collected, Metro does not have the capability to broadcast the parking space availability information to our transit riders. Patrons that park and ride at heavily utilized parking facilities end up circulating the parking lot, sometimes multiple lots, adding time and frustration to their commutes.

The Parking Guidance System (PGS) Project

The implementation of a PGS offers an innovative, technology-based parking solution that serves two key objectives, to: (1) obtain car count data that supports parking demand management and long term planning; and (2) improve customer service by broadcasting parking space availability on a real-time basis through a variety of electronic media, including mobile apps, website, programmable electronic signs and email.

The proposed PGS will install technology that provides real-time parking space occupancy status for each parking stall. It is enhanced with electronic, programmable monument signs at each facility and related technology to broadcast the parking occupancy data through mobile apps, a website, and emails. The monument signs will display the real-time available parking spaces making it easy for our patrons to determine if there is parking available prior to entering the facility. When the parking facility has reached capacity, the programmable monument sign will display a "FULL" message and then direct patrons to the closest parking facility with availability. The data collected by the PGS will also enhance Metro's ability to analyze parking data and develop algorithms for parking management modeling. This data will support short and long term transit planning needs as well as parking modeling for future transit stations.

The PGS Program Objectives are to:

- Broadcast real-time parking occupancy to transit patrons via electronic media and programmable message signs at each Metro operates parking facility.
- Reduce transit patron's travel time searching for an open parking space.
- Obtain accurate parking occupancy data and analytics through a single point system on a real-time basis.
- Identify vehicle over-stay to enhance parking enforcement capability.

The PGS will be installed at up to 84 parking facilities across 54 Metro transit stations with a total of approximately 25,000 parking spaces, serving over four million park and ride vehicles per year.

Project Budget and Workscope

The PGS System is currently an approved capital project with a Life of Project (LOP) budget of \$3,025,000 to address a defined workscope of 22 transit stations. Since approval of the LOP two years ago, Parking Management staff has developed a comprehensive approach for the project and

recommends expansion of the workscope to ultimately include up to 84 Metro-operated facilities. With the proposed recommendations, the revised LOP budget adds 32 new Metro-owned transit stations to the original program, including the parking facilities at the recently opened Gold Line Foothill extension and Expo Phase 2 parking facilities. The new recommended LOP represents an increase of \$2,000,000, for a total of \$5,025,000 and the revised workscope to include Metro-owned parking facilities at 54 transit stations.

The project will be implemented in phases over a three year period with the first phase starting in FY17. The selected Contractor will provide installation of equipment and five years of operation and maintenance support for the project.

The Selected Contractor

Metro received nine proposals for the PGS system and after extensive review and interviews, recommends Parking Sense as the contractor. Parking Sense is an experienced provider of PGS programs and offered the most extensive and cost-effective proposal. Major contract tasks include:

- Install vehicle detection equipment at each location.
- Install communication infrastructure at each location.
- Install monument signs displaying occupancy at each location.
- Export and broadcast real-time occupancy to website and mobile applications.
- Provide Metro with back-end office software/web access for all locations.
- Provide five years of communication and maintenance service support.

DETERMINATION OF SAFETY IMPACT

Once implemented, the PGS will improve the safety of patrons by reducing the time transit patrons circulate to find parking, or speeding to get to their destination on time. The project will also reduce congestion near the stations since patrons can choose a parking facility prior to arriving to the station. Reducing frustration and rushing while driving will improve safety for both drivers and pedestrians near transit facilities. The project will also improve the safety of patrons walking or bicycling to the station due to the reduction of cars trying to enter the station and parking facility.

FINANCIAL IMPACT

Upon approval of recommendation B, the LOP will increase \$2,000,000 from its original \$3,025,000 budget to \$5,025,000 total LOP budget which allows for execution of recommendation A. Funding will be included under Project 210143-Parking Guidance System Project, Cost Center 3046-Countywide Planning and Development, Account 53102-Equipment Acquisition and Account 50316-Professional and Technical Services.

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

Impact to Budget

The source of funds for the recommendations will come from Proposition C 40%, which is eligible for bus/rail operating and capital expenses. It is anticipated that data collected from the PGS efforts will enhance Metro's ability to optimize pricing strategies and maximize parking revenues to offset some of the cost associated of the system. Staff will continue to actively pursue other eligible funding sources as they become available to replace the identified funds. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to award the contract to Parking Sense USA, and may select another proposer or direct reissuance of a new procurement for Metro's first PGS. These alternatives are not recommended as staff has selected the most qualified and cost effective proposal based on a highly competitive procurement. The Board may decide not to pursue the implementation of the PGS at all. This is not recommended as this would go against the directive by the Metro Board to develop innovative technological solutions to enhance the transit riders' experience and improve access to transit. It will also diminish Metro's ability to actively manage parking demand and improve the customer experience for park and ride patrons.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS52759002464 with Parking Sense USA and initiate implementation of the PGS project. Implementation of the PGS system will occur over a three year period. Staff will report to the Board once a roll-out plan is finalized.

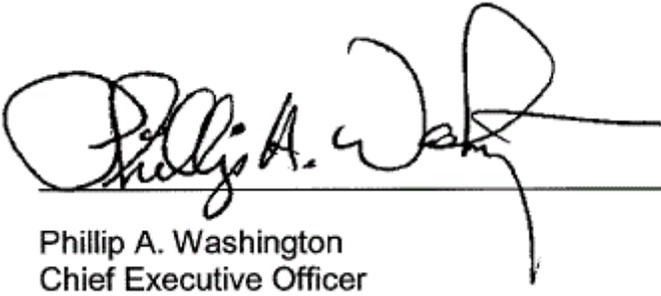
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARKING GUIDANCE SYSTEM / PS527590024649

1.	Contract Number: PS527590024649	
2.	Recommended Vendor: Parking Sense USA, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 01/27/16	
	B. Advertised/Publicized: 01/26/16	
	C. Pre-proposal/Pre-Bid Conference: 02/04/16	
	D. Proposals/Bids Due: 03/14/16	
	E. Pre-Qualification Completed: 06/10/16	
	F. Conflict of Interest Form Submitted to Ethics: 05/23/16	
	G. Protest Period End Date: 06/23/16	
5.	Solicitations Picked up/Downloaded: 44	Bids/Proposals Received: 9
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Stacie Endler	Telephone Number: (213) 922-2538

A. Procurement Background

This Board Action is to approve Contract No. PS527590024649 issued in support of Metro Parking Management to provide a Parking Guidance System for Metro parking facilities.

The RFP was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE/DVBE goal of 10% (SBE 7% and DVBE 3%).

Six amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 11, 2016, provided attendee sign-in sheets from the pre-proposal conference;
- Amendment No. 2, issued on February 19, 2016, extended the proposal due date, and revised the anticipated dates for short-list interviews;
- Amendment No. 3, issued on February 25, 2016, revised the Letter of Invitation to correct phone number for primary contact, revised Exhibit A Statement of Work Exhibit numbers, revised Exhibit C, Pricing Sheets, and provided Questions and Answers No. 1;
- Amendment No. 4, issued on February 29, 2016, provided planholders' list and released Question and Answers No. 2;
- Amendment No. 5, issued on March 1, 2016, provided applicable Prevailing Wage Determination for the project, and released Questions and Answers No. 3; and

- Amendment No. 6, issued on March 9, 2016, released Questions and Answers No. 4.

A pre-proposal conference was held on February 4, 2016, attended by 13 participants representing 11 companies. There were 44 questions asked and responses were released prior to the proposal due date.

A total of 44 firms downloaded the RFP and were included in the planholders' list. A total of nine proposals were received on March 14, 2016.

B. Evaluation of Proposals

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

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

• Proposed Solution for All Requirements	30 percent
• Proposer Resources	15 percent
• Proposer Experience	10 percent
• Reporting & Data Processing Capabilities	5 percent
• Existing Functions	5 percent
• Training Program	5 percent
• Cost	30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements for professional services and specialized equipment. Several factors were considered when developing these weights, giving the greatest importance to the proposed solution for all requirements and cost.

Of the nine proposals received, two were non-responsive to the RFP submittal requirements and eliminated from evaluation. The remaining seven proposals were evaluated. During March 16, 2016, to April 6, 2016, the PET members independently evaluated and scored the technical proposals. The PET determined a competitive range of three proposers listed below in alphabetical order:

1. AJK Communications, Inc.
2. Parkifi, Inc.
3. Parking Sense USA, Inc.

Four proposals were determined to be outside the competitive range and not included for further consideration due to their inability to provide sufficient information that was required in the RFP. In general, the PET found the proposals

to lack detail on how proposers understood the Statement of Work and specifics for a proposed solution.

On April 13, 2016, the PET met and interviewed the three firms. The firms' proposed project managers and key personnel had an opportunity to present their teams' qualifications and proposed solutions, and respond to the PET's questions.

In general, each team's presentation addressed how they proposed to meet the requirements of the RFP, and experience with parking guidance systems. Also highlighted were the products and equipment proposed. Each team was asked questions relative to their qualifications and proposed solutions.

After the interviews, Best and Final Offers (BAFO) were requested from the 3 short listed firms, which were received on April 27, 2016.

Qualifications Summary of Firms within the Competitive Range:

AJK COMMUNICATIONS, INC.

AJK Communications is a Metro certified Woman-Owned Small Business/DBE established in 2002, and headquartered in Santa Fe Springs, California. AJK Communications provides service and support for integrated systems solutions focused on physical security and network-based projects. AJK Communications has performed on prior Metro projects satisfactorily. However, AJK was unable to meet the SBE commitment for DVBE participation.

PARKIFI, INC.

Parkifi was founded in 2014 and is based in Denver, Colorado. The firm is backed by venture capital and has deployed similar services in Las Vegas, Denver, and Pittsburgh, Pennsylvania. Locally, Parkifi has installed parking sensors for Joe's Auto Park in downtown Los Angeles.

PARKING SENSE USA, INC.

Parking Sense USA specializes in parking guidance systems with a focus on data accuracy and facility guidance. Parking Sense proposed an innovative solution with strong project understanding of Metro's needs and the challenges in providing a system-wide program to enhance Metro parking and customer experience. Parking Sense's proposed system was the most technically capable. The firm has successfully completed similar size projects for the Dallas Galleria, the Sutter Stockton Garage in San Francisco, and the civic center garage of the City of Alameda, California.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parking Sense USA, Inc.				
3	Proposed Solution for All Requirements	93.33	30.00%	28.00	
4	Proposer Resources	90.00	15.00%	13.50	
5	Proposer Experience	83.33	10.00%	8.33	
6	Reporting & Data Processing Capabilities	76.67	5.00%	3.83	
7	Existing Functions	90.00	5.00%	4.50	
8	Training Program	56.67	5.00%	2.83	
9	Cost	83.20	30.00%	24.96	
10	Total		100.00%	85.95	1
11	Parkifi, Inc.				
12	Proposed Solution for All Requirements	90.00	30.00%	27.00	
13	Proposer Resources	86.67	15.00%	13.00	
14	Proposer Experience	83.33	10.00%	8.33	
15	Reporting & Data Processing Capabilities	96.67	5.00%	4.83	
16	Existing Functions	86.67	5.00%	4.33	
17	Training Program	83.33	5.00%	4.17	
18	Cost	59.90	30.00%	17.97	
19	Total		100.00%	79.63	2
20	AJK Communications, Inc.				
21	Proposed Solution for All Requirements	66.67	30.00%	20.00	
22	Proposer Resources	73.33	15.00%	11.00	
23	Proposer Experience	60.00	10.00%	6.00	
24	Reporting & Data Processing Capabilities	63.33	5.00%	3.17	
25	Existing Functions	73.33	5.00%	3.67	
26	Training Program	73.33	5.00%	3.67	
27	Cost	100.00	30.00%	30.00	
28	Total		100.00%	77.51	3

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition including Best and Final Offers, an independent cost estimate (ICE), price analysis, technical analysis, and fact-finding. As part of Parking Sense's price proposal they included 5 years of data processing and software management. In addition the proposed solution includes a phone app option and is mobile device friendly. The recommended price is lower than Metro's ICE.

	Proposer Name	Best and Final Offer Amount	Metro ICE	Negotiated Amount
1.	Parking Sense USA, Inc.	\$3,599,934	\$4,573,750	\$3,599,934
2.	Parkifi, Inc.	\$5,000,000	\$4,573,750	
3.	AJK Communications, Inc.	\$2,995,353	\$4,573,750	

D. Background on Recommended Contractor

The recommended firm, Parking Sense USA, Inc., is the US subsidiary of Parking Sense Global, with headquarters in San Antonio, Texas, and Walnut Creek, California, and a local office in South Pasadena, California. Parking Sense USA has 30 years of parking management experience and 12 years' experience with parking guidance technologies. Parking Sense's team includes experienced Metro certified Small Business Enterprise JD Enterprises, responsible for project management, installation, and local representation, and Metro certified Disadvantaged Veteran Business Enterprise Converse Construction.

DEOD SUMMARY

PARKING GUIDANCE SYSTEM/PS527590024649

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal inclusive of a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Parking Sense USA exceeded the goal by making a 22.65% commitment, inclusive of a 8.33% SBE and 14.32% DVBE commitment.

Small Business Goals	7% SBE 3% DVBE	Small Business Commitments	8.33% SBE 14.32% DVBE
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	SBE Subcontractors	% Committed
1.	JD Enterprises	8.33%

	DVBE Subcontractors	% Committed
1.	Converse Construction, Inc.	14.32%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage 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). 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

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



Board Report

File #: 2016-0464, File Type: Informational Report

Agenda Number: 48

PLANNING AND PROGRAMMING COMMITTEE

JUNE 15, 2016

EXECUTIVE MANAGEMENT COMMITTEE

JUNE 16, 2016

SUBJECT: POTENTIAL BALLOT MEASURE PUBLIC INPUT AND POLLING RESULTS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **Potential Ballot Measure Public Input and Polling Results**.

ISSUE

The Metro Communications Team implemented a multi-faceted public outreach and input process across Los Angeles County to educate the public about the Potential Ballot Measure and get feedback on the proposed plan.

The public input process occurred through four main sectors of the community: Elected Officials Engagement, Key Stakeholder Engagement, Public Engagement, and Media Engagement.

Metro staff attended 84 stakeholder and community presentations and meetings, conducted numerous briefings with elected officials, held nine public meetings and one virtual online meeting, co-hosted two meetings with stakeholder partners, and conducted 14 telephone town hall meetings.

As another means of soliciting feedback, Metro also conducted a public opinion poll about the potential ballot measure to gauge voter sentiment on a local sales tax measure to ease traffic and improve transportation. Staff collaborated with the professional polling firm FM3, which conducted the telephone survey May 21-June 1 in English and Spanish to 2,125 likely voters.

DISCUSSION

The public input process provided an opportunity for the public to submit their input through various ways - online comments, US Mail, voice mail, flip charts at the public meetings, comment cards, and social media. Metro received a total of 1,567 comments.

In addition, Metro received 91 letters from elected officials, city councils, key stakeholders, community groups, and business organizations. The comments were evaluated and compiled into

major themes that emerged. The major general feedback falls into the following topics:

- Build fewer projects, get them done faster
- Support 50-year sales tax so more projects could be built
- Increase Local Return
- Transit Connectivity: Support for Transit-Oriented Communities (TOC), Complete Streets, First/Last Mile, Green Streets, Active Transportation Projects
- Provide more funding for rail and bus; less for highways
- Provide more funding for highways
- Continue sales tax to keep the system in good working condition
- Increase quality and reliability of bus and rail service

There was substantial feedback about individual projects with the most prevalent comments about the following specific projects:

- **Orange Line:** Grade-separate, convert to LRT, connect to Burbank Airport and Gold Line
- **Sepulveda Pass:** Accelerate and connect Van Nuys LRT
- **Crenshaw North Extension:** Accelerate
- **Green Line Extension to Torrance:** Accelerate
- **West Santa Ana Branch:** Accelerate
- **Gold Line Eastside Extension:** Accelerate
- **First/Last Mile and Active Transportation:** Provide more Funding
- **Metrolink:** Service expansion/improvements
- **I-5 Widening between I-605/I-710:** Accelerate
- **SR-710:** Non-tunnel alternatives
- **Crenshaw Line:** Build Park Mesa Tunnel/Vermont Corridor

There were four other major themes that emerged: Rail, Bus, Streets and Highways, and Local Return.

Rail

- Build more rail lines faster
- Grade-separate lines
- Improve bus/rail connections
- Provide more parking at stations
- Upgrade BRT to LRT (Orange Line)
- Improve safety, amenities and maintenance at stations
- Provide better wayfinding signage
- Provide more money for Metrolink

Bus

- Increase bus service, especially to housing, employment and education centers
- Increase service to CSUN
- Provide more BRT lines to serve major transit corridors and connect to rail lines
- Improve the quality and reliability of bus service, especially in communities of color

- Improve safety, amenities and maintenance at stops
- Improve wayfinding signage
- Expand DASH and Express bus service
- Utilize technology for improved bus/rail integration

Streets and Highways

- More HOV or Toll Lanes
- Fix potholes and sidewalks
- Improve streets for safer pedestrian use by seniors, children and the disabled
- Spend less money on highways and more money on transit
- State of Good Repair should apply to streets and highways as well as transit

Local Funding

- Increase Local Return to 25% for street repairs, Complete Streets, First/Last Mile and Active Transportation
- Do not increase Local Return
- Smaller, disadvantaged cities need their fair share of funding for transit services, street repairs and bicycle and pedestrian improvements
- Local Return funding formulas should be based on population, employment and housing growth
- Require cities to use part of funding for road maintenance

Public Meeting Outcome

A total of 563 people participated in the public meetings. During the meetings, Metro asked the meeting audiences a series of five questions and utilized an electronic polling system to get immediate responses from the groups. When asked if they would vote for the sales tax measure if the election were held at that time, an average of 73 percent said they would vote for the tax.

Telephone Town Hall Outcome

As another method to educate the public and get feedback on the plan, Metro hosted 14 telephone town hall meetings focused on different areas of the county. Collectively, 47,947 participated in the live telephone forums with Board members and Metro staff. During the live electronic polling, 68 percent registered their support for the sales tax measure.

Public Opinion Survey

The poll asked participants if they felt things in Los Angeles County were headed in the right direction or are off on the wrong track. Voters are more optimistic than they were in both 2008 during the Measure R vote and in 2012 when Measure J went to the ballot. Of the respondents, 47 percent said they believe the county is headed in the right direction compared to 19 percent in 2008 and 32 percent in 2012.

After educating the public about the transportation plan, 72 percent would vote for the “no sunset” ballot measure. Two-thirds of the voters are more likely to vote for the measure if it titled, the Los Angeles County Traffic Improvement Plan.

When asked about the plan's most important features, the benefits that resonate most with the public include:

- Keep fares affordable for seniors, students and the disabled
- Create jobs
- Repair potholes
- Earthquake-retrofit bridges
- Improve freeway traffic flow
- Sub-regional improvements and the need to provide transportation options for an aging population are reasons people would be more inclined to vote for the measure

The June 2016 survey vote pattern is similar to the June 2008 survey vote pattern - the last Metro public poll conducted before the November 2008 Election victory.

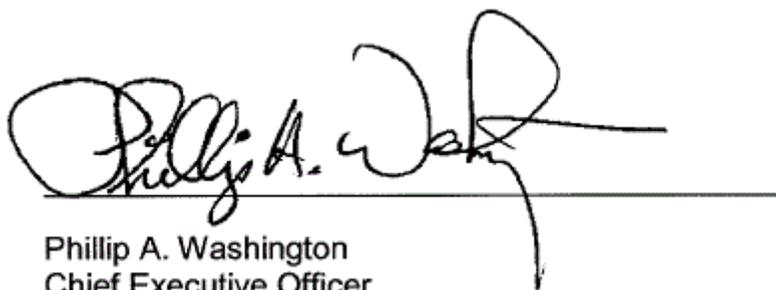
FINANCIAL IMPACT

No financial impact.

NEXT STEPS

All comments and feedback received through the public input process have been compiled into a binder and is available for viewing in the Board Secretary's Office. An electronic copy will also be available upon request.

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



Phillip A. Washington
Chief Executive Officer



Metro

Los Angeles County *Transportation Issues Survey 2016*

*Survey Conducted:
May 20-May 26 & May 31-June 1, 2016*

220-4476

Fairbank, Maslin, Maullin, Metz & Associates – FM3

PUBLIC OPINION RESEARCH & STRATEGY



Metro

Methodology and Key Findings

2016 Methodology

- Conducted a telephone survey (landlines and cell phones) between May 20-26, May 31-June 1, 2016
- Interviews with 2,125 Los Angeles County voters likely to vote in November 2016, including new registrants
- Survey was available in English and Spanish

- Margin of error for the full sample is $\pm 2.5\%$ and half the sample is $\pm 3.5\%$
- Margin of error for each Metro Polling Area is $\pm 5.7\%$ and half for each Metro Polling Area is $\pm 8.0\%$
- Some percentages may not sum to 100% due to rounding

2015 Methodology

- Some questions were tracked from the 2015 Metro Long Range Transportation Random Digit Dial Telephone Survey conducted between March 17-29, 2015
- Results from the 2015 survey include only 863 respondents who self-reported they are registered to vote in LA County and were definitely going to vote in the November 2016 General Election
- Survey was available in English and Spanish
- Margin of error for the reported sample is $\pm 3.4\%$ and half sample is $\pm 4.8\%$

METRO Polling Areas

Polling Area	Largest Cities/Unincorporated Areas included in Polling Areas	Actual Sample Size	Actual % of Likely November 2016 Voters
Central	City of Los Angeles, Unincorporated Areas	306	8%
North County	Santa Clarita, Lancaster, Palmdale, Unincorporated Areas	300	8%
San Fernando Valley	City of Los Angeles, Glendale, Burbank, Calabasas, La Cañada Flintridge, Agoura Hills, San Fernando, Westlake Village, Unincorporated Areas	302	19%
San Gabriel Valley	Pasadena, Pomona, West Covina, Alhambra, Glendora, Diamond Bar, El Monte, Arcadia, Montebello, Monterey Park, Claremont, La Verne, Baldwin Park, Monrovia, Unincorporated Areas	304	18%
Southbay	City of Los Angeles, Torrance, Inglewood, Redondo Beach, Carson, Hawthorne, Rancho Palos Verdes, Manhattan Beach, Gardena, Unincorporated Areas	303	16%
Southeast	Long Beach, Lakewood, Downey, Norwalk, Whittier, Compton, Cerritos, Bellflower, South Gate, La Mirada, Huntington Park, Pico Rivera, Unincorporated Area	302	16%
Westside	City of Los Angeles, Santa Monica, Culver City, West Hollywood, Beverly Hills, Malibu, Unincorporated Areas	308	15%

Key Findings

- There are no statistically meaningful differences between a 50-year sunset measure and a no-sunset measure.
- Initial support, after hearing just the ballot title and summary, is within the margin of error for passage.
- After educational outreach messages, support increases above the two-thirds threshold.
- Two-thirds of voters are more likely to vote for the measure if its title is “Los Angeles County Traffic Improvement Plan”.

Key Findings Continued

- Keeping senior, disabled and student fares affordable; creating jobs; repairing potholes; earthquake retrofitting bridges and improving freeway traffic flow are among the measure's most important features.
- Sub-regional benefits and the need to provide transportation options for an aging County population are among the top reasons to be more inclined to vote yes on the measure.

Key Findings Continued

- Support for Metro's Ballot Measure does not appear to be adversely affected by its placement among other LA County measures on the ballot, whether asked about first or third. However, since the initial level of support for the measure was within the margin of error for passage, it would be advisable to have the measure as high as possible on the ballot.
- Support for the Homeless Measure does not appear to be significantly hindered by the order in which it appears on the ballot.
- The Parks Measure is clearly more vulnerable as its placement moves farther down the ballot.

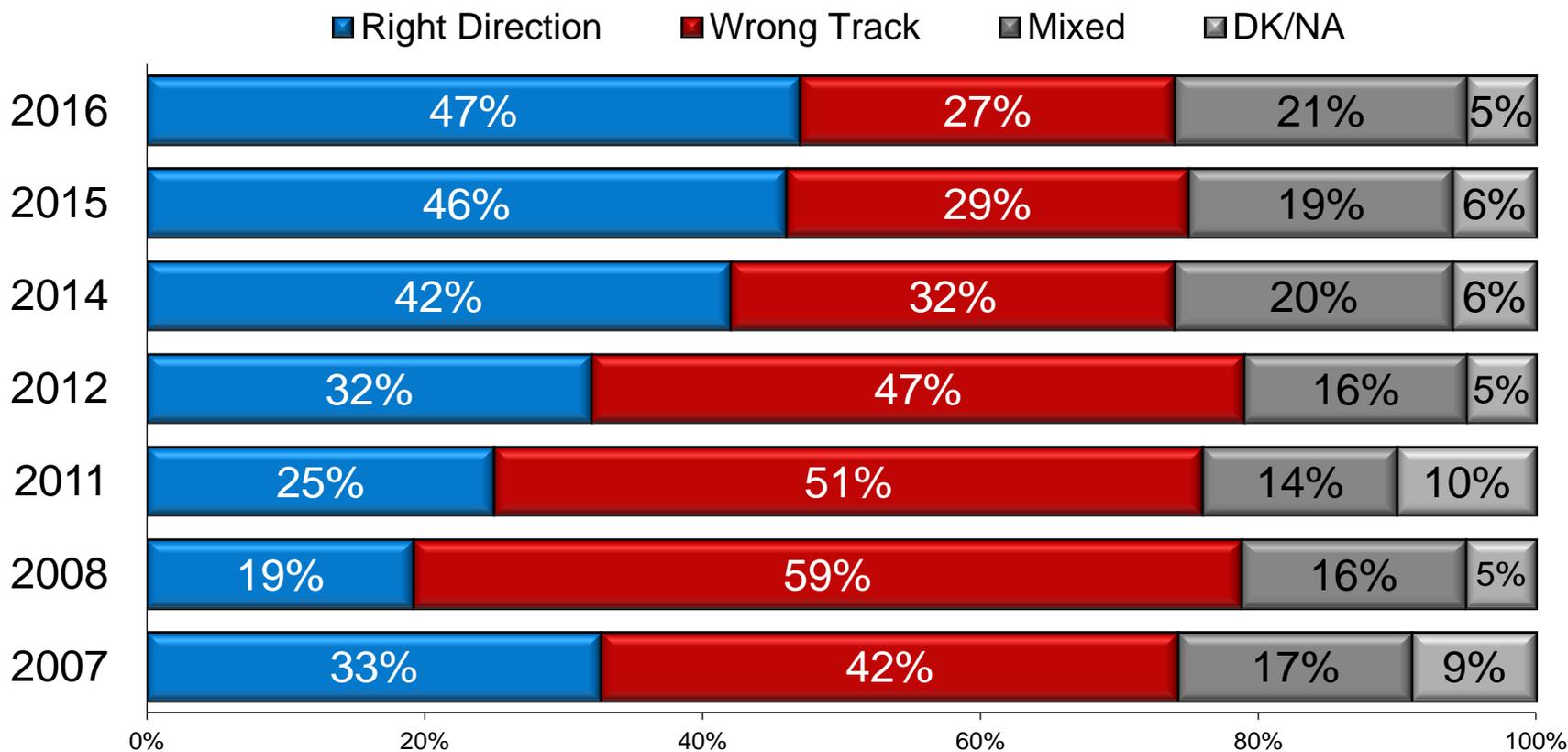


Metro

The Mood of Voters 2007 to 2016

In 2016, a plurality perceives Los Angeles County to be headed in the right direction; voters are more optimistic than they were prior to Measure R (2008) and Measure J (2012).

(Los Angeles County)



Q2. Thinking about Los Angeles County in general, would you say things are going in the right direction or would you say they are off on the wrong track?



Metro

The Transportation Sales Tax Measures

Ballot Title and Summary for 50-Year Sunset Sales Tax Measure and No Sunset Sales Tax Measure

Improve Transportation. Relieve Traffic

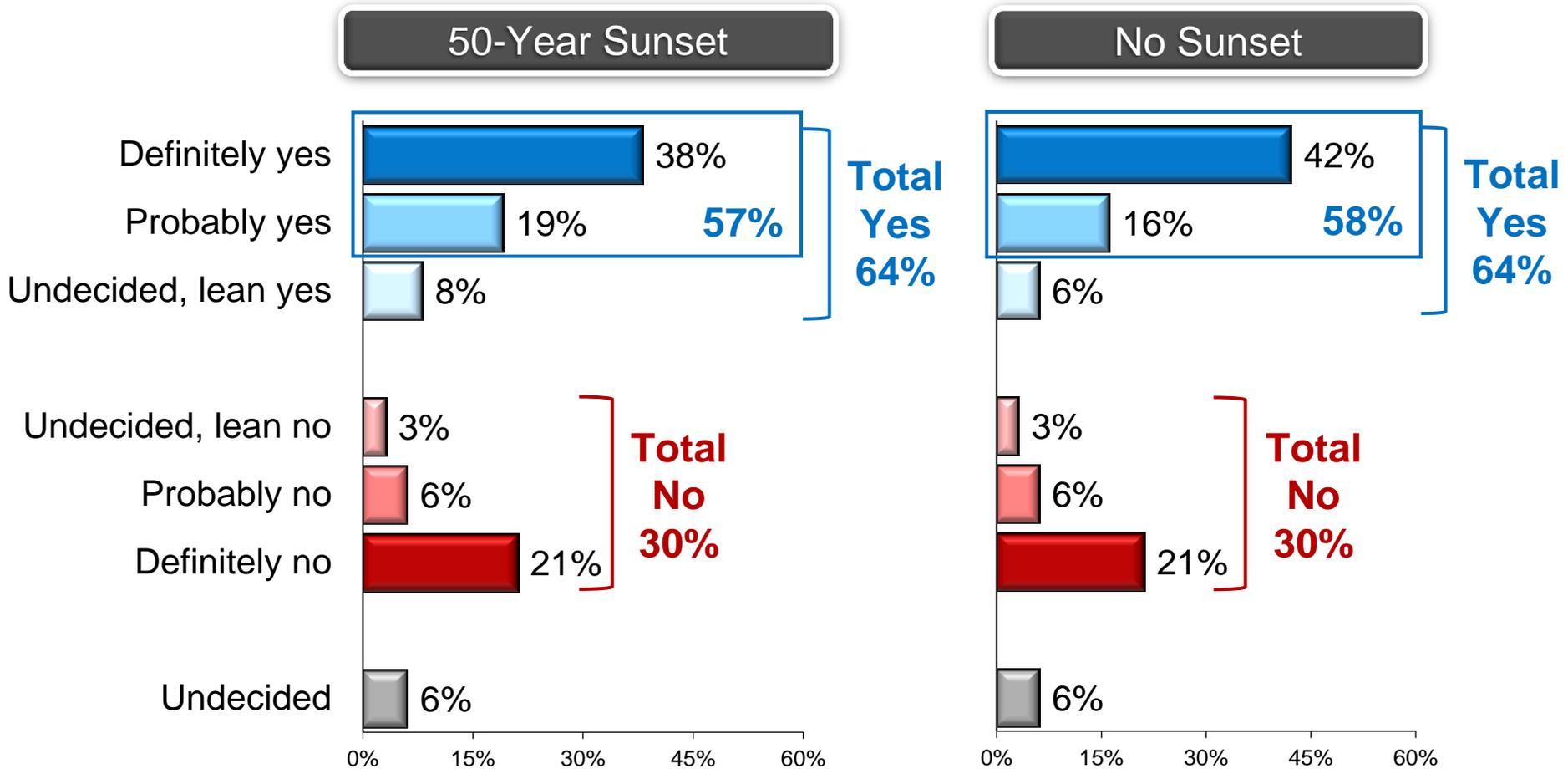
50-Year Sunset Sales Tax

To improve freeway traffic flow and safety; repave streets; synchronize signals; earthquake retrofit bridges; expand rail and bus systems; improve job, school and airport connections; reduce polluted road runoff; keep senior, disabled and student fares affordable; create jobs; shall voters authorize a one-half cent sales tax and extend the current traffic relief tax for a 50-year Los Angeles County Traffic Improvement Plan, and continue a portion to keep the system in good working condition, with independent audits and oversight?

No Sunset Sales Tax

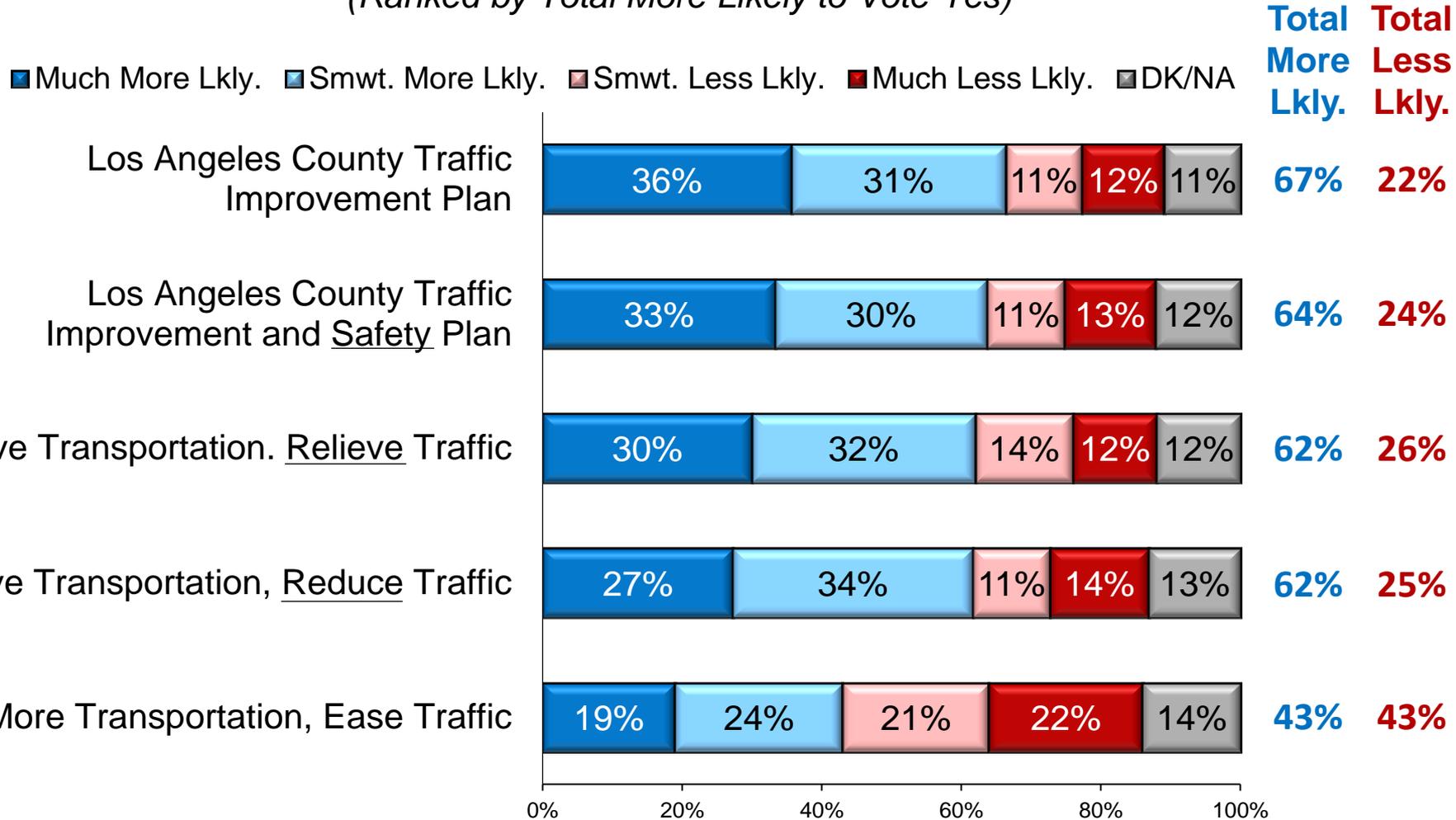
To improve freeway traffic flow and safety; repair potholes; repave local streets; synchronize signals; earthquake retrofit bridges and overpasses; expand rail, subway and bus systems; improve job, school and connections; reduce polluted road runoff flowing into waterways and onto beaches; keep senior, disabled and student fares affordable; and create jobs, shall voters authorize a Los Angeles County Traffic Improvement Plan through a one-half cent sales tax and continue the existing one-half cent traffic relief tax with independent audits and oversight?

There is no statistically significant difference between a 50-year sunset and no sunset — both scenarios receive 64% overall support on the initial vote.



Similar to focus group findings, the title “Los Angeles County Traffic Improvement Plan” causes the highest percentage of voters to indicate a greater likelihood to support the measure.

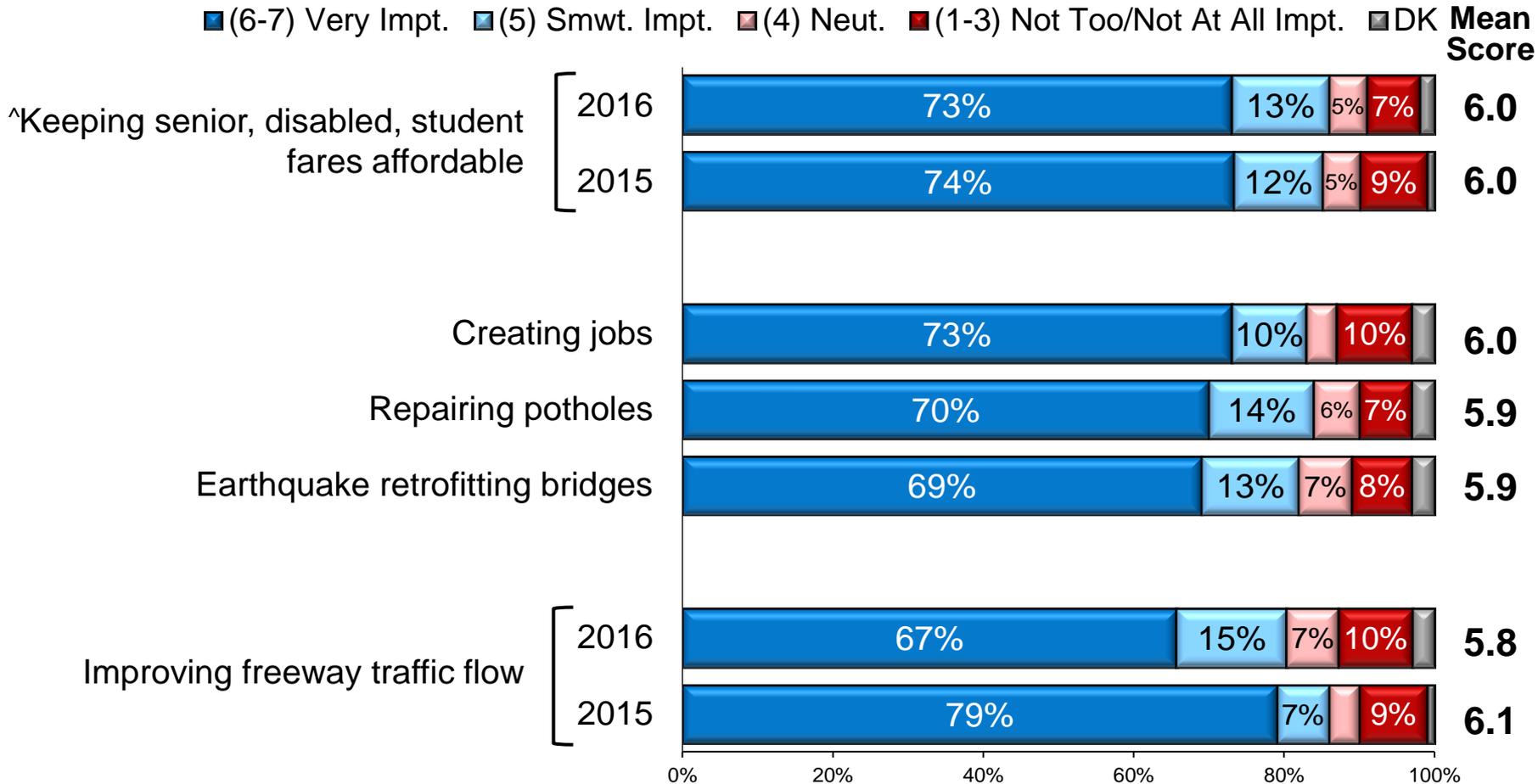
(Ranked by Total More Likely to Vote Yes)



Q7. I'm going to mention a list of possible titles for the measure I just asked you about. Please tell me whether the title would make you more or less likely to vote for it. ^Not Part of Split Sample

Keeping senior, disabled, and student fares affordable; creating jobs, repairing potholes, and earthquake-retrofitting bridges are among the most important features of the Measure.

(Ranked by Very Important "6" and "7")

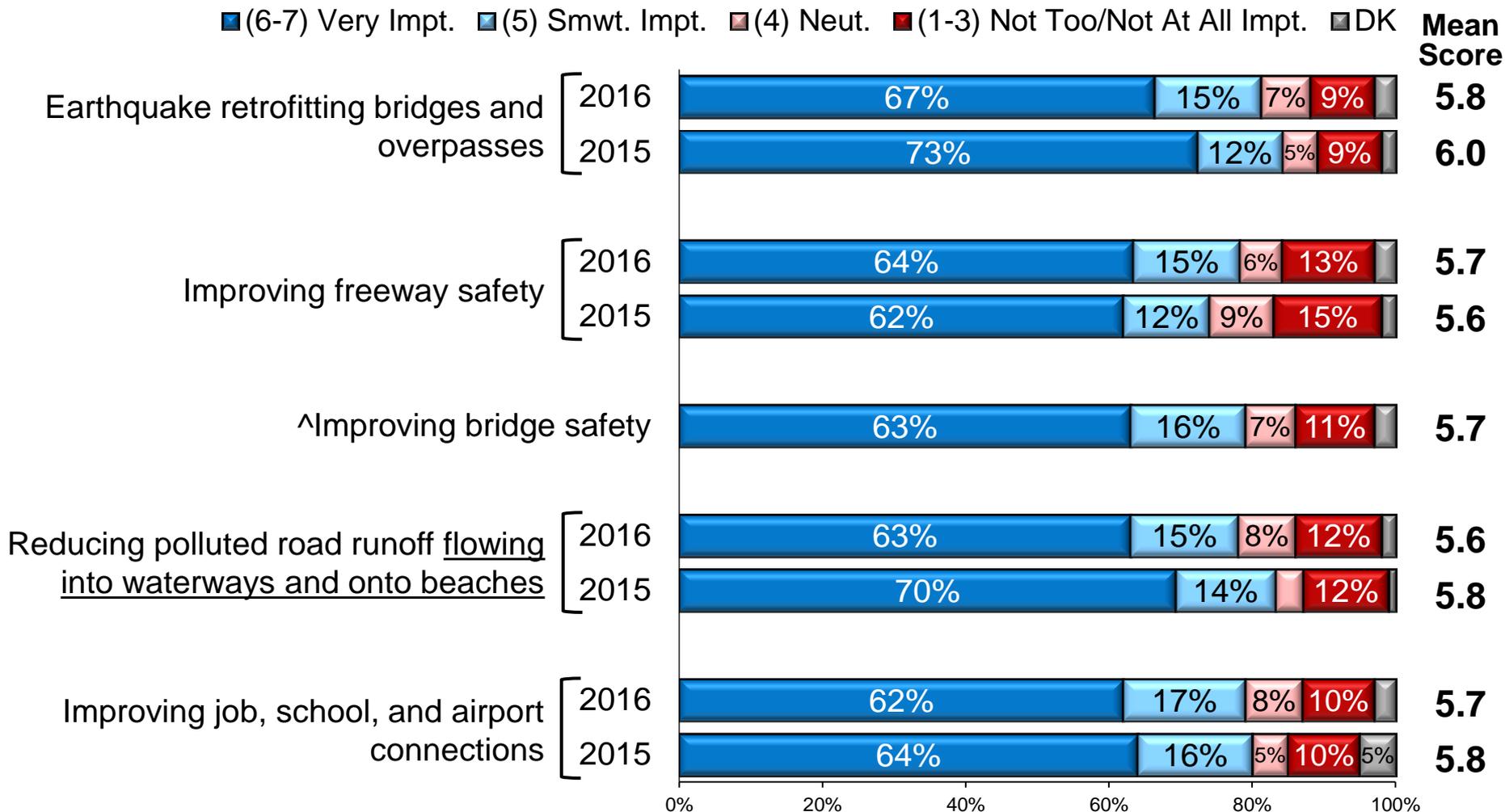


Q8. I am now going to mention some features and provisions of the proposed measure entitled Improve Transportation. Relieve Traffic that I asked you about earlier. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of one to seven, where one means NOT AT ALL IMPORTANT to you that the feature or provision is included in the measure and seven means it would be VERY IMPORTANT. ^Not Part of Split Sample; Note in 2015 "Keeping senior, disabled, student fares affordable" was shown as "Keeping seniors, disabled and student fares low."

Continued

(Ranked by Very Important “6” and “7”)

■ (6-7) Very Impt. ■ (5) Smwrt. Impt. ■ (4) Neut. ■ (1-3) Not Too/Not At All Impt. ■ DK

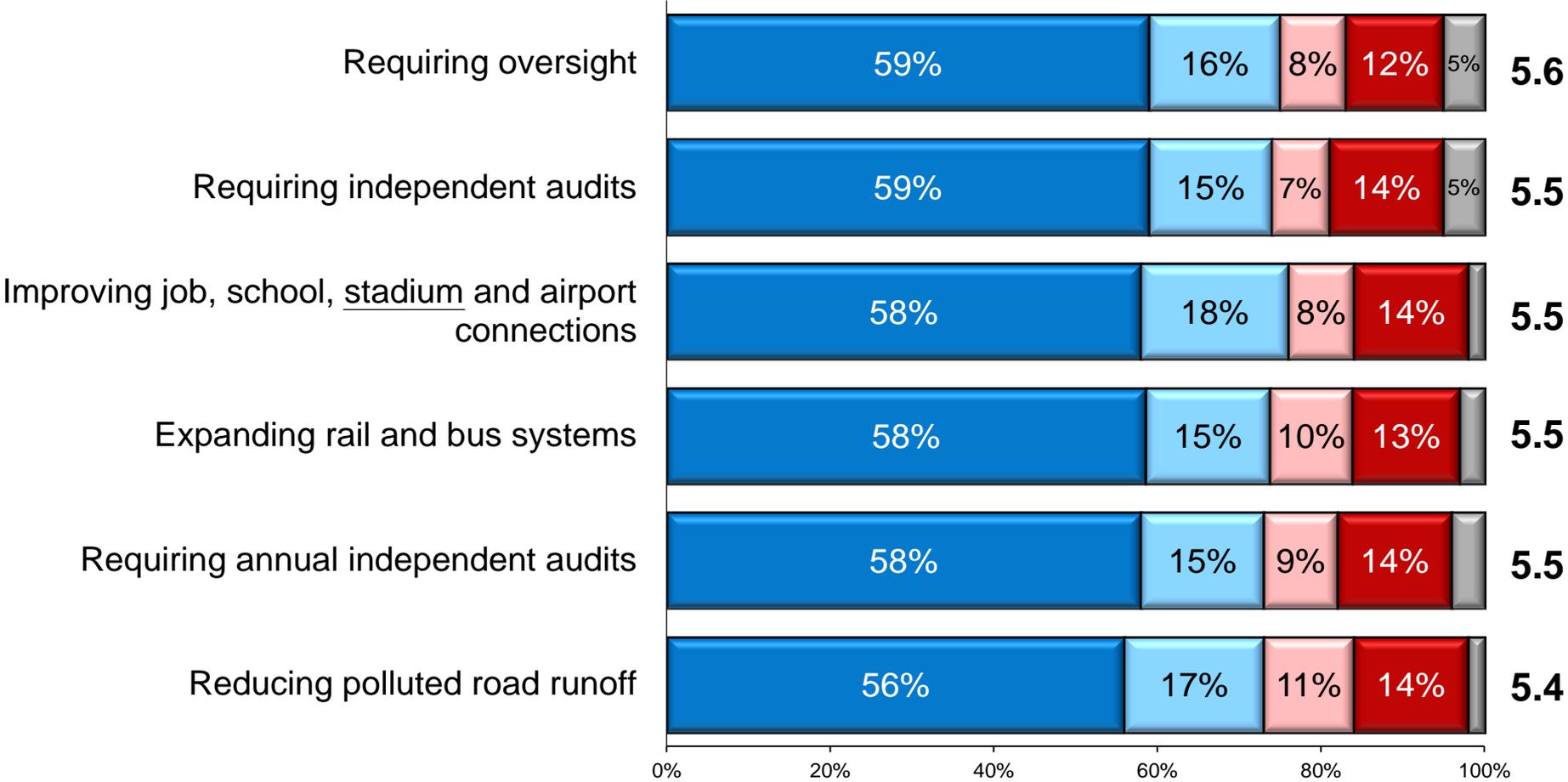


Q8. I am now going to mention some features and provisions of the proposed measure entitled Improve Transportation. Relieve Traffic that I asked you about earlier. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of one to seven, where one means NOT AT ALL IMPORTANT to you that the feature or provision is included in the measure and seven means it would be VERY IMPORTANT. ^Not Part of Split Sample; Note in 2015 “Earthquake retrofitting bridges and overpasses” was shown as “Earthquake retrofitting bridges, tunnels and overpasses” and “Reducing polluted road runoff flowing into waterways and onto beaches” was shown as “Preventing polluted toxic roadway runoff from entering storm drains and flowing into creeks, rivers and coastal waters and onto County beaches.”

Continued

(Ranked by Very Important "6" and "7")

■ (6-7) Very Impt. ■ (5) Smwt. Impt. ■ (4) Neut. ■ (1-3) Not Too/Not At All Impt. ■ DK **Mean Score**



Q8. I am now going to mention some features and provisions of the proposed measure entitled Improve Transportation. Relieve Traffic that I asked you about earlier. Regardless of your opinion of the measure, please tell me how important it is to you that the feature or provision be included as part of the measure. We will use a scale of one to seven, where one means NOT AT ALL IMPORTANT to you that the feature or provision is included in the measure and seven means it would be VERY IMPORTANT. ^Not Part of Split Sample

Importance Ratings of Potential Transportation Measure Features and Accountability Provisions by Metro Polling Area

(Ranked by All Residents “6”/”7”, where “1” = Not at All Important and “7”= Very Important)

Features	All Residents	Central	North County	SFV	SGV	South Bay	Southeast	Westside
^Keeping senior, disabled, student fares affordable	73%	79%	68%	71%	70%	71%	78%	72%
Creating jobs	73%	78%	70%	71%	71%	75%	83%	68%
Repairing potholes	70%	76%	61%	72%	65%	70%	66%	76%
Earthquake retrofitting bridges	69%	66%	72%	70%	67%	65%	71%	73%
Improving freeway traffic flow	67%	73%	59%	68%	58%	72%	71%	67%
Earthquake retrofitting bridges and overpasses	67%	81%	62%	63%	68%	60%	70%	67%
Improving freeway safety	64%	66%	61%	65%	64%	62%	64%	63%
^Improving bridge safety	63%	69%	66%	60%	61%	58%	66%	67%
Reducing polluted road runoff flowing into waterways and onto beaches	63%	74%	55%	66%	63%	52%	67%	63%
Improving job, school, and airport connections	62%	74%	56%	61%	62%	60%	56%	69%
Repaving streets	60%	68%	50%	57%	56%	67%	67%	57%
Requiring oversight	59%	63%	58%	57%	64%	63%	58%	52%
Requiring independent audits	59%	62%	58%	54%	61%	62%	64%	52%
Improving job, school, stadium and airport connections	58%	61%	55%	55%	53%	70%	66%	49%

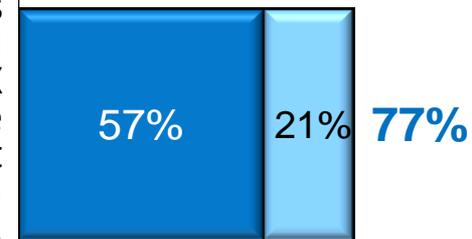
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Specific, sub-regional benefits in various Polling Areas and adequately addressing an aging population's transportation needs are the most important reasons to support the measure.

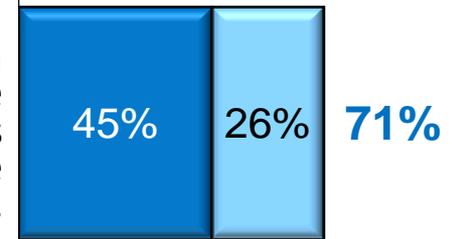
(Ranked by Total More Inclined to Vote Yes)

■ Much More Incl. ■ Smwt. More Incl.

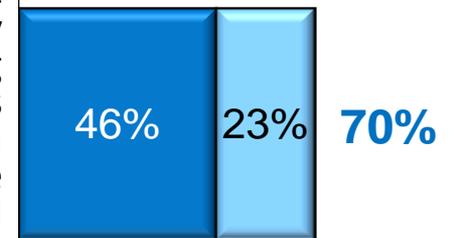
Asked Only Voters In Polling Area – Central Los Angeles County (n=306) **(CENTRAL)** This measure provides traffic relief for all areas of the County. In central Los Angeles specifically, it helps improve traffic flow and safety by repairing potholes, upgrading crosswalks and sidewalks. It also funds projects that improve connections to jobs, schools and LAX by linking the Metro Crenshaw Light Rail Line west to LAX, and extending the Crenshaw project north to the Metro Purple Line on Wilshire and through West Hollywood to the Metro Red Line in Hollywood. In addition, it provides an approximately 12 mile transit connection on Vermont Avenue from 120th Street, just south of the Metro Green Line, to Hollywood Boulevard.



(SENIOR LIMITATIONS) In the next 15 years, the number of people 65 and over in Los Angeles County is expected to increase by 70% to over 2 million seniors. We need to invest in van services and public transit that seniors, including veterans and people with disabilities, can take to help them maintain their independence and reduce the burden on their caregivers.



Asked Only Voters In Polling Area – San Fernando Valley (n=302) **(SAN FERNANDO VALLEY)** This measure provides traffic relief for all areas of the County. In the San Fernando Valley specifically, it helps improve traffic flow and safety by repaving streets, repairing potholes, synchronizing signals and earthquake retrofitting bridges. It also funds transit projects that connect the San Fernando Valley to LAX under the Sepulveda Pass, as well as convert the Metro Orange Line Busway to a light rail line connecting Woodland Hills, North Hollywood, the Burbank Airport, Pasadena and the Greater San Gabriel Valley.



0% 20% 40% 60% 80%

Q9. I am going to mention to you some statements made by supporters of the **Improve Transportation. Relieve Traffic** measure. Please tell me if it makes you more inclined to vote for this ballot measure. Split Sample

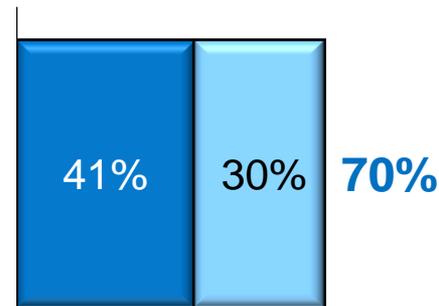
Continued

(Ranked by Total More Inclined to Vote Yes)

■ Much More Incl. ■ Smwt. More Incl.

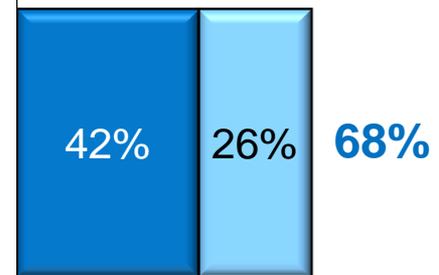
Asked Only Voters In Polling Area – The South Bay (n=303)

(SOUTH BAY) This measure provides traffic relief for all areas of the County. In the South Bay specifically, it helps improve traffic flow and safety by repairing potholes, removing key bottlenecks on Pacific Coast Highway, Hawthorne and Crenshaw Boulevards and Western Avenue, and earthquake retrofitting bridges. It also funds improvements to the 405 freeways between Florence Ave and the 110 freeways and extends the Metro Green Light Rail Line south towards San Pedro from Redondo Beach and to the Torrance Transit Center. Finally, it prevents polluted roadway runoff from entering storm drains and flowing out into Los Angeles County waterways and beaches.

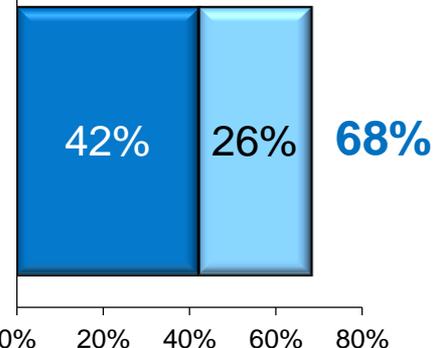


Asked Only Voters In Polling Area - West Los Angeles County (n=308)

(WESTSIDE) This measure provides traffic relief for all areas of the County. On the Westside of Los Angeles specifically, it helps improve traffic flow and safety on local streets by repairing potholes, synchronizing signals and earthquake safety upgrades to bridges and roads. It also funds such transit projects that connect LAX to the San Fernando Valley under the Sepulveda Pass, and extends the Metro Crenshaw LAX Light Rail Line, which is currently under construction, to the Metro Purple Line on Wilshire and through West Hollywood to the Metro Red Line in Hollywood.



(EXTEND TRANSIT) This measure will extend more light-rail to 20 rail lines, over 70 stations and cover 200 miles, as well as add more bus routes to build out the County transportation system so residents can go more conveniently and more affordably to more places.



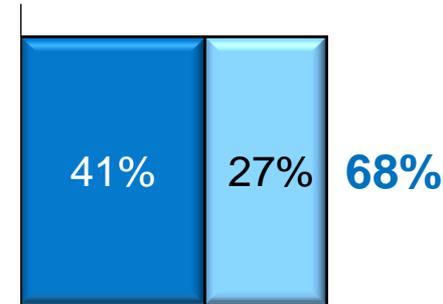
Q9. I am going to mention to you some statements made by supporters of the **Improve Transportation. Relieve Traffic** measure. Please tell me if it makes you more inclined to vote for this ballot measure. Split Sample

Continued

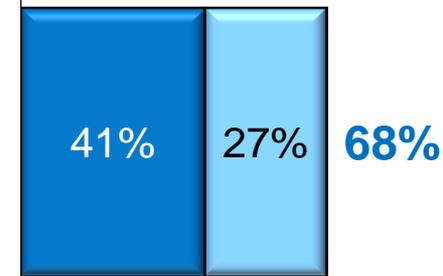
(Ranked by Total More Inclined to Vote Yes)

■ Much More Incl. ■ Smwt. More Incl.

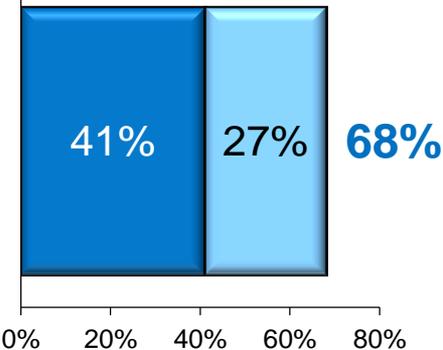
(JOBS/HELP BUSINESSES) Local economists estimate that the freeway, local street and public transit projects alone will create tens of thousands of well-paying jobs throughout the County. Those workers will then spend money locally, which will generate hundreds of millions of dollars in revenues for Los Angeles County's small, medium and large businesses and an additional need for workers.



(REBUILDING OUR FREEWAY SYSTEM) Most of Los Angeles County's highway and road system is over 60 years old and the number of cars today far exceeds what the system was built to handle. This measure will help upgrade and modernize our aging freeways, highways, tunnels, overpasses and bridges to match a 21st Century economy and prepare for the hundreds of thousands of additional cars expected on our roads over the next several decades.



(BUILDING 21st CENTURY SYSTEM) Los Angeles County's transportation system is over 60 years old and does not address the needs of its residents. This measure will finally bring our transportation system into the 21st Century by building a modern transportation network which expands light rail, Rapid Bus, Metrolink, freeways and highways to every corner of the County.



0% 20% 40% 60% 80%

Q9. I am going to mention to you some statements made by supporters of the **Improve Transportation. Relieve Traffic** measure. Please tell me if it makes you more inclined to vote for this ballot measure. Split Sample

Continued

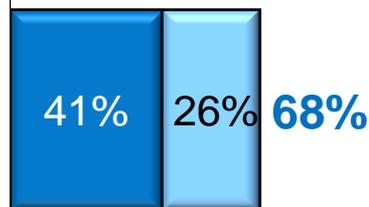
(Ranked by Total More Inclined to Vote Yes)

■ Much More Incl. ■ Smwt. More Incl.

Asked Only Voters In Polling Area – Southeast Los Angeles County (N=302)

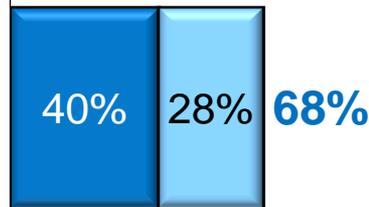
(SOUTHEAST)

This measure provides traffic relief for all areas of the County. In the southeast part of the county specifically, it helps improve traffic flow and safety by repairing potholes, earthquake retrofitting bridges, improving safety at rail crossings, as well as adding crosswalks and sidewalks. It also improves connections to jobs, schools and local airports by funding projects to reduce, widen and upgrade the I5 freeway between the 605 and the 710 bottlenecks, as well as along the 710 freeway between downtown LA and the Ports of Los Angeles and Long Beach and a new light rail connection from the City of Artesia and Union Station in Downtown Los Angeles.



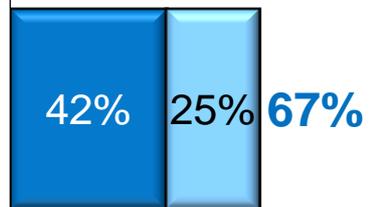
(LEVERAGE/ACCELERATE)

Passing this transportation sales tax measure ensures that Los Angeles County has a guaranteed source of funding to be eligible for hundreds of millions of dollars in existing state and federal transportation matching funds, which would otherwise go to other counties. This additional funding will speed up the completion of light rail, subway, Metrolink, freeway, highway and local street improvements across the County.



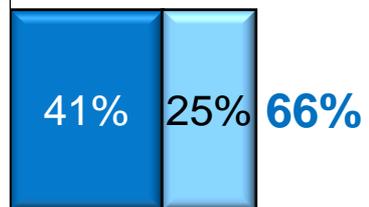
^(FREE UP TIME)

The Los Angeles area has the worst traffic in the Country. A typical motorist in Los Angeles County experienced 81 hours of delay on area freeways in 2015, which is more than about two weeks of work. We need to continue to invest in our freeways, local roads and public transportation to help ease traffic and allow us to claim back some hours of our life.



(COST \$24/YEAR)

Local economists say this measure will only cost the average Los Angeles County resident about \$24 a year. That's about two dollars a month, which is a small price to pay to ease traffic and help relieve a completely overwhelmed transportation system.



0% 20% 40% 60% 80%

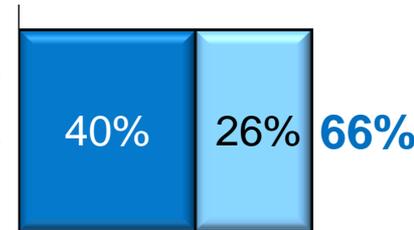
Q9. I am going to mention to you some statements made by supporters of the **Improve Transportation. Relieve Traffic** measure. Please tell me if it makes you more inclined to vote for this ballot measure. ^Not Part of Split Sample

Continued

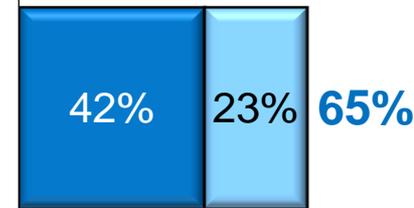
(Ranked by Total More Inclined to Vote Yes)

■ Much More Incl. ■ Smwt. More Incl.

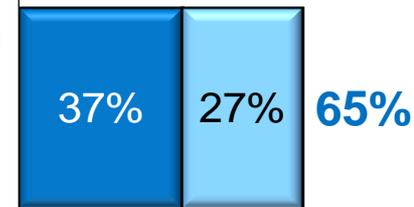
^(**ACCOUNTABILITY**) This measure includes strict accountability requirements including an Oversight Committee and independent annual financial and performance audits, which will be available online and at public libraries, and all money will stay local and cannot be taken by Sacramento.



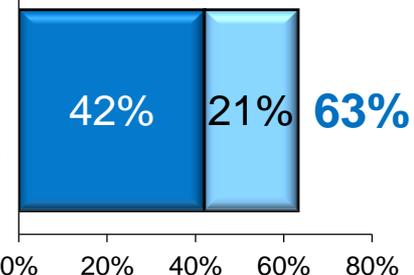
Asked Only Voters In Polling Area – San Gabriel Valley (n=304) (**SAN GABRIEL VALLEY**) This measure provides traffic relief for all areas of the County. In the San Gabriel Valley specifically, it helps improve traffic flow and safety by repairing potholes, synchronizing signals, reducing bottlenecks, constructing earthquake safety improvements on bridges and roads, and upgrading the 71 freeway between the 10 and the 60 freeways. It also funds transit projects that extend the Metro Gold Light Rail Line further east from East L.A. along the 60 freeway toward South El Monte, as well as extend the Metro Gold Light Rail Line from the Azusa station further east through Glendora and San Dimas toward Claremont.



(**MORE PEOPLE/CARS**) By the year 2030, about one million additional people will live in Los Angeles County. This population increase coupled with all the new drivers who will have come of age, will add tens of thousands of new cars to our roads each day. We need this reliable source of funding to upgrade our aging freeway and road network and build out our County's public transportation network, including light rail, to meet our County's needs.



Asked Only Voters In Polling Area – North County (n=300) (**NORTH COUNTY**) This measure provides traffic relief for all areas of the County. In the Santa Clarita and Antelope Valleys specifically, it helps improve traffic flow and safety by repaving streets, repairing potholes, upgrading Metrolink service and safety, as well as crosswalks and sidewalks. It will also fund projects that reduce bottlenecks, widen and upgrade the 15 freeway in Santa Clarita, Newhall and Castaic, as well as along the 14 freeway in Palmdale and Lancaster. It will also fund the building of a new toll highway, known as the High Desert Corridor, between the 14 freeway in Palmdale and 15 freeway in Victorville.



Q9. I am going to mention to you some statements made by supporters of the **Improve Transportation. Relieve Traffic** measure. Please tell me if it makes you more inclined to vote for this ballot measure. ^Not Part of Split Sample

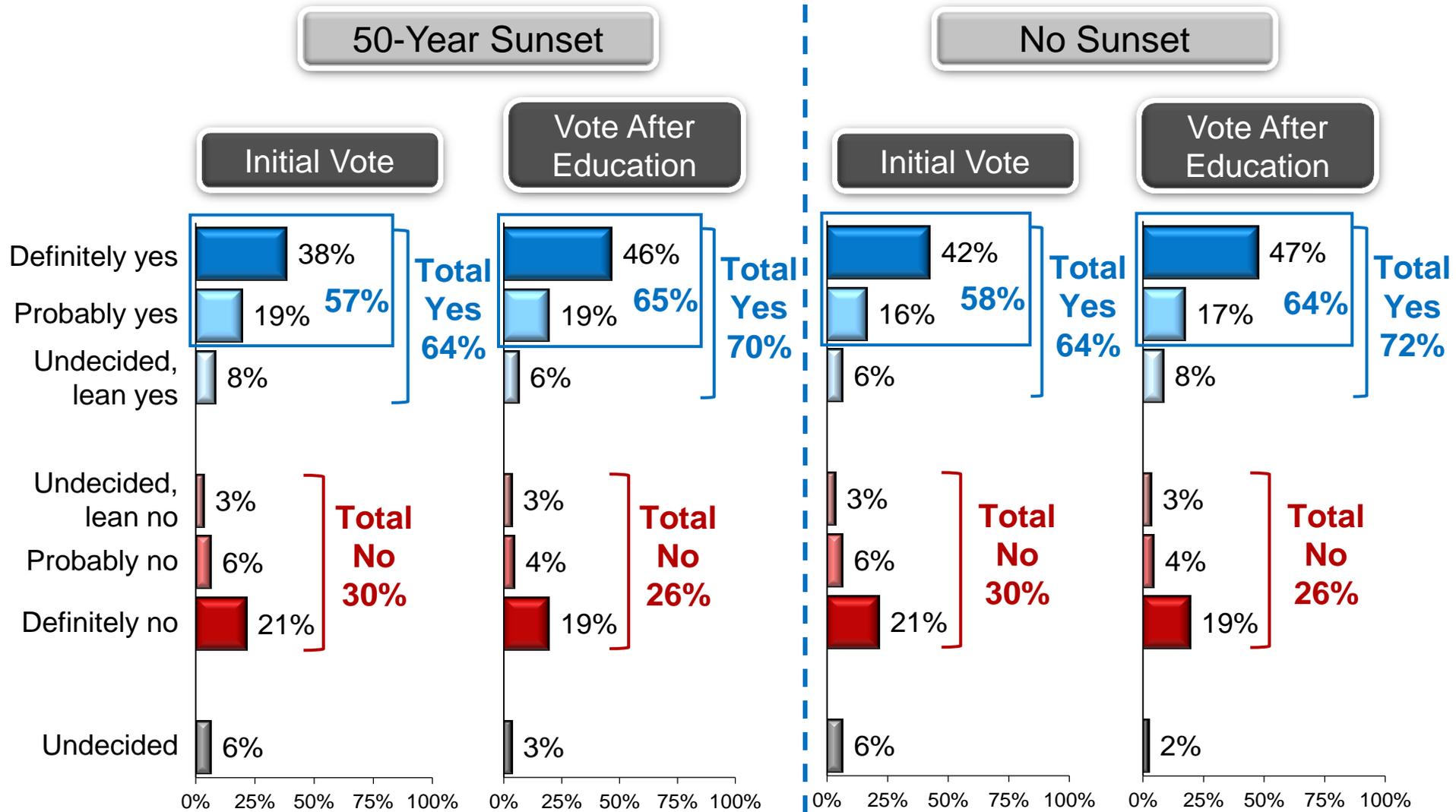
Total More Inclined to Vote Yes on the Transportation Measure after Hearing Educational Statements by Metro Polling Area

(Ranked by All Residents Total Much/Somewhat More Inclined)

Features	All Residents	Central	North County	SFV	SGV	South Bay	Southeast	Westside
Central	77%	77%	NA	NA	NA	NA	NA	NA
Senior Limitations	71%	76%	65%	75%	69%	70%	75%	63%
San Fernando Valley	70%	NA	NA	70%	NA	NA	NA	NA
South Bay	70%	NA	NA	NA	NA	70%	NA	NA
Westside	68%	NA	NA	NA	NA	NA	NA	68%
Extend Transit	68%	76%	57%	69%	65%	68%	70%	69%
Jobs/Help Businesses	68%	76%	61%	69%	63%	66%	68%	72%
Rebuilding Our Freeway System	68%	74%	58%	74%	60%	74%	68%	69%
Building 21st Century System	68%	72%	62%	70%	68%	65%	67%	71%
Southeast	68%	NA	NA	NA	NA	NA	68%	NA
Leverage/Accelerate	68%	75%	61%	71%	63%	67%	71%	67%
^Free Up Time	67%	74%	63%	70%	63%	67%	67%	68%
Cost \$24/Year	66%	67%	54%	65%	71%	65%	64%	67%
^Accountability	66%	65%	66%	72%	62%	67%	66%	66%
San Gabriel Valley	65%	NA	NA	NA	65%	NA	NA	NA
More People/Cars	65%	73%	59%	62%	67%	64%	60%	68%
North County	63%	NA	63%	NA	NA	NA	NA	NA

Q9. I am going to mention to you some statements made by supporters of the **Improve Transportation. Relieve Traffic** measure. Please tell me if it makes you more inclined to vote for this ballot measure. ^Not Part of Split Sample

The initial vote and vote after education results in no statistically significant difference in support for two alternative measures.



Q3 & Q10. (50-Year Sunset) If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?
 Q4 & Q11. (No Sunset) If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

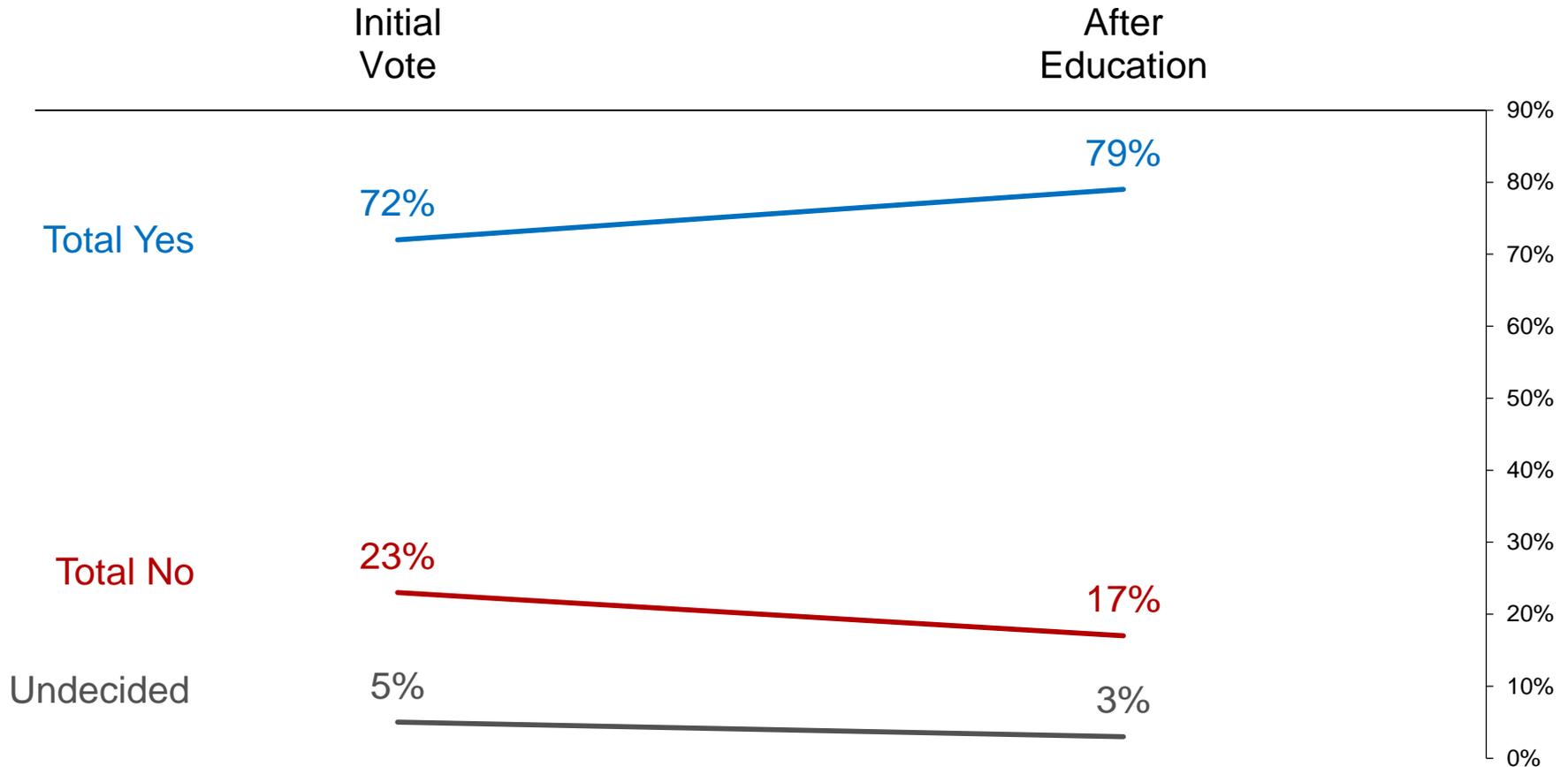


Metro

**Support for the Combined
Measure by Polling Area,
Supervisorial District and LA
City vs. the balance of the
County**

Vote Progression for the Central Polling Area

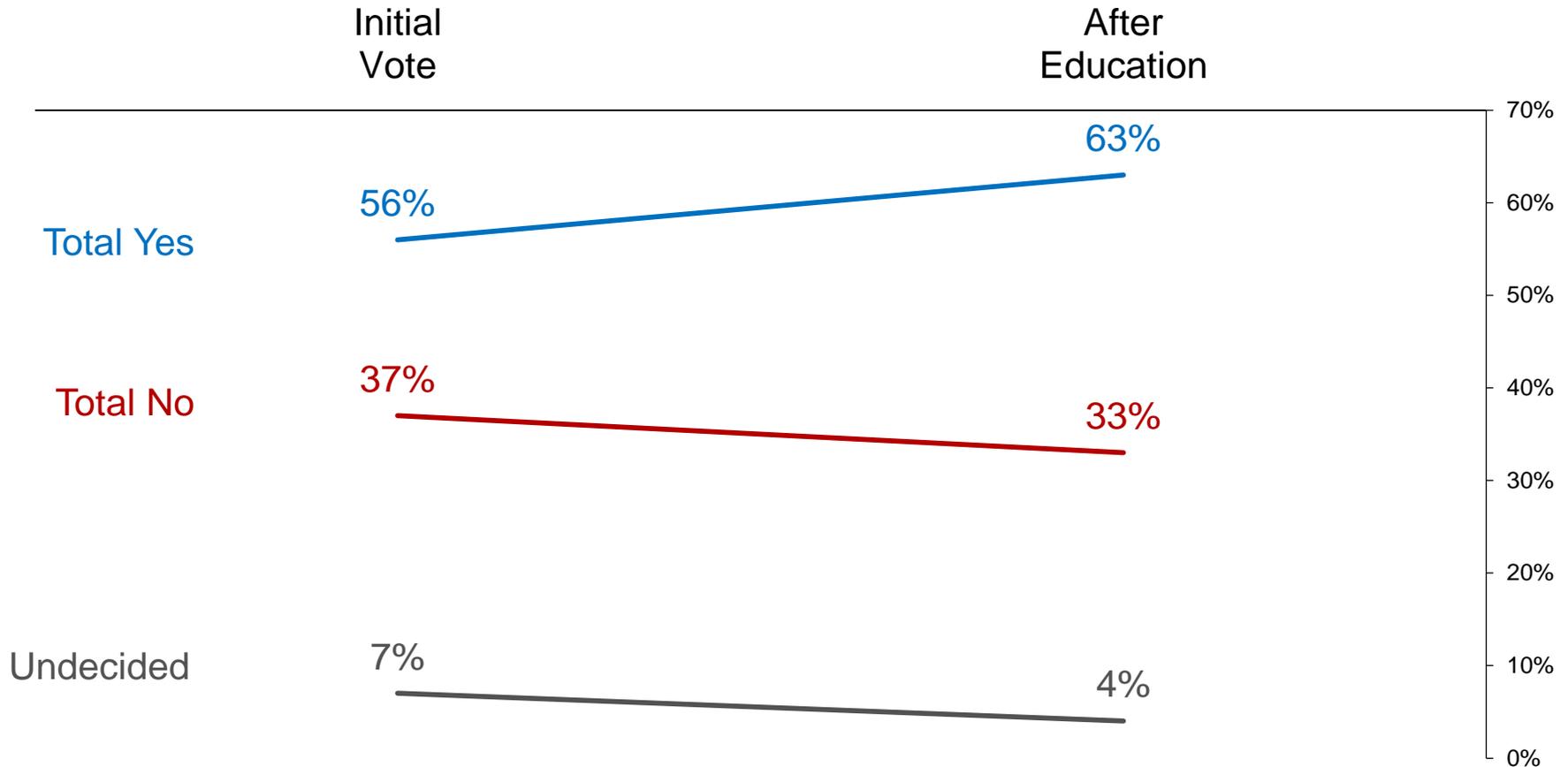
(Combined Sunset/No Sunset)



Q3/Q4 combined, Q10/Q11 combined & Q13/Q14 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for the North County Polling Area

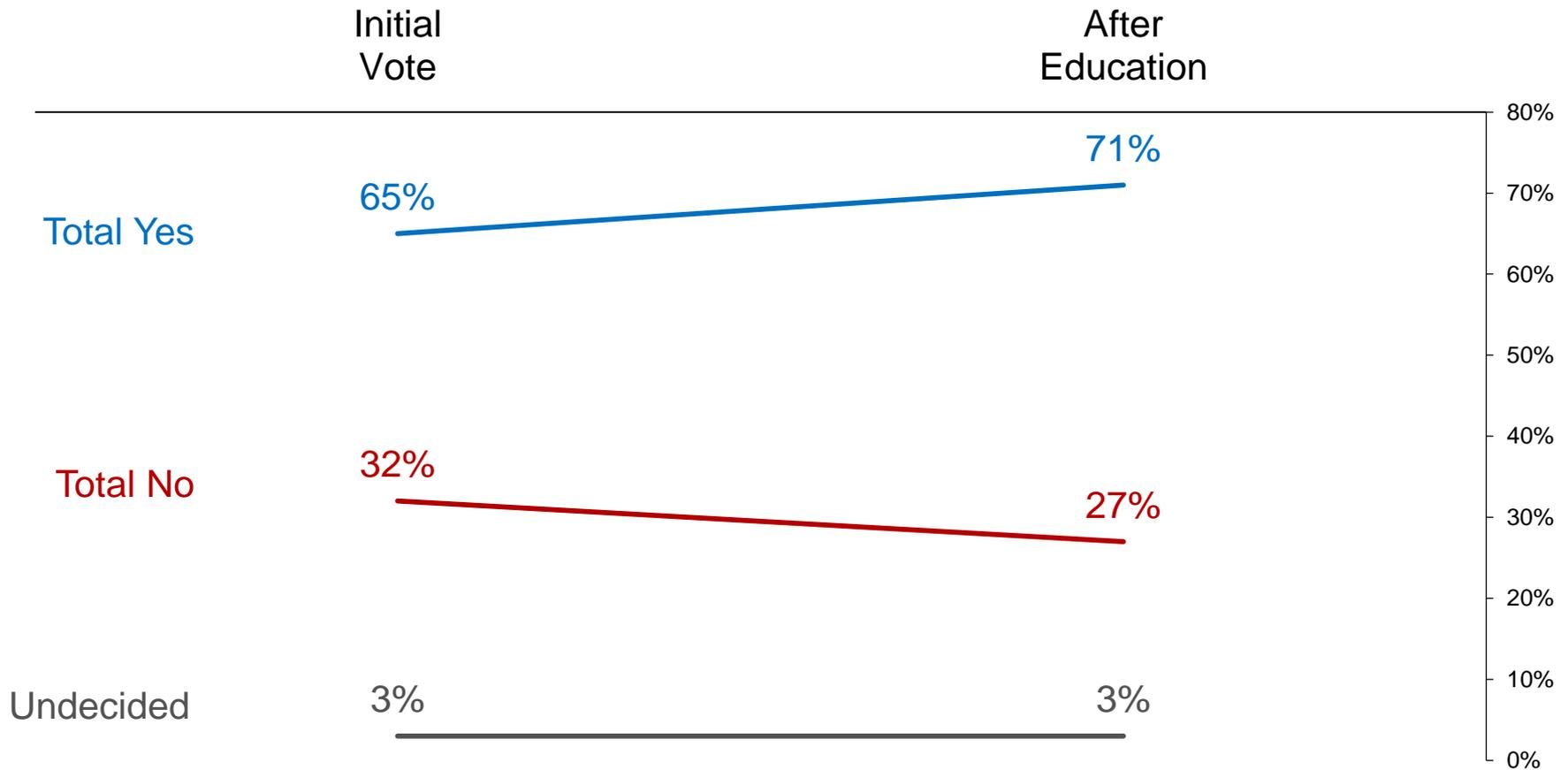
(Combined Sunset/No Sunset)



Q3/Q4 combined, Q10/Q11 combined & Q13/Q14 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for the San Fernando Valley Polling Area

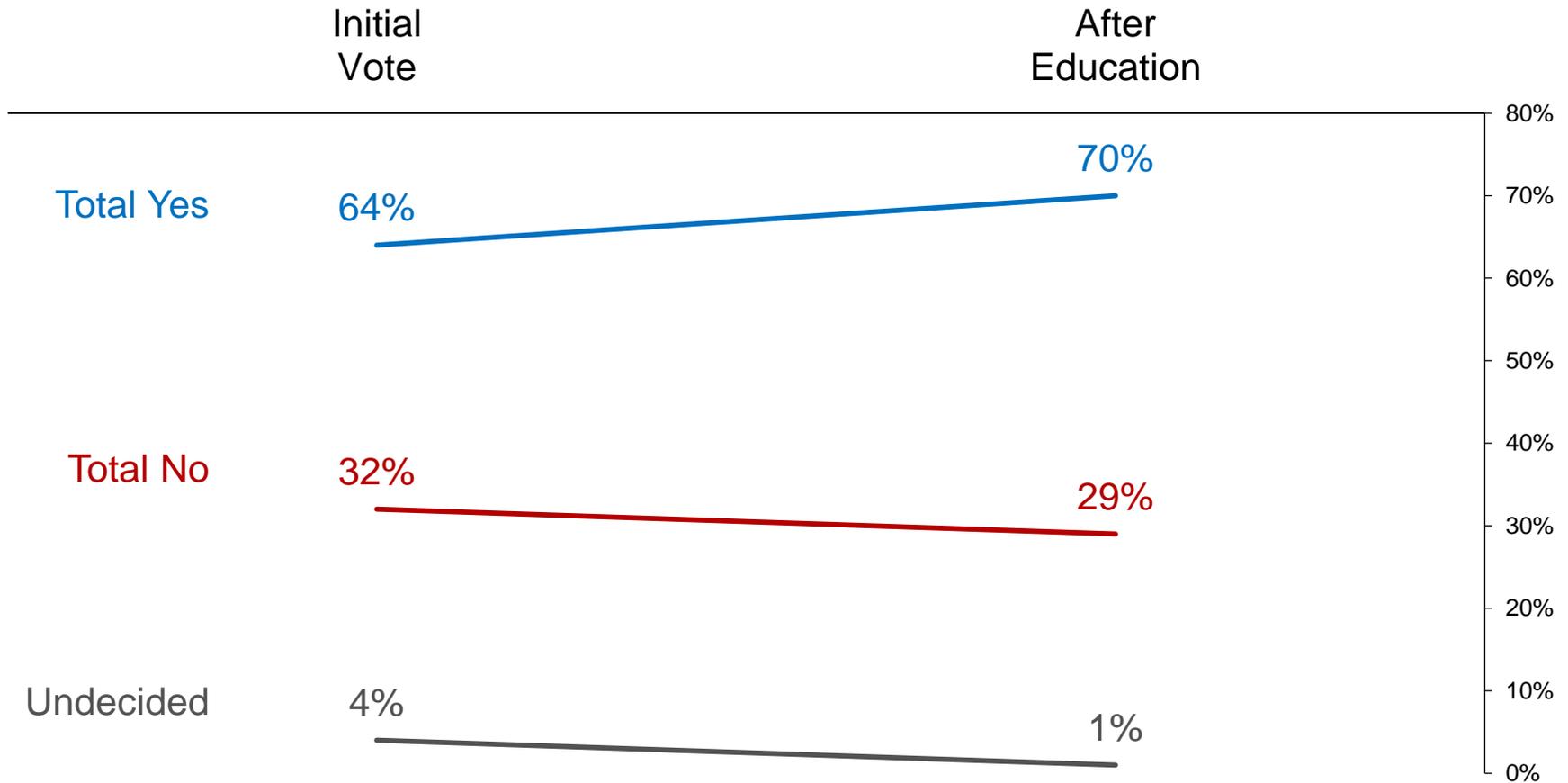
(Combined Sunset/No Sunset)



Q3/Q4 combined, Q10/Q11 combined & Q13/Q14 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for the San Gabriel Valley Polling Area

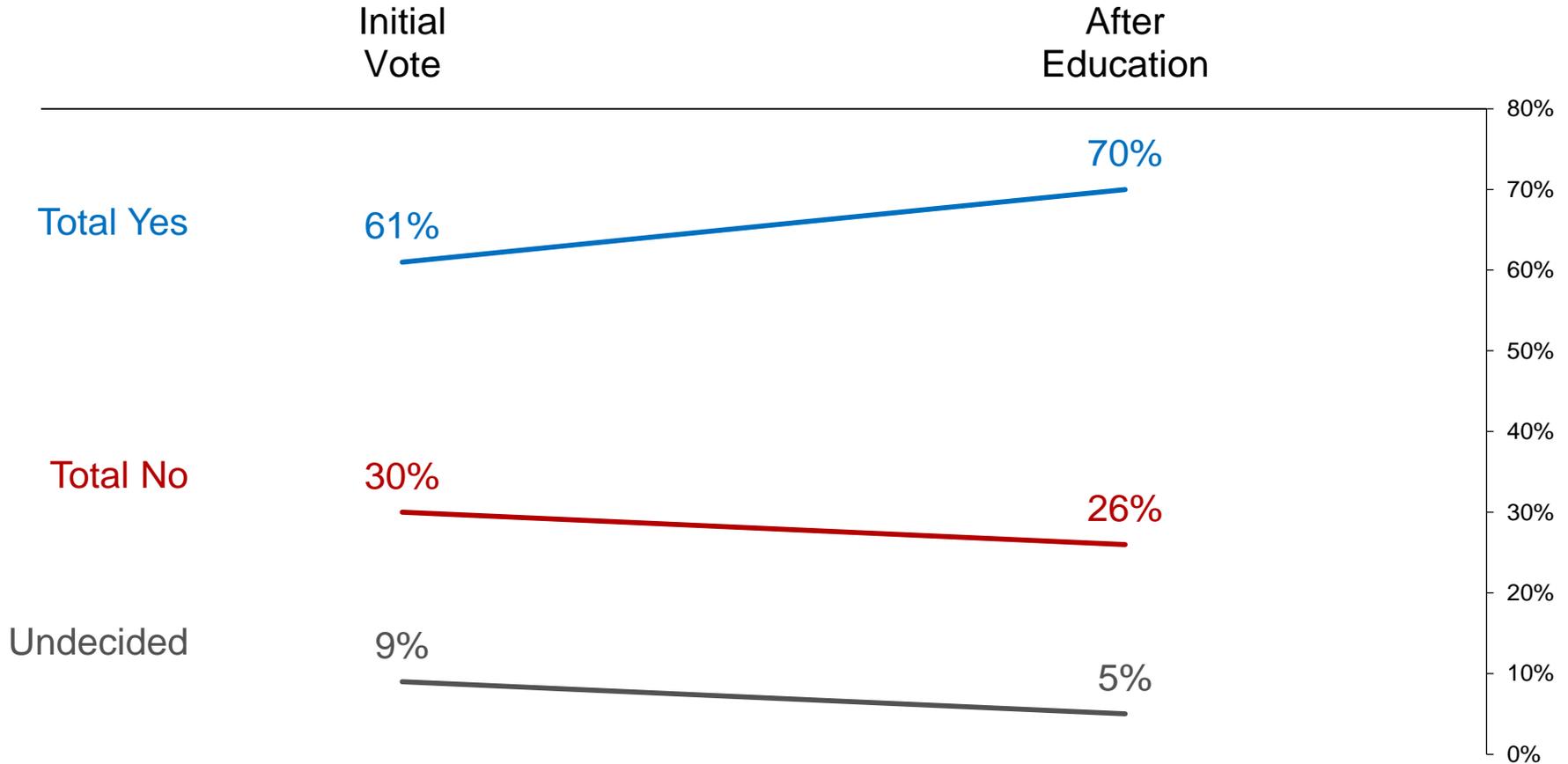
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for the South Bay Polling Area

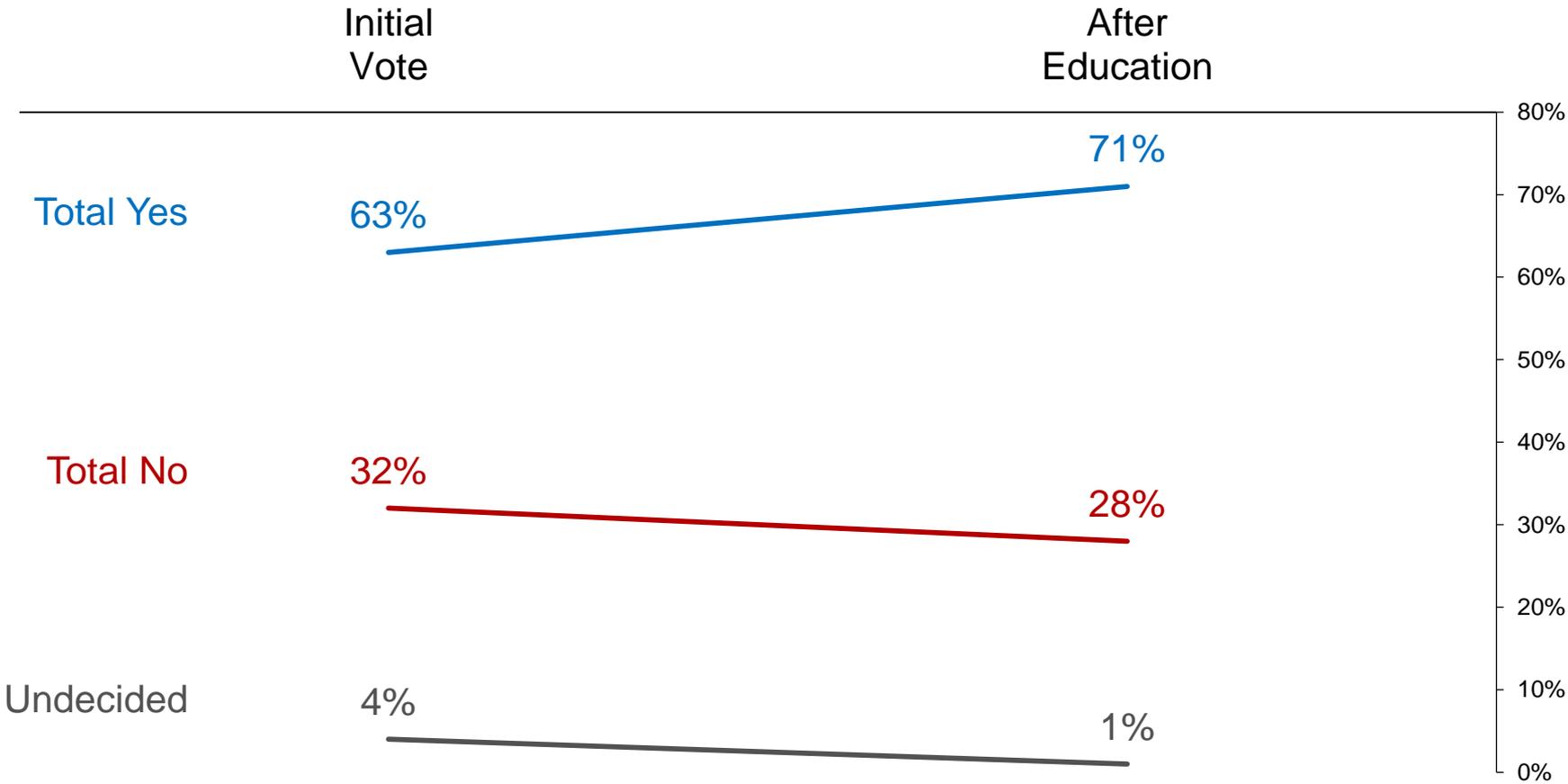
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for the Southeast Polling Area

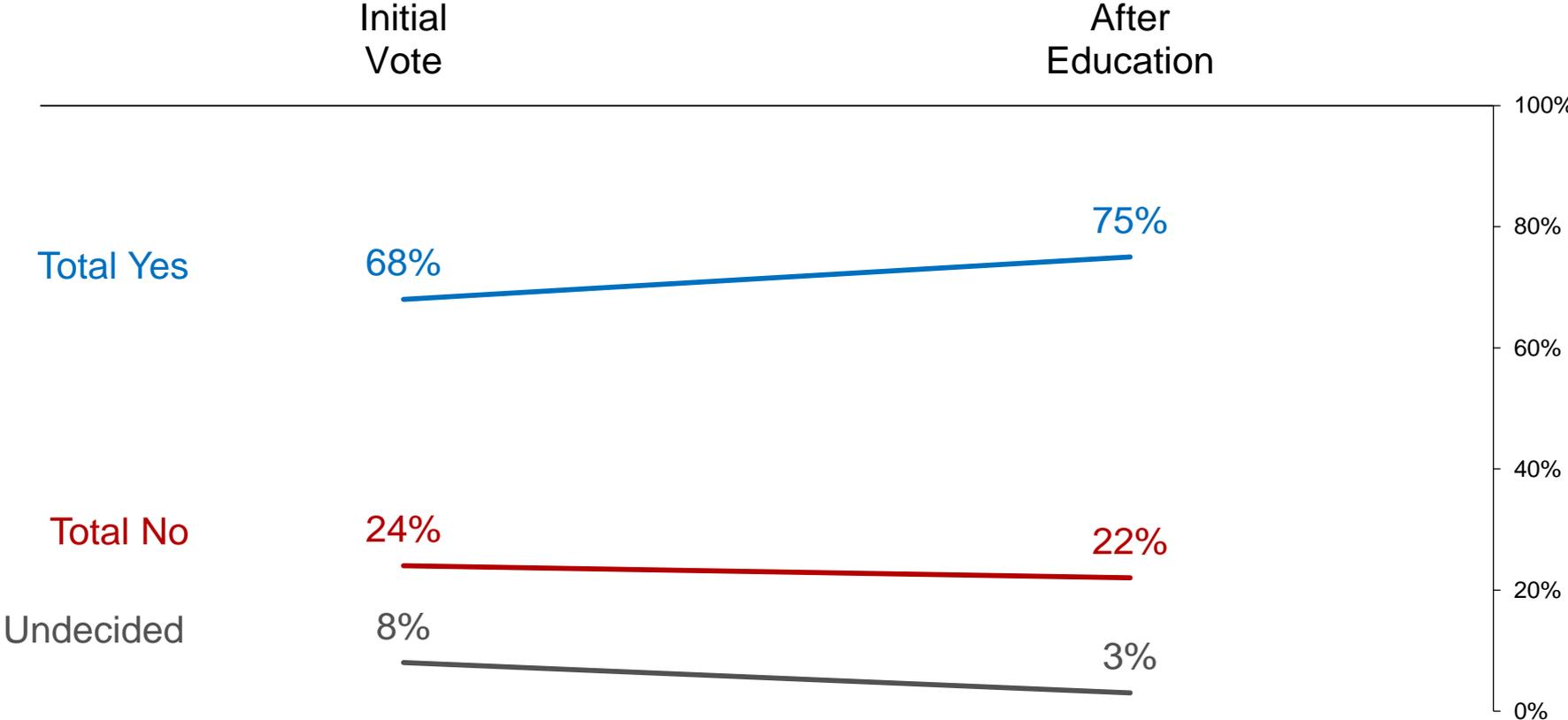
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

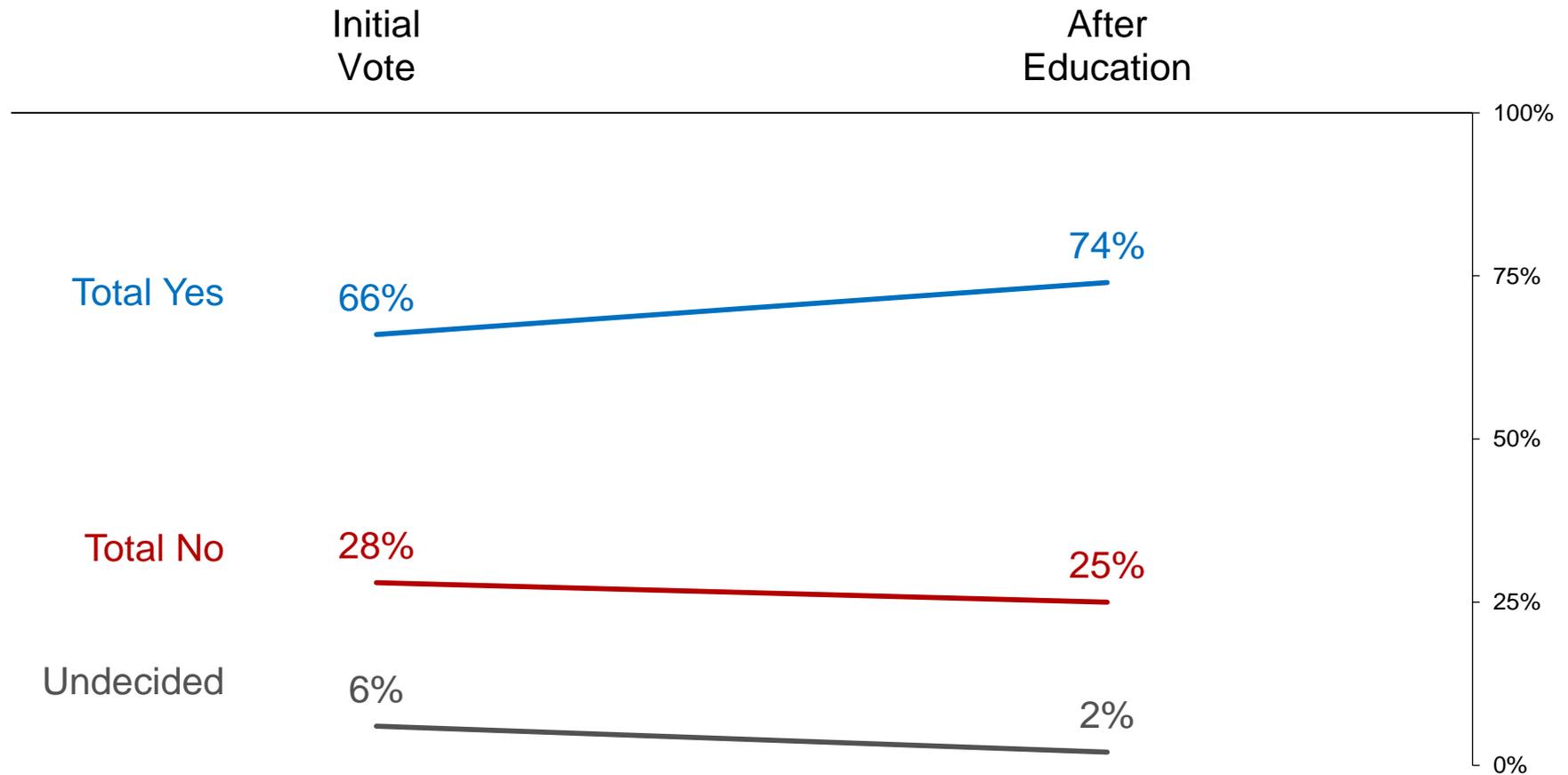
Vote Progression for the Westside Polling Area

(Combined Sunset/No Sunset)



Vote Progression for Supervisorial District 1

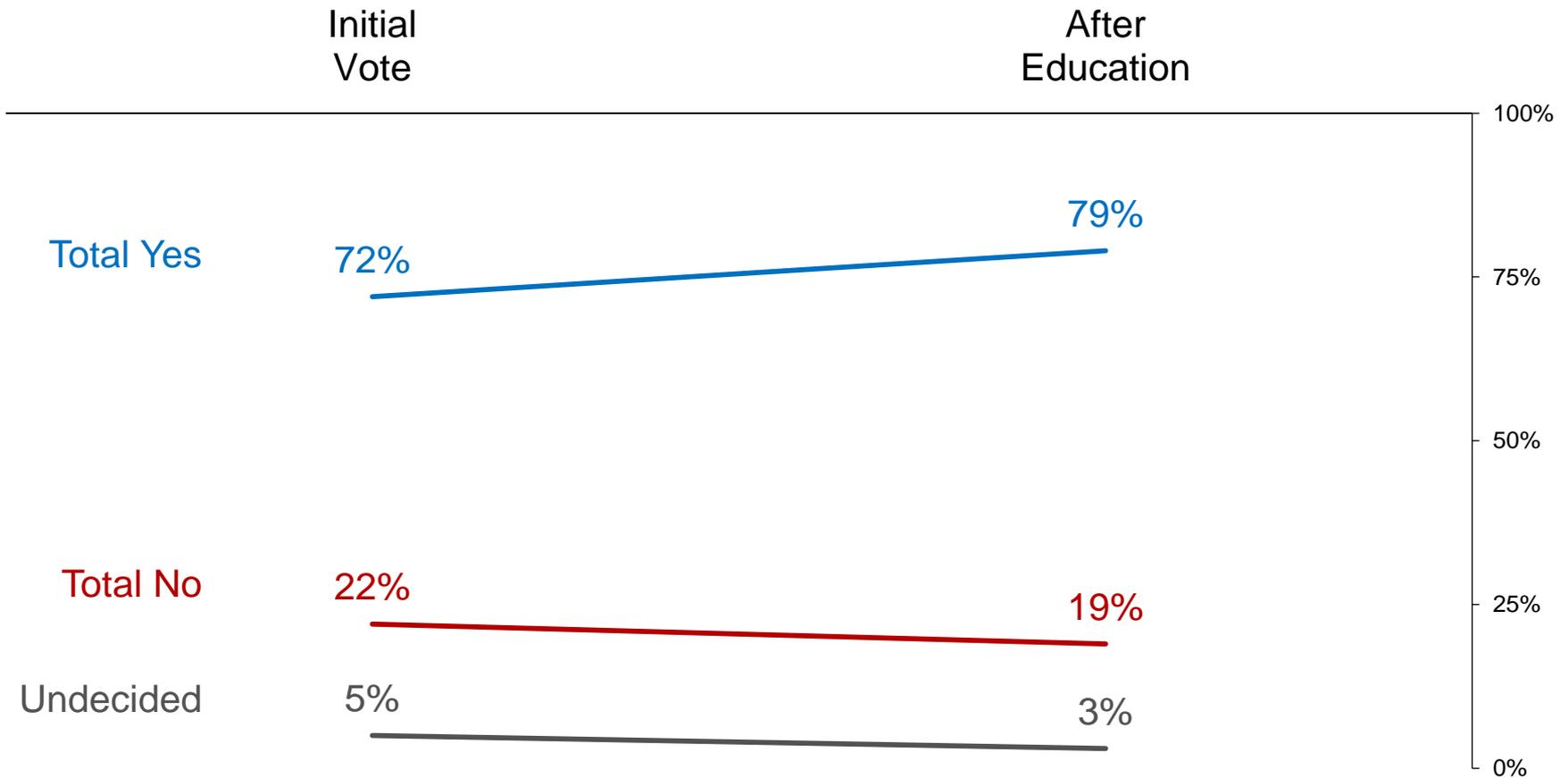
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for Supervisorial District 2

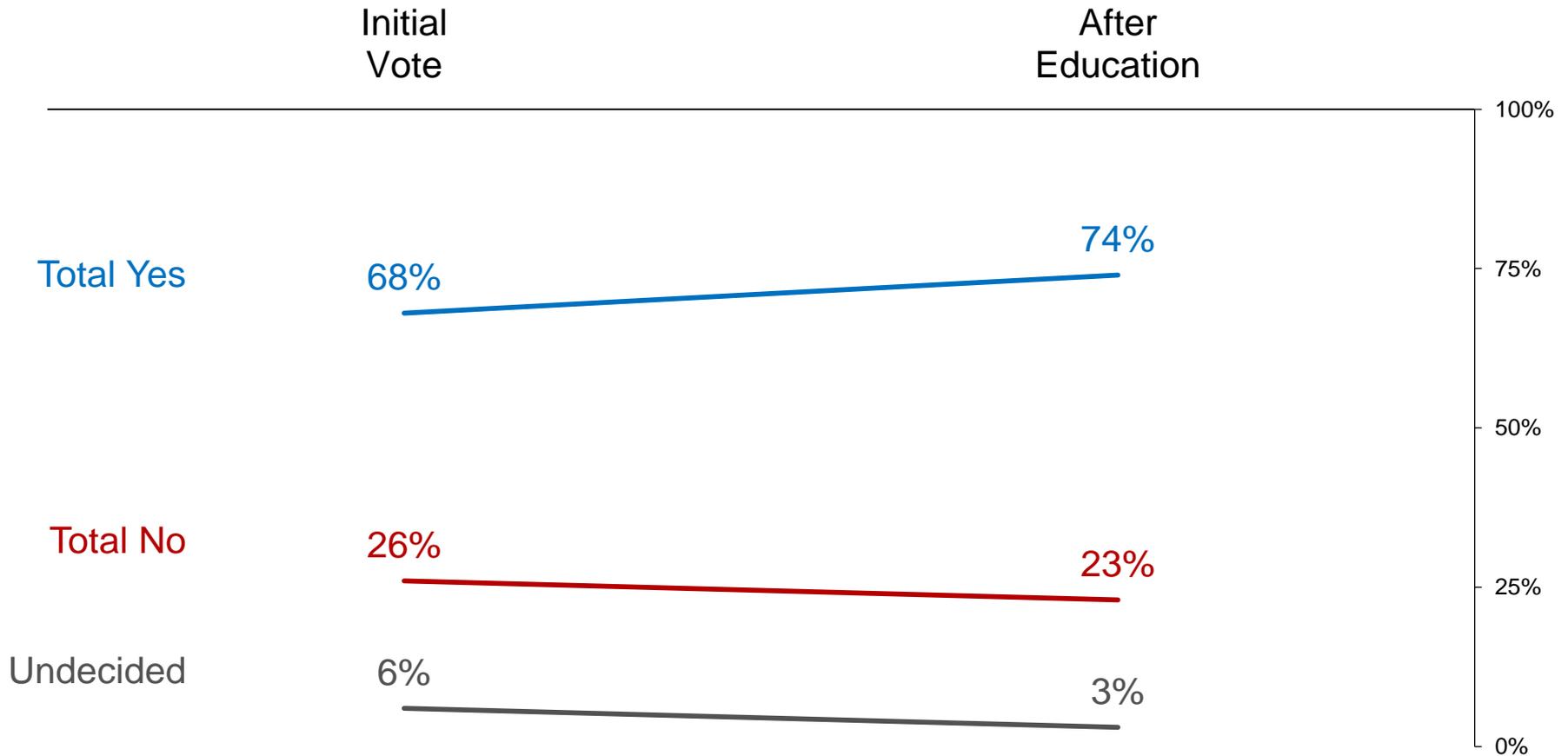
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for Supervisorial District 3

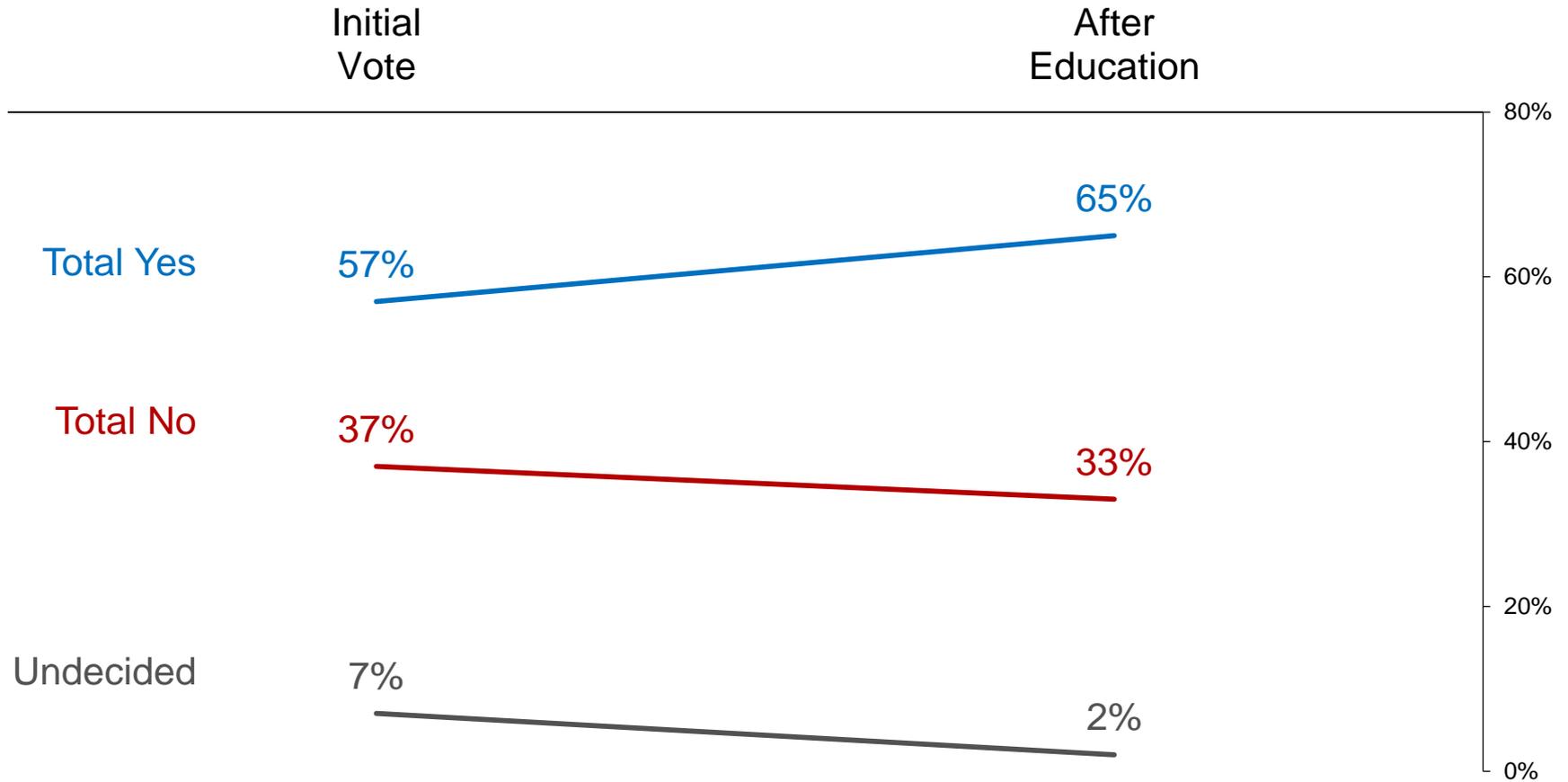
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for Supervisorial District 4

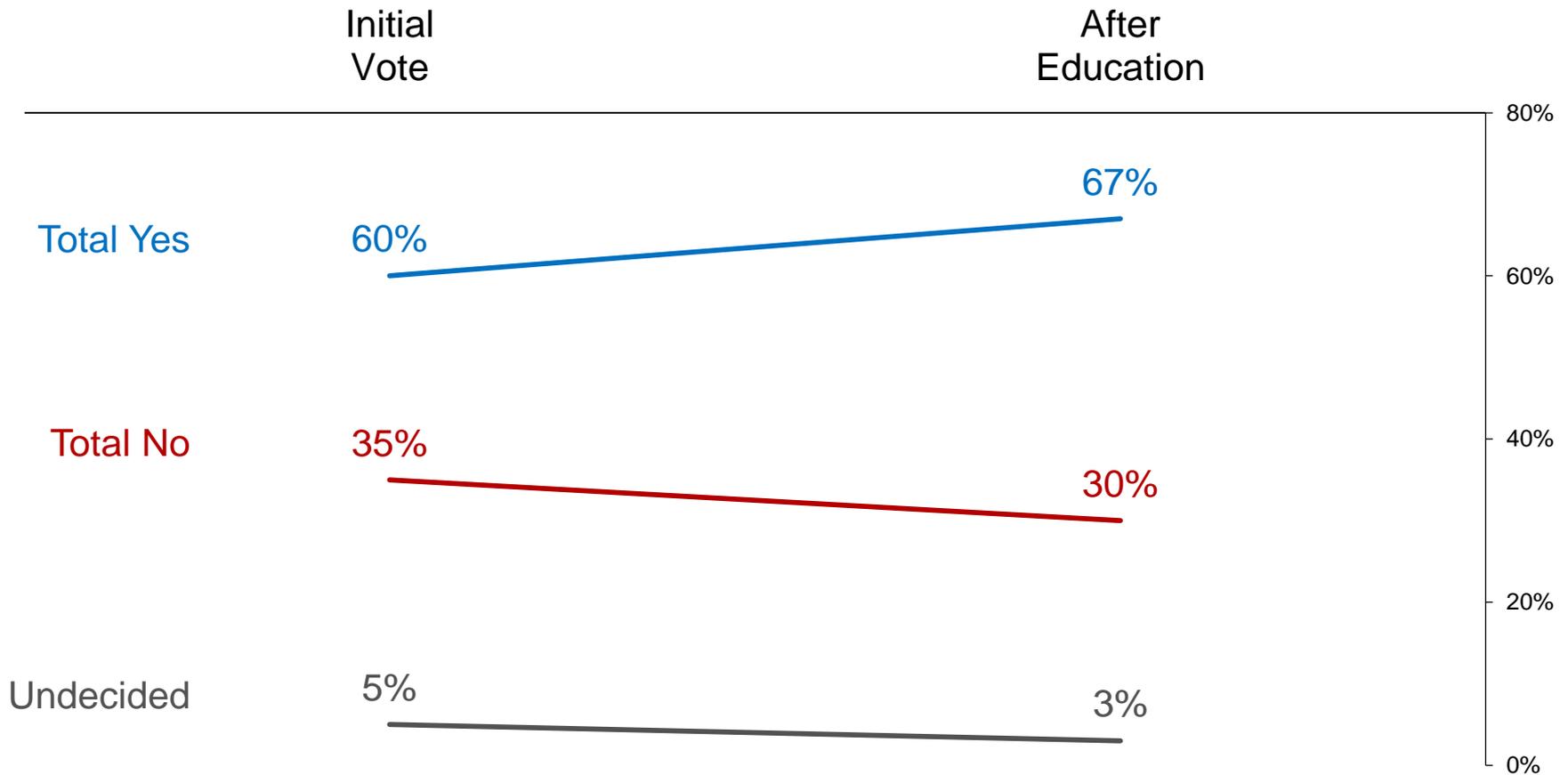
(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for Supervisorial District 5

(Combined Sunset/No Sunset)



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?

Vote Progression for Los Angeles City vs. Balance of the County

(Combined Sunset/No Sunset)

City of Los Angeles

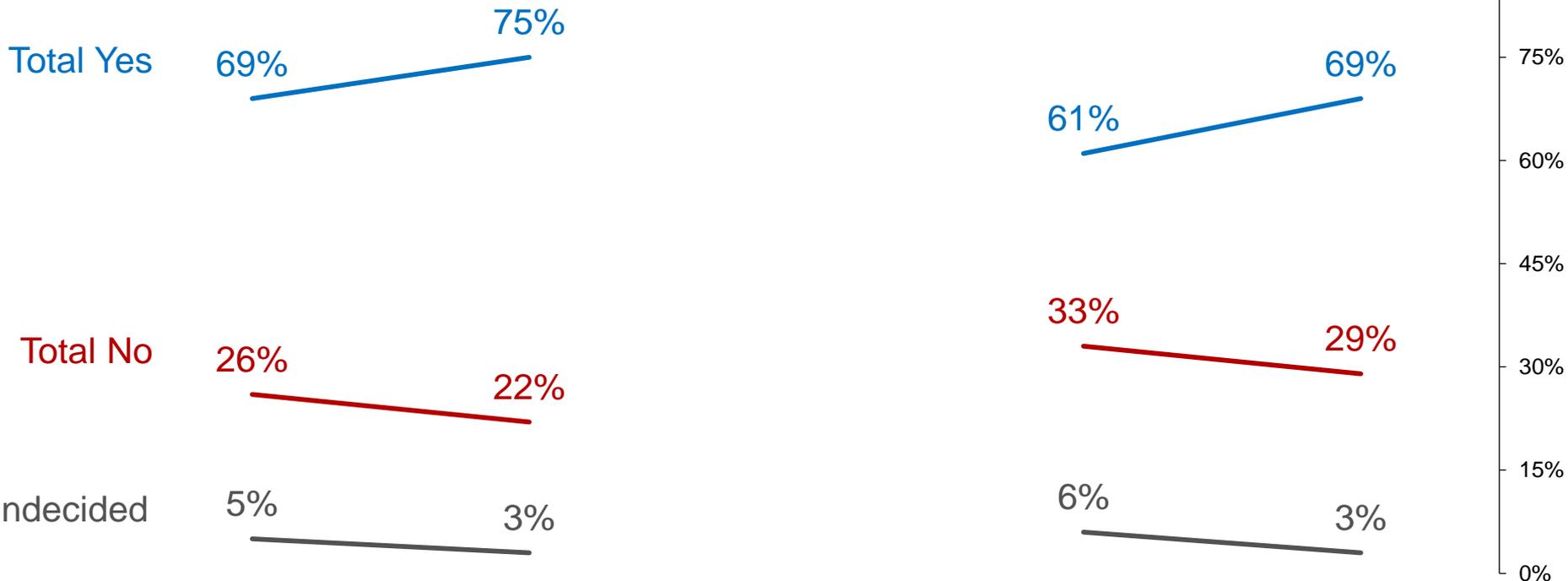
Balance of the County

Initial Vote

After Education

Initial Vote

After Education



Q3/Q4 combined & Q10/Q11 combined. If the election were held today on this measure, do you think you would vote yes in favor or no to oppose it?



Metro

Impact of Position on the Ballot on the Los Angeles County Transportation Measure

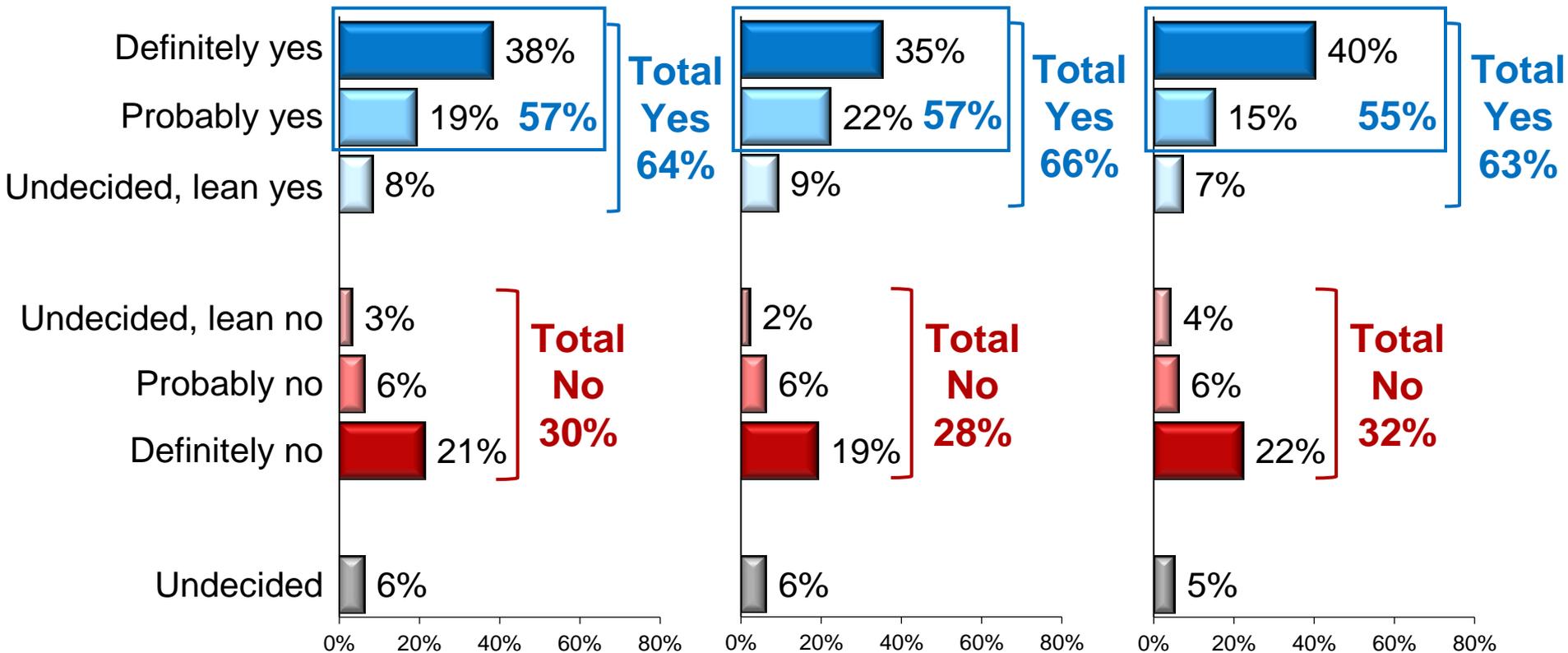
There is no statistical difference in support for the Metro 50-year sunset Measure whether asked first (of the three County measures on the ballot) or last.

(50-Year Sunset Sales Tax)

Total

Metro Asked First

Metro Asked Last



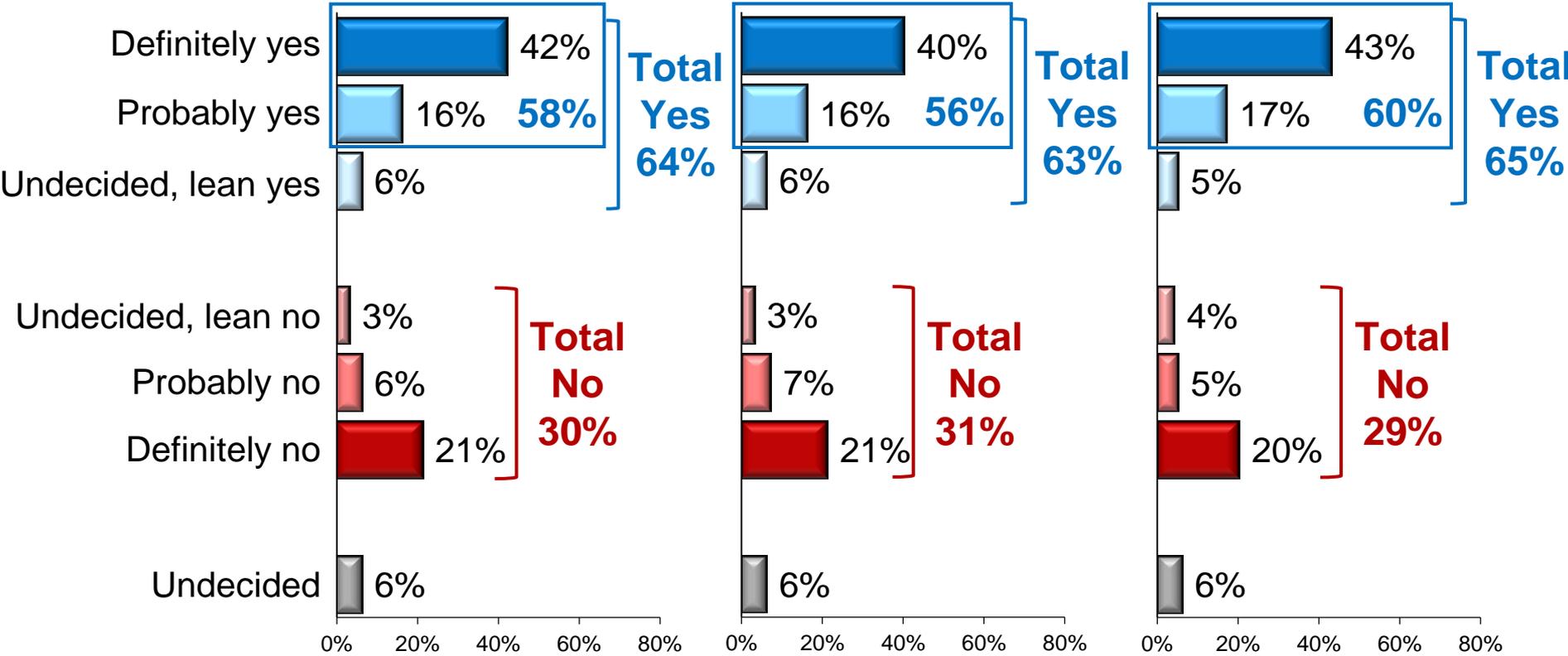
There is no statistical difference in support for the No Sunset Transportation Sales Tax whether asked first (of the three County measures on the ballot) or last.

(No Sunset Transportation Sales Tax)

Total

Metro Asked First

Metro Asked Last





Metro

Metro June 2008 Polling Prior to Measure R Victory

Los Angeles County Transportation Survey 2008



June 2008 - Initial Measure R Vote, Votes After Mention of Area Projects/Information & November 2008 Vote

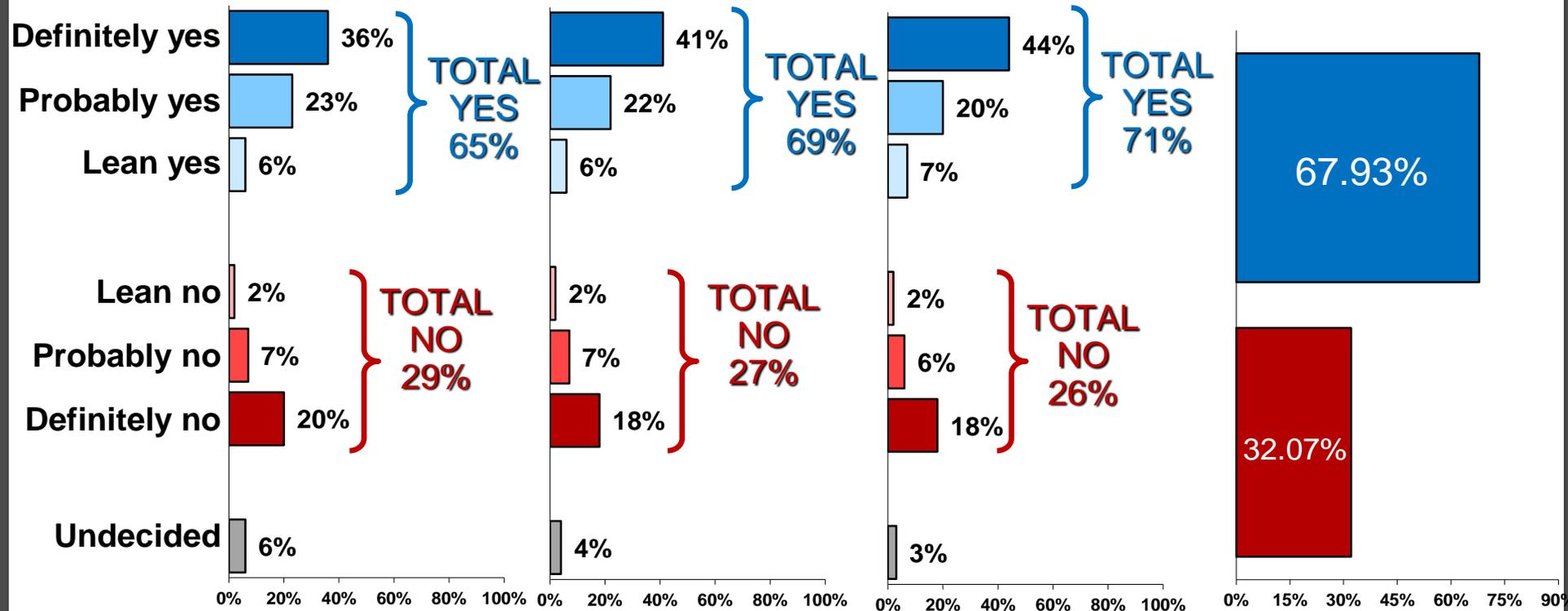
(Combined)

Initial Ballot Survey
Vote

Survey Vote After
Projects/Services

Survey Vote After
Information

Final Election
Results Nov 5, 2008



Key Takeaways

- There are no statistically meaningful differences between a 50-year sunset measure and a no-sunset measure.
- After educational outreach messages, support increases above the two-thirds threshold.
- June 2016 survey vote pattern is similar to June 2008 survey vote pattern – the last Metro poll before the November 2008 Election victory.



Metro

Questions?



Board Report

File #: 2016-0319, File Type: Program

Agenda Number: 49.

2nd REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016

SUBJECT: LONG RANGE TRANSPORTATION PLAN - POTENTIAL BALLOT MEASURE

ACTION: APPROVE PROPOSED LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN ORDINANCE

RECOMMENDATION

CONSIDER:

- A. ADOPTING the **Ordinance, including Expenditure Plan**, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure;
- B. ADOPTING the Resolution requesting the Los Angeles County Board of Supervisors place the Ordinance on the ballot with specific ballot language for the November 8, 2016 countywide general election; and
- C. AMENDING the Fiscal Year (FY) 2017 budget to add \$10.9 million to fund election related and public information costs.

ISSUE

At the March 2016 Metro Board meeting, a Draft Potential Ballot Measure Expenditure Plan for a countywide transportation sales tax measure, as well as an ordinance outline and outreach plan, were presented. The outreach plan was a roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input, with engagement of three main community segments: the public, key stakeholders, and the media. The process included community meetings, briefings for elected officials, press conferences, online outreach, town hall meetings and more. The input was compiled and is presented separately this month in a report entitled "Potential Ballot Measure Public Input and Polling Results" (on the Planning and Programming and Executive Management Committee agendas). One of the top themes that emerged during the public input process and public poll is to provide accessible, convenient and affordable transit for seniors, students and the disabled. While Metro has identified a new dedicated funding stream for this area, this funding can be increased in the future. As the agency evaluates the whole plan in the future, the Metro Board has

the latitude to use funding from Transit Operations or Rail Operations areas for programs that serve seniors, students and the disabled based on growing need.

The Metro Board of Directors approved the release of the draft Plan for public review, and, if it is to be placed on the November 2016 ballot, must now adopt the Los Angeles County Traffic Improvement Plan Ordinance (Attachment A), including the Expenditure Plan, as well as the Resolution calling for an election (Attachment B). The June 2016 Metro Board of Directors Meeting is the last opportunity to approve these documents at a regularly scheduled Board Meeting to comply with the November 8, 2016 general election filing deadlines. Additionally, if the Metro Board of Directors adopts the Ordinance and the Resolution, the projected costs related to the election will need to be added to the FY 2017 Budget, as they are not currently included.

DISCUSSION

Background

The purpose of the Ordinance is to impose an additional one-half percent sales tax on July 1, 2017 and to replace the one-half percent sales tax originally authorized by Measure R after it expires on June 30, 2039. Such a combined sales tax measure is authorized by SB 767 (de León), which was passed on September 15, 2015, and signed by the Governor on October 7, 2015. The authorizing legislation requires that an expenditure plan be developed using a transparent process, including the most recent cost estimates. That Expenditure Plan is Attachment A to the Ordinance (attached to this report as Attachment A). The resolution (Attachment B) requests that the Los Angeles County Board of Supervisors place the sales tax on the November 2016 ballot. The resolution is a requirement to include Metro's special election ballot item with the countywide November 2016 general election.

Ordinance

The Ordinance is a statutory requirement developed to ensure integrity, stewardship, fiscal responsibility, accountability, and transparency for the Expenditure Plan. Modeled after Measure R, the Ordinance addresses changes to deal with improved oversight, a new program structure, no expiration provisions, and other lessons learned. The new program structure has four subfunds that are broadly the same as Measure R, with nine sub-categories. New categories in this Measure are: Metro State of Good Repair; Americans with Disabilities Act (ADA) Paratransit for the Disabled and Metro Discounts for Seniors and Students; and Active Transportation. Guidelines are required to be developed between November 2016 and July 2017.

3% Local Contribution

The Ordinance also includes new provisions for the 3% local contribution to major transit capital projects. The rationale for the contribution is that local communities with a station receive a special benefit due to the direct transit service that is above and beyond the project's benefit to the County as a whole. Due to Metro's inability to consistently enforce the 3% contribution to the projects in the Measure R structure, there has been difficulty in securing federal funding without increased assurances. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro. The agreements shall be in accordance with guidelines adopted by

the Board. These guidelines will include provisions that allow for local jurisdictions to meet all or a portion of their 3% local contributions through investments in active transportation and first/last mile investments that are included in the Project scopes, consistent with station area plans jointly developed by Metro and affected jurisdictions. The Ordinance will seek the ability to withhold up to 15 years of local return funds from this new measure only for local agencies that fail to reach a timely agreement with Metro on their 3% contribution. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. As defined in the Ordinance, the local funding contribution shall be paid by each incorporated city, and the County of Los Angeles for those projects in unincorporated areas, based upon the percent of the project's total centerline track miles to be constructed within that jurisdiction's borders if one or more stations are to be constructed within the borders of that jurisdiction. In some cases, principally in smaller cities, the default withholding of 15 years of local return from only this new measure will be less than a formal 3% contribution. In these cases, the cities involved can elect to default with no other impact, thereby lowering their contribution to less than 3%.

The 3% local funding contribution represents up to \$830 million in funding outside of the direct sales tax revenues critical to support the accelerated project delivery schedules and geographic equity identified in the Final Expenditure Plan. Absent the 3% local funding contribution, projects may have to be delayed until other Long Range Transportation Plan (LRTP) identified revenues are available. This could create regional inequity and subsequently require the increased use of LRTP identified funds in subregions beyond those captured in the optimal subregional targets. An agreement approved by both Metro and the governing board of the jurisdiction shall specify the total project cost as determined at the conclusion of preliminary engineering (30% plans), the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases.

Expenditure Plan

Staff evaluated the feedback received during the review period and revised the plan where possible, with several timing adjustments when financially feasible. The revisions made to the March 24, 2016 Metro staff recommendation all originated from the Metro Board of Directors or with various stakeholder groups. The most significant changes made were to:

- Eliminate the 2057 end date to the ordinance to enable project acceleration and more local return;
- Add funding for Local Return from Metro administrative costs in FY 2018 (1%) and later in FY 2040 (3%) from capital program funding; and
- Make the 1% Regional Rail increase in FY 2040 a “shall” instead of a “may”, provided that regional rail operators meet specific performance standards pre-established by the Metro Board of Directors.

These changes were made as a response to the most frequently heard requests from stakeholders during the comment period. Eliminating the horizon end date of the Draft Potential Ballot Measure Expenditure Plan provides more funding for the plan, which can be leveraged for earlier project delivery in a fiscally responsible manner. By not limiting the tax to 40 years, less aggressive debt assumptions can be made to deliver the proposed plan. It also allows flexibility for Metro to respond to future unforeseen conditions, while properly maintaining safe and reliable infrastructure in perpetuity within Los Angeles County.

Local Return Increase

Local Return was increased by 1% of net revenues in FY 2018 and 3% of net revenues in FY 2040, for a total of 20%. These funds will be from Metro administrative funds (1%), and Transit or Highway Capital funds as determined prior to FY 2040 by the Metro Board of Directors (3%). As a consequence of a no sunset term, this increase can occur with no impacts to the schedules of current projects in the Expenditure Plan, as listed in Attachment A. This revision addresses the concerns of stakeholders who want to know how their neighborhoods will directly benefit from this measure, separate from the issues of countywide congestion relief measures. By placing 20% of the net tax measure funds into the hands of the local cities for improvements, voters will see even greater improvements to the transportation infrastructure in their own neighborhoods, such as street repair, pedestrian and bicycle facilities, and transit. These two Local Return increases (1% in FY 2018, and another 3% in FY 2040) will result in \$3.4+ billion added to local streets, roads, and transit services. Of note, Local Return is to be used to augment, not supplant, existing local revenues beings used for transportation purposes.

Acceleration

Accelerating projects was a clear desire of the public that we heard in our outreach. The elimination of the 40-Year horizon year of 2057 has the following benefits, even after accounting for the Local Return and Regional Rail revisions discussed above:

- Two Council of Government Programs valued at \$165 M in the Las Virgenes Malibu area are accelerated for geographic equity;
- 42 years of total acceleration is achieved for projects valued at \$9.4 B (2015 \$'s);
- Two new projects are added to the plan and are valued at \$3.9 B;
- Three project upgrades are included later in Plan (beyond 2060) to synch them up with the mode (LRT or HRT) used in the performance metrics evaluation; and,

The specific accelerations made possible by the revised Plan are shown in Table 1, a summary of the Expenditure Plan schedule changes:

Table 1: Summary of Expenditure Plan Schedule Changes:

Project and Planning Area		BEFORE: Draft 40-Yr. Potential Ballot Measure for Public Review (3/24/2016)		AFTER: No Sunset Potential Ballot Measure Staff Rec's (as of 6/6/2016)		Summary of Notes Below: 2 COG programs accelerated for equity; 42 yrs of acceleration, proj. value \$9.4B; 2 new projects added, value \$3.9B; and, 3 project upgrades later in Plan.
Project:	Subregion	Start	Open	Start	Open	
Las Virg./Malibu ATP etc.	LVM	FY 2018	FY 2057	FY 2018	FY 2032	FY '32 opening for geo. equity: LVM had no major projects in 1 st 15 yrs.
Las Virg./Malibu Hwy. Eff.		FY 2018	FY 2057	FY 2018	FY 2032	
Orange Line BRT Improve.	SF	FY 2024	FY 2028	FY 2019	FY 2025	5 year acceleration to optimal schedule
West Santa Ana Segment-1	GC	FY 2023	FY 2029	FY 2022	FY 2028	1 year acceleration (CEQA only helps)
Green Line Ext. to Torrance	SB	FY 2031	FY 2035	FY 2026	FY 2030	5 year acceleration in new Plan
West Santa Ana Segment-2	GC	FY 2038	FY 2047	FY 2032	FY 2041	6 year acceleration with New Starts
I-5 from I-605 to I-710	GC	FY 2041	FY 2047	FY 2036	FY 2042	5 year acceleration in new Plan
Crenshaw Northern Ext.	W	FY 2049	FY 2055	FY 2041	FY 2047	8 year acceleration in new Plan
Lincoln Blvd. BRT	W	FY 2050	FY 2054	FY 2043	FY 2047	7 year acceleration in new Plan
Green Line East to Norwalk	SC	FY 2051	FY 2057	FY 2046	FY 2052	5 year acceleration in new Plan
Gold Line Eastside Ext. 2nd	SC	Not Included in 40 Year Plan		FY 2053	FY 2057	Adds 2 nd Alignment in new Plan
High Desert Multi-Purpose Corridor - LA County Seg.	SC			FY 2063	FY 2067	Adds LA County segment to Plan
Orange to Gold BRT to LRT	SC	Perf. Model based on higher mode (LRT/HRT, not BRT)		After FY 2060		Later Conversion to Light or Heavy Rail Transit (LRT/HRT) Noted in New Plan
Vermont Corridor to HRT	SC					
Lincoln Blvd. BRT to LRT	SC					

The four technical factors influencing the summary of the Expenditure Plan Schedule Changes in Table 1 above include:

- Delivery approach (including project readiness);
- New funding availability through “no sunset”;
- Environmental review assumptions (may be expedited using CEQA); and
- Performance modeling ratings

Additional Acceleration

Additional acceleration requests for the first 50 year period were considered but were not possible due to our recommendation to fund higher Local Return and Regional Rail percentages in the Plan. In light of these requests, we are recommending that the Metro Board of Directors consider criteria for later acceleration through the decennial comprehensive assessment process, examples of which could include:

- Improved metrics compared to other projects as projects are refined and approach shovel readiness;
- Project readiness compared to stalled projects that are delayed due to funding or environmental clearance issues, for example:
 - Available local funding such as supplemental local sales tax ballot measure;
 - Available private investment when their funding assumes such P3 investment;
 - Unique qualities that attract federal funding such as access to health care and affordable housing development opportunities; and
 - Ease of property acquisition or use due to available right of way and/or municipal or Metro-owned properties.

The Ordinance does provide for schedule acceleration based upon a 2/3 vote of the Metro Board, as long as no Expenditure Plan projects or programs are delayed. A public notice is also included in the Ordinance.

Regional Rail Increase

Metro staff is also responding to concerns raised about Regional Rail funding. Specifically, we recommend that Regional Rail be increased an additional 1% in FY 2040 if Metrolink meets the performance criteria to be established by the Metro Board of Directors. These funds will be available to improve regional rail service or for capital improvement and state of good repair purposes.

Technical Corrections

Other changes from the Draft Expenditure Plan issued in March 2016 include the funding composition of the South Bay Green Line Extension, the I-105 Express Lanes and the BRT Connector Orange/Red to Gold Line. The South Bay Greenline Extension, when coupled with its Measure R funding, was over-funded. The I-105 Express Lanes project was funded using South Bay resources in non-South Bay subregions. We corrected for these two problems and refund \$293.5 million to the Transportation System and Mobility Improvement project in the South Bay area, as shown in Table 1.

The Bus Rapid Transit (BRT) Orange/Red to Gold Line was split 50%/50% between the San Fernando Valley and the Arroyo Verdugo areas but the correct split was 10%/90% respectively. We corrected that problem through a project reallocation exchange between the two areas. This created

a new project addition for the San Fernando Valley Subregion, entitled San Fernando Valley Transportation Improvements, which includes eligible funding for the North San Fernando Valley BRT and soundwalls in the Tujunga, Sunland, Shadow Hills, and Lake View Terrace. SR 71 was to be phased into two parts, but is now combined into one phase, should the ballot measure pass. On I-710 South, we no longer phase the project north and south, but rather by early action versus later action based on project need and we changed a funding reference to “alternative revenue sources” instead of “goods movement fees”.

In order to expedite overall environmental requirements, and thereby ensure eligibility for future federal funding participation, the West Santa Ana project needs to be listed as a single project, as opposed to phases. Measure M cash flow requirements can be expedited by public-private partnership. This technical correction is reflected in Attachment A.

Staff also clarifies that the Gold Line Eastside First Alignment is to be one alignment selected through the current environmental processes. The second alignment is added later in the plan and will require separate environmental clearances at the appropriate time.

Finally, staff clarifies in Attachment A that all years are “fiscal year” not “calendar year.” Accordingly, per Board approved Motion 18 from Director Knabe, the Airport Metro Connector Project available funding is adjusted to reflect the current project schedule on a calendar year basis.

Oversight

The Ordinance requires an Independent Taxpayer Oversight Committee to provide an enhanced level of accountability for expenditures. The committee will be comprised of seven members with backgrounds in finance, construction, design, the judicial system, transit operations or labor practices, and government spending. The committee will meet to provide a quarterly funds review, an annual audit review, and a comprehensive five year program review to ensure that the planned purposes for the Ordinance are properly administered.

The Ordinance also includes a provision requiring comprehensive assessment by the Metro Board of Directors once every ten years, starting in FY 2027. The oversight committee shall review and provide input to the analysis, which will be adopted by the Metro Board.

Future

The proposed ten year comprehensive assessment will look forward at projects not yet completed, and, later in the plan period, at which projects or programs can be added. Any additions to the Expenditure Plan by the Metro Board of Directors would be through this decennial process, and could not delay any projects already included in the plan. Any cost savings from any completed subregional projects or programs will be returned to the appropriate geographic subregion or system connectivity program, to maintain equity, and may also be reallocated through this process. A description of the system connectivity program is included in Attachment C.

DETERMINATION OF SAFETY IMPACT

Adopting the Ordinance and the Resolution, and amending the budget for related costs will not have any adverse safety impacts on employees and patrons. A successful ballot measure will improve Metro's ability to provide expanded service, as well as better maintain its assets, improving safety for employees, patrons, and the public in general throughout the County.

FINANCIAL IMPACT

The financial impact of the staff recommendation is limited to the costs of placing the measure on the ballot and funding the related voter information costs. The FY 2017 budget will be amended adding \$10.9 million.

Approval of the ballot measure by the voters of Los Angeles County would increase the agency's revenues by a projected \$120+ billion between FY 2018 and FY 2057. These revenues would be used to fund the projects and programs described in the Expenditure Plan in Attachment B.

Impact to Budget

The additional cost to the FY 2017 Metro Budget for this Ordinance is approximately \$10.9 million. The election costs include \$8.4 million, estimated by the County Registrar as the fee for placing the based measure on the ballot, which should be added to the 1010 cost center (the Board Office) in the New Sales Tax Initiative project/task number 405201/01.01. The remaining \$2.5 million should be added to the Communications Executive Office cost center 7010, in the same project/task numbers (405201/01.01), for information costs.

The proposed source of funds for this action is a combination of Measure R administration and general funds based on availability. These funds are available for use on transportation projects.

ALTERNATIVES CONSIDERED

The proposed sales tax measure is a way to implement a more robust transportation system that will better enable the County to keep pace with the population and employment growth. One option considered is to not move forward with a sales tax measure, to avoid the related costs. However, through the "bottoms-up" approach used to develop the Plan, and the subsequent outreach and review process, Metro has repeatedly heard that this type of transportation funding is essential to meet the transportation demands of the region.

In March 2016, the Board was presented with a 40-year draft expenditure plan. It was determined that only an indefinite ballot measure could provide the type of desired transportation solutions indicated by the stakeholder comments. To that end, Metro staff recommends leaving the termination of the proposed ballot measure up to future voters, with no specified sunset date. This recommendation creates a sustainable financial source for maximum early project delivery, increased fiscal responsibility, more local return, more State of Good Repair, saves taxpayer money through reduced debt risk, and provides for the ability to tackle the transportation infrastructure challenges of tomorrow, not just today, but once and for all.

Response to a Tabled Metro Board of Director Motion from March 2016

In response to a motion made by Directors Butts, Knabe and DuBois at the March 24, 2016 Metro Board of Directors meeting that was tabled, Metro staff has analyzed the impact of accelerating the delivery of all Measure R transit and highway program. Foundational to this analysis is the parameter that the Board's December 2, 2015 directive to staff remain unchanged and intact, that is-- High performing projects are accelerated, in the project sequencing of the measure, **but only to the extent that other existing LRTP projects are not delayed from their current LRTP funding schedules**. Thus, the alternative Potential Ballot Measure scenario proposal would entail the following elements:

- High performing projects would "...not be allowed to 'cut in line' ahead of projects already promised in Measure R."
- A subset of "all Measure R Transit projects" would therefore have to be accelerated in order to be sequenced "on par" with the high performing projects (as compared to keeping their original LRTP schedule); and
- Completion of "critical goods movement projects in the Measure R Highway Program - including completion of the I-710 South Improvements by 2032".

The results of our analysis show that this scenario would introduce an unsurmountable level of risk into the Potential Ballot Measure Expenditure Plan (the Plan). Specifically:

- An immediate and unsurmountable capital program deficit would exist starting in FY 2021;
- The deficit would rapidly climb to more than \$11 billion by 2025 and peak at more than \$20 billion in FY 2030;
 - If the SR-710 North project were to be included in the critical goods movement projects from Measure R, the deficit peaks at \$25 billion by FY 2030;
 - These deficit figures do not include the more than \$1.25 billion in annual debt service, making the cumulative challenge far worse; and,
- Attempting the aggressive borrowing to close these gaps would impact our transit operations

so severely that even extensive service cuts would not close the gaps.

Such a programmatic outcome is untenable and not recommended.

NEXT STEPS

Attachment D, Metro's Plan to Ease Traffic, will be used to summarize the staff recommendation for the Expenditure Plan. If approved, Metro Staff will submit the resolution, the proposed ballot measure, and the back-up documentation to the Offices of the Los Angeles County Registrar-Recorder/County Clerk and County Board of Supervisors by the August 12, 2016 deadline, per the Schedule to Inclusion on the Ballot (Attachment E). The letter "M" will be requested as the designation by the August 17, 2016 deadline, with "E" and "T" as alternatives. Following letter selection, the public information materials on the proposed measure will be finalized and sent out to all Los Angeles County registered voters. Staff will continue to provide support and information as needed, including the Updated Major Capital Project Descriptions found in Attachment F.

Additionally, the CEO will return to the Metro Board of Directors to present the agency's Program Management Plan in October 2016 outlining how Metro Staff plans to manage the proposed program.

ATTACHMENTS

Attachment A - Ordinance and Expenditure Plan

Attachment B - Resolution

Attachment C - System Connectivity

Attachment D - Presentation (Under Separate Cover)

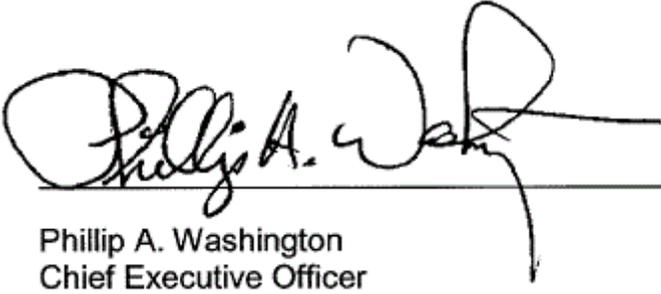
Attachment E - Schedule to Inclusion on Ballot

Attachment F - Updated Major Capital Project Descriptions

Prepared by: David Yale, Managing Executive Officer, (213) 922-2469
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Stephanie Wiggins, Deputy Chief Executive Officer

Reviewed and
Approved by: Phillip A. Washington, Chief Executive Officer



Phillip A. Washington
Chief Executive Officer

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RESOLUTION CALLING SPECIAL ELECTION ON AN ORDINANCE PROPOSING AN ADDITIONAL RETAIL TRANSACTIONS AND USE TAX AND EXTENSION OF AN EXISTING RETAIL TRANSACTIONS AND USE TAX FOR TRANSPORTATION PURPOSES TO BE SUBMITTED TO THE VOTERS OF THE COUNTY AT THE SPECIAL ELECTION AND REQUESTING THE CONSOLIDATION OF THE SPECIAL ELECTION WITH THE NOVEMBER GENERAL ELECTION

WHEREAS, on June 23, 2016, the Los Angeles County Metropolitan Transportation Authority (“Metro”) ordered that a proposed ordinance to add an additional ½ cent sales tax and to extend the existing traffic relief sales tax to fund a Los Angeles County Traffic Improvement Plan, be submitted to the voters of Los Angeles County at a special election on November 8, 2016; and

BE IT RESOLVED by Metro that, pursuant to Section 130350 of the California Public Utilities Code, a special election is hereby ordered and called to be held on Tuesday, November 8, 2016, and that the following Proposition be submitted to the electors of the County of Los Angeles at the special election.

BE IT FURTHER RESOLVED that Metro requests that the Board of Supervisors of the County of Los Angeles, State of California, consolidate the special election with the November General Election and place the Proposition upon the same ballot as shall be provided for the General Election to be held on the 8th day of November 2016, and, that the same precincts, polling places, and precinct board members as shall be used for the General Election shall be used for the Special Election pursuant to California Elections Code Sections 10400 et seq.

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BALLOT PROPOSITION

The exact form of the Proposition as it is to appear on the ballot is as follows:

<p>Los Angeles County Traffic Improvement Plan.</p> <p>To improve freeway traffic flow/safety; repair potholes/<u>sidewalks</u>; repave local streets; earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and all funds controlled locally?</p>	<p>YES</p>
	<p>NO</p>

EXHIBIT ATTACHMENTS

The complete text of the proposed ordinance, including Attachment A, entitled "Expenditure Plan," and Attachment B, ~~the map~~ entitled "Subregional Maps," is attached as Exhibit 1 ~~Attachment B~~. These documents are incorporated herein by reference.

PROCLAMATION

Pursuant to Section 12001 of the California Elections Code, Metro hereby PROCLAIMS that a special County-wide election shall be held on November 8, 2016, to vote upon the Proposition set forth in this resolution. Pursuant to Section 14212 of the California Elections Code, the polls shall be open for said election from 7:00 a.m. to 8:00 p.m. The Los Angeles County Registrar-Recorder shall cause this proclamation to be published in a daily newspaper of general circulation, printed, published, and circulated in Los Angeles County, at least one (1) time before the 8th day of November, 2016, pursuant to Section 130351 of the California Public Utilities Code and Section 9163 of the California Elections Code.

1 FILING RESOLUTION

2 The Chief Executive Officer of Metro, or his designee, is ordered to file a copy of this
3 resolution with the Clerk of the Los Angeles County Board of Supervisors and the Los
4 Angeles County Registrar-Recorder/County Clerk at least eighty-eight (88) days prior to the
5 date of the election.
6

7 ANALYSIS OF ORDINANCE

8 The County Counsel of the County of Los Angeles is hereby requested to prepare an
9 analysis of said ordinance pursuant to Section 130351 of the California Public Utilities Code
10 and Section 9160 of the California Elections Code.
11

12 CEQA EXEMPTION

13 The California Environmental Quality Act does not apply to this tax proposal, according
14 to Section 21080(b)(8) and (10) through (13) of the California Public Resources Code, and
15 Sections 15273, 15275, 15276 and 15378(b)(4) of Title 14 of the California Code of
16 Regulations.

17 This tax is proposed for the purpose of (1) meeting operating expenses; purchasing or
18 leasing supplies, equipment or materials; meeting financial reserve requirements; obtaining
19 funds for capital projects necessary to maintain service within existing service areas; (2)
20 increasing funds for the existing public transit service programs; (3) instituting or increasing
21 passenger or commuter services on rail or highway rights of way already in use and/or (4)
22 the continued development of a regional transportation improvement program.

23 Metro hereby finds that the purpose of this tax includes supplementing existing tax
24 revenues to meet a demonstrated shortfall due to decreasing federal funding and
25 increasing transportation costs needed to complete the Los Angeles County transportation
26 system as set forth in the Regional Transportation Improvement Program, which is
27 incorporated herein by reference, including funding to meet operating expenses, purchase
28 or lease of equipment or materials, meet financial reserve needs and requirements and to
29 obtain funds for capital projects necessary to maintain service within existing service areas
30 and to assist in meeting stricter air quality standards and accessibility requirements.

31 The Chief Executive Officer of Metro, or his designee, is directed to promptly file a
32 Notice of Exemption under the California Environmental Quality Act.
33
34

1 ELECTION/REGISTRAR-RECORDER

2 Metro staff is hereby instructed to cooperate with the Los Angeles County Registrar-
3 Recorder and to perform or cause to be performed such functions preliminary to the conduct
4 of the special election as may be agreed upon with the Registrar-Recorder.

5 Pursuant to Section 130351 of the California Public Utilities Code, the cost incurred by
6 Los Angeles County in conducting the special election shall be reimbursed by Metro.

7 The Los Angeles County Board of Supervisors is hereby authorized to canvass the
8 returns of the special election requested herein to be consolidated with the November 2016
9 general election.

10 Pursuant to Section 130350 of the California Public Utilities Code, the vote
11 requirement for the Proposition shall be an affirmative vote of two-thirds (2/3) of the votes
12 cast on the Proposition.

13
14 ARGUMENTS

15 Metro hereby authorizes the Chairman of the Board of Directors of Metro to file a
16 written argument in support of the Proposition and the rebuttal argument.

17
18 REQUEST FOR LETTER IDENTIFYING PROPOSITION

19 Metro hereby requests that the Registrar-Recorder identify the Proposition as
20 "Proposition M." In the event that the letter "M" is not available, Metro requests that the
21 Registrar-Recorder identify the Proposition as "Proposition E." In the event that neither the
22 letter "M" nor the letter "E" is available, Metro requests that the Registrar-Recorder identify
23 the Proposition as "Proposition T." In the event that none of the above letters are available,
24 Metro hereby authorizes the Chief Executive Officer, or his designee, to select a letter
25 identifying the Proposition.

26
27 BALLOT PAMPHLET ATTACHMENTS

28 Metro hereby authorizes the Chief Executive Officer, or his designee, to submit any
29 attachments he deems necessary, including Attachments A and B of this resolution, or
30 excerpts thereof, to the Registrar-Recorder for inclusion in the ballot pamphlet.

31
32 NOTICE OF ELECTION

33 Upon receipt from the Registrar-Recorder of the published notice of election, the Chief
34 Executive Officer, or his designee, shall post the notice of election in a publicly available

1 location in the Metro Headquarters Building located at One Gateway Plaza in the City of Los
2 Angeles, California.

3
4 WITHDRAWAL OF PROPOSITION

5 Metro hereby authorizes the Chief Executive Officer to instruct the Registrar-Recorder
6 to withdraw the Proposition from the November 8, 2016 ballot in the event that the California
7 Legislature adopts any statute that prevents the attached Ordinance from taking effect.

8
9 ENFORCEMENT AUTHORITY

10 Metro hereby authorizes the Chief Executive Officer to retain outside legal counsel to
11 take any action necessary to effectuate the purposes of this resolution, including the
12 attached Ordinance.

13
14 I certify that the foregoing resolution was adopted by a majority vote of all members of
15 the Los Angeles County Metropolitan Transportation Authority, at its meeting held on June
16 23, 2016.

17
18
19 _____
20 Michele Jackson
21 Metro Board Secretary

SCHEDULE TO INCLUSION ON BALLOT

REGISTRAR-RECORDER/ COUNTY-CLERK (RR/CC) TIMELINE

August 12, 2016 E-88	<ul style="list-style-type: none"> • Last Day to File Resolution with County Board of Supervisors requesting Measure be placed on November Ballot (Includes Ordinance) • Last Day for County Board of Supervisors to Approve Placement of Measure on Ballot • Last Day to Submit Ordinance and Resolution to RR/CC
August 17, 2016	<ul style="list-style-type: none"> • Last Day to Submit Amendments to Ballot Measure Ordinance & Resolution to RR/CC • Last Day to Submit Letter Designation Request to RR/CC
August 19, 2016 (est.)	Last Day to Submit to RR/CC Arguments for Ballot Measure
Aug. 20 - Aug. 29, 2016	First 10-Calendar Day Public Examination Period (Period of public review to challenge the ballot measure text, ballot measure label, arguments, and impartial analysis.)
August 29, 2016	Last Day to Submit to RR/CC Rebuttals to Arguments Against Ballot Measure
Aug. 30 – Sept. 8, 2016	Second 10-Calendar Day Public Examination Period (Period of public review to challenge rebuttals. Depending on the number of measures on the ballot, RR/CC may decide to have the impartial analysis reviewable in the second period instead of the first.)
Sept. 29 – Oct. 18, 2016	Sample Ballot Booklets and State Ballot Pamphlets Mailed to Each Voter
Oct. 10 – Nov. 1, 2016	First and Last Day of Vote by Mail Period
Nov. 8, 2016	General Election

1 **Ordinance #16-01**

2 **Los Angeles County Traffic Improvement Plan**

3
4 **PREAMBLE**

5 Los Angeles County’s comprehensive plan to improve transportation and ease traffic
6 congestion through the following core goals:

7
8 **Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.

9
10 **Expand the rail and rapid transit system**; accelerate rail construction and build new rail lines;
11 enhance local, regional, and express bus service; and improve system connectivity.

12
13 **Repave local streets, repair potholes, synchronize signals**; improve neighborhood streets
14 and intersections, and enhance bike and pedestrian connections.

15
16 **Keep the transit and highway system safe**; earthquake-retrofit bridges, enhance freeway and
17 transit system safety, and keep the transportation system in good working condition.

18
19 **Make public transportation more accessible, convenient, and affordable** for seniors,
20 students, and the disabled; and provide better mobility options for our aging population.; ~~and~~
21 ~~provide better connectivity and access to public transportation for all.~~

22
23 **Embrace technology and innovation**; incorporate modern technology, new advancements,
24 and emerging innovations into the local transportation system.

25
26 **Create jobs, reduce pollution, and generate local economic benefits**; ~~protect and monitor~~
27 ~~the public’s investments through independent oversight~~; increase personal quality time and
28 overall quality of life.

29
30 **Provide accountability and transparency; protect and monitor the public’s investments**
31 **through independent audits and oversight.**

32
33
34 **SECTION 1. TITLE**

35 This Ordinance shall be known and may be cited as the “Los Angeles County Traffic
36 Improvement Plan” (“Ordinance”). The Ordinance shall include Attachment A entitled
37 “Expenditure Plan” and Attachment B entitled “Subregional Maps” which are attached hereto
38 and incorporated by reference as if fully set forth herein.

39
40 **SECTION 2. SUMMARY**

41 This Ordinance imposes a retail transactions and use tax at the rate of one-half of one
42 percent (.5%) within Los Angeles County to be operative on the first day of the first calendar
43 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.

1 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
2 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
3 Metropolitan Transportation Authority (Measure R).

4
5 SECTION 3. DEFINITIONS

6 The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

7 "Active Transportation" means projects that encourage, promote, or facilitate
8 environments that promote walking, bicycling, rolling modes, or transit use.

9 "ADA Paratransit" means paratransit service for the disabled as provided for by the
10 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

11 "Board of Equalization" means the California State Board of Equalization.

12 "Capital" means any project or program described in Attachment A that qualifies as a
13 capital improvement expenditure.

14 "Capital Improvement Expenditures" means expenditures for the purpose of acquiring,
15 upgrading, or maintaining transportation physical assets such as property, transportation
16 facilities, rail improvements, highways, or equipment, so long as any such expenditures for
17 maintenance substantially extend the useful life of the project. This also includes any physical
18 improvement and any preliminary studies, design, or surveys relative thereto, including, but
19 not limited to, any property of a permanent nature, and equipment needed in connection with
20 such improvements.

21 "Complete Streets" means a comprehensive, integrated transportation network with
22 infrastructure and design that allows safe and convenient travel along and across streets for
23 all users, including pedestrians, users and operators of public transit, bicyclists, persons with
24 disabilities, seniors, children, motorists, users of green modes, and movers of commercial
25 goods.

26 "Expected Opening Date" means the date that a project is expected to be open for use
27 by the public, which is expressed as the first year of a three-year range. With respect to
28 programs, the expected opening date is the last year in which funds are anticipated to be
29 made available for use on the projects that comprise the program.

30 "Expenditure Plan" means that expenditure plan which is attached hereto as
31 Attachment A.

32 "First/Last Mile" means infrastructure, systems, and modes of travel used by transit
33 riders to start or end their transit trips. This includes but is not limited to infrastructure for
34 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared

1 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss
2 and ride and bus/rail interface), signage and way-finding, and information and technology that
3 eases travel (e.g. information kiosks and mobile apps).

4 “Green Streets” means urban transportation rights-of-way integrated with storm water
5 treatment techniques that use natural processes and landscaping and ~~that~~ quantitatively
6 demonstrate that they capture and treat storm water runoff from their tributary watershed
7 through infiltration or other means and are included within the respective Enhanced
8 Watershed Management Plan.

9 “Gross Sales Tax” means the amount of Sales Tax collected by the Board of
10 Equalization pursuant to this Ordinance.

11 “Groundbreaking Start Date” means the first year of a three-year period by which the
12 applicable project sponsor is expected to award a construction contract enabling the
13 beginning of construction. In alternative project delivery methods, such as design-build and
14 public-private partnership contracts, it means the start of the actual construction phase or
15 phases of the project.

16 “Highway Construction” means a capital only project or program that includes all
17 environmental, design, and construction work in public highway and street rights-of-way. This
18 includes ~~e~~Complete ~~s~~Streets, ~~g~~Green ~~s~~Streets, and active transportation improvements such as
19 bikeways and pedestrian improvements.

20 “Interest” means interest and other earnings on cash balances.

21 “Local Return” means funds returned to the cities ~~in~~ within Los Angeles and Los
22 Angeles County, based on population, for eligible transportation-related uses as defined by
23 the Local Return Guidelines to be developed in coordination with ~~the~~ such cities and Los
24 Angeles County and adopted by the Metro Board of Directors. Funds will be eligible for
25 communities’ transportation needs, including transit, streets and roads, storm drains, Green
26 Streets, Active Transportation Projects, Complete Streets, public transit access to recreational
27 facilities, Transit Oriented Community Investments, and other unmet transit needs.

28 “Measure R” means Ordinance No. 08-01, including the attached expenditure plan, of
29 the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board
30 of Directors on July 24, 2008.

31 “Measure R Projects” means those projects and programs identified in the expenditure
32 plan attached to Ordinance No. 08-01.

33 “Metro” means the Los Angeles County Metropolitan Transportation Authority or any
34 successor entity.

1 "Metro Rail Operations" means service delivery for operating and regular and
2 preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro
3 Board of Directors, as well as Metro State of Good Repair.

4 "Metro State of Good Repair" means the repair, rehabilitation, and replacement
5 required to maintain reliable, safe, effective, and efficient rail transit services.

6 "Multi-Year Subregional Programs" means multiple capital projects defined by
7 guidelines adopted pursuant to Section 7(c).

8 "Net Revenues" means Sales Tax Revenues minus any amount expended on
9 administrative costs pursuant to Section 10.

10 "Regional Rail" means regional commuter rail service within Los Angeles County,
11 including operating, maintenance, expansion, and state of good repair.

12 "Sales Tax" means a retail transactions and use tax.

13 "Sales Tax Revenues" means the Gross Sales Tax minus any refunds and any fees
14 imposed by the Board of Equalization for the performance of functions incident to the
15 administration and operation of this Ordinance.

16 "Schedule of Funds Available" means the anticipated schedule for releasing funds to
17 complete projects included in the Expenditure Plan.

18 "Subregion" means "subregional planning area" as shown by the boundaries in
19 "Subregional Maps" attached hereto as Attachment B.

20 "Transit Construction" means a capital only project or program including
21 environmental, design, and construction work in public transit rights-of-way or in support of the
22 capital needs of the public transit system, such as rolling stock, transit stations, or transit stop
23 improvements. Transit construction can also include first/last mile improvements.

24 "Transit Operations" means countywide transit service operated by Metro and the
25 Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted
26 Formula Allocation Procedure (FAP).

27
28 SECTION 4. STATUTORY AUTHORITY

29 This Ordinance is enacted, in part, pursuant to:

30 a. Part 1.6 (commencing with Section 7251) of Division 2 of the California
31 Revenue and Taxation Code; and

32 b. Division 12 (commencing with Section 130000) of the California Public Utilities
33 Code.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

34

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
8 made when:

9 A. The word "State" is used as a part of the title of the State
10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
14 of Equalization, in performing the functions incident to the administration or operation of this
15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
17 referring to the exterior boundaries of the State of California, where the result of the substitution
18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
20 certain sales, storage, use, or other consumption of tangible personal property which would not
21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
25 storage, use, or other consumption of tangible personal property that would not be subject to
26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

1 G. "A retailer engaged in business in Los Angeles County" shall also
2 include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1
3 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in
4 compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered
5 under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be
6 required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or
7 aircraft at an address in Los Angeles County.

8 4. Any person subject to use tax under this Ordinance may credit against
9 that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or
10 retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and
11 Taxation Code with respect to the sale to the person of the property the storage, use, or other
12 consumption of which is subject to the use tax.

13 i. AMENDMENTS. All amendments subsequent to the effective date of this
14 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use
15 taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and
16 Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and
17 Taxation Code, shall automatically become a part of this Ordinance, provided however, that no
18 such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

19 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or
20 other legal or equitable process shall issue in any suit, action, or proceeding in any court
21 against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the
22 collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code,
23 of any tax or any amount of tax required to be collected.

24 25 SECTION 7. USE OF REVENUES

26 a. All Net Revenues generated from the Sales Tax imposed pursuant to this
27 Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and
28 related requirements of all bonds issued and obligations incurred pursuant to this Ordinance
29 that are not satisfied out of separate allocations, shall be allocated solely for the transportation
30 purposes described in this Ordinance.

31 b. Metro shall establish and administer a sales tax revenue fund and such
32 subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax
33 Revenues shall be credited into the sales tax revenue fund and credited to the appropriate
34 subfunds and programs in accordance with the percentages in the column entitled "% of Sales

1 Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall
2 be expended by Metro for the projects and programs described in Attachment A. Metro may
3 expend additional funds from sources other than the Sales Tax imposed pursuant to this
4 Ordinance on the projects and programs described in Attachment A.

5 1. Metro shall establish the following subfunds of the sales tax revenue
6 fund:

7 A. Transit Operating and Maintenance Subfund, for Metro Rail
8 Operations program funds, Transit Operations (Metro and Municipal Providers) program funds,
9 ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

10 i. Metro Rail Operations program funds are eligible to be
11 used for Metro Rail State of Good Repair.

12 ii. Transit Operations program funds are eligible to be used
13 for Metro State of Good Repair.

14 B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction
15 (including System Connectivity Projects – Airports, Union Station, and Countywide BRT)
16 program funds and Metro State of Good Repair program funds. This subfund shall include a
17 Transit Contingency Subfund.

18 i. Transit Contingency Subfund. All Net Revenues allocated
19 to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good
20 Repair, that are not assigned to a specific project or program coded “T” in the “modal code”
21 column of Attachment A shall be credited to the Transit Contingency Subfund.

22 C. Highway, Active Transportation, Complete Streets (Capital)
23 Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway
24 Congestion Programs and Goods Movement) program funds and Metro Active Transportation
25 (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway
26 Contingency Subfund.

27 i. Highway Contingency Subfund. All Net Revenues
28 allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except
29 those allocated to Metro Active Transportation Program, that are not assigned to a specific
30 highway capital project or program coded “H” in the “modal code” column of Attachment A shall
31 be credited to the Highway Contingency Subfund.

32 D. Local Return/Regional Rail Subfund, for Local Return program
33 funds and Regional Rail program funds.

34 2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled “Measure ___ Funding 2015\$” for each project. Such expenditures shall
3 commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the “Expenditure Plan Major Projects” section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the “Measure ___
9 Funding 2015\$” column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the “Multi-Year Subregional Programs”
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled “Measure ___ Funding 2015\$” for each program. Such expenditures shall
18 commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the “Multi-Year Subregional Programs”
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the
26 “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro’s funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

1 revised and updated Long Range Transportation Plan, if the cost and schedule details are
2 provided by the subregions, in a manner consistent with the requirements of the plan.

3 f. Three percent (3%) of the total project cost of any Expenditure Plan Major
4 Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles
5 County, and Los Angeles County for those projects in unincorporated areas, based upon the
6 percent of project total centerline track miles to be constructed within that jurisdiction's borders if
7 one (1) or more stations are to be constructed within the borders of said jurisdiction. An
8 agreement approved by both Metro and the governing board of the jurisdiction shall specify the
9 total project cost determined at the conclusion of thirty percent (30%) completion of final design
10 (which shall not be subject to future cost increases), the amount to be paid, and a schedule of
11 payments. If the total project cost estimate is reduced after the conclusion of thirty percent
12 (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced
13 accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however,
14 shall incur the full cost of any such betterment. Such agreements shall be in accordance with
15 guidelines adopted by the Metro Board of Directors.

16 1. If no agreement is entered into and approved prior to the award of
17 any contract authorizing the construction of the project within the borders of the jurisdiction, or if
18 at any time the local jurisdiction is in default of any sums due pursuant to the approved
19 agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that
20 jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and
21 used to pay for the project until the three percent (3%) threshold is met.

22 g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct
23 a comprehensive assessment of each project and program identified in Attachment A as an
24 "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall
25 determine which projects or programs are either completed, or anticipated to be completed
26 during the next ten-year period. The Measure __ Independent Taxpayer Oversight Committee
27 of Metro, established pursuant to Section 8, shall review and comment on the assessment.

28 Metro shall also conduct a public review prior to the assessment's approval. Upon approval of
29 this assessment by a two-thirds vote, the Metro Board of Directors may:

30 1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional
31 Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not
32 delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure _
33 Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of
28 total funds received in any fiscal year on Green Streets.

30 SECTION 8. OVERSIGHT

31 a. There is hereby established a Measure __ Independent Taxpayer Oversight
32 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
33 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
4 changing situations in the future with regard to technologies and transportation developments.
5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
22 field of transportation project design or construction and a minimum of ten (10) years of relevant
23 experience

24 G. A regional association of businesses representative with at least
25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
31 be subject to conflict of interest provisions. No person currently serving as an elected or
32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

1 quarterly basis to carry out its responsibilities and is hereby charged with the following
2 responsibilities:

3 1. *General Responsibilities*

4 A. The Committee will have the responsibility for approving the scope
5 of work and direct the work of the auditors, to include at minimum the above mentioned areas.
6 Selection of the auditors will follow the Board approved procurement and solicitation policies.
7 The Committee will be involved in the solicitation and selection process of the auditors.

8 B. The Committee shall prepare an annual report on the results of the
9 annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro
10 Board of Directors.

11 C. The Committee shall review all proposed debt financing and make
12 a finding as to whether the benefits of the proposed financing for accelerating project delivery,
13 avoiding future cost escalation, and related factors exceed issuance and interest costs.

14 D. The Committee shall review any proposed amendments to the
15 Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed
16 amendments further the purpose of the Ordinance.

17 2. *Quarterly Responsibilities.* The Committee shall at minimum review the
18 following:

19 A. For each Subfund, make findings on the effective and efficient use
20 of funds.

21 B. For Local Return funds, review the programmed revenues and
22 uses for each of the local jurisdictions.

23 C. For Transit and Highway (Capital), review comparison of budget
24 expended to project milestone completion, comparison of contingency spent to project
25 completion, and review of soft costs expended.

26 D. For Active Transportation Program, review programmed revenues
27 and uses.

28 E. For State of Good Repair, review budget and expenses.

29 F. For Transit Operating and Maintenance (which includes Metro Rail
30 Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors
31 and students, and Regional Rail), review budget and expenses.

32 3. *Annual Responsibilities*

33 A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
2 findings shall include a determination as to whether recipients of Net Revenues allocated and
3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
7 audited, for the purpose of determining compliance by Metro with the provisions of this
8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
9 year. The audit should include a determination as to whether recipients of Net Revenues
10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
15 significant cost increases and/or major scope changes of the major corridor projects identified in
16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
19 Committee shall provide recommendations on possible improvements and modifications to
20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
26 with Section 7(g) and make findings and/or provide recommendations for improving the
27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
29 five (5) years, a comprehensive review of all projects and programs implemented under the Plan
30 to evaluate the performance of the overall program and make recommendations to improve its
31 performance on current practices, best practices, and organizational changes to improve
32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

5
6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as “Local
9 Return” be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

14
15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

23
24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 “Schedule of Funds Available” columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the “Measure __ Funding 2015\$” column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. Metro shall not adopt any amendment to this Ordinance, including Attachment
13 A, that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital)
14 Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. Not
15 more than once in any ten (10) year period commencing in FY2027, Metro may adopt an
16 amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund
17 and the Highway, Active Transportation, Complete Streets (Capital) Subfund. This
18 subparagraph shall not apply to adjustments to the Net Revenues allocated to the Transit,
19 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
20 (Capital) Subfund pursuant to Section 7(b)(6) or Section 7(b)(7). Such adjustments shall not
21 require an amendment to this Ordinance or Attachment A.

22 d. Notwithstanding Section 11(a) of this Ordinance, Metro shall not adopt any
23 amendment to this Ordinance, including Attachment A, that reduces Net Revenues allocated
24 to the Transit Operating & Maintenance Subfund or the Local Return/Regional Rail Subfund.

25 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
26 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
27 Directors and are approved by a majority of the voters voting on a measure to approve the
28 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
29 Metro shall provide notice of the public meeting to the Los Angeles County Board of
30 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
31 provide them with a copy of the proposed amendments, at least 60 days prior to the public
32 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIII B of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:

1 **Los Angeles County Traffic Improvement Plan.**

2 To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets;
3 earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares
4 affordable; expand rail/subway/bus systems; improve job/school/airport connections; and
5 create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan
6 through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide
7 to end it, with independent audits/oversight and ~~all~~ funds controlled locally?
8

9 SECTION 15. EFFECTIVE AND OPERATIVE DATES

10 a. This Ordinance shall be effective on January 1, 2017, if:

11 1. Two-thirds (2/3) of the voters voting on the measure vote to approve
12 this Ordinance at the statewide general election scheduled for November 8, 2016; and

13 2. No California state statute that requires Metro to provide funding from
14 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or
15 program other than those in the Expenditure Plan, or provide a level of funding greater than
16 described in the Expenditure Plan, or on a different schedule than described in the Expenditure
17 Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by
18 the Metro Board of Directors and becomes law.
19

20 SECTION 16. SEVERABILITY

21 If any tax or provision of this Ordinance is for any reason held invalid or unenforceable
22 by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of
23 the remaining taxes or provisions, and Metro declares that it would have passed each part of
24 this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	<i>Local Return / Regional Rail (Beginning FY 2040)</i> ⁴				\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

1. Funds are eligible to be used for Metro Rail State of Good Repair.
2. Funds are eligible to be used for Metro State of Good Repair.
3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**
4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence (Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date †	Expected Opening Date (3 year range)					
Expenditure Plan Major Projects									
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT Seg-1 ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT Seg-2 ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT Seg-2 ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence (Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure — Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date †	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs								
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Projects Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

(2015 \$ in thousands)

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, North San Fernando BRT, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- ~~q. Up to 10% of the Measure funding can be used for predevelopment work to prepare for ROW purchases.
The balance of the Measure funds are assumed for Right-of-Way.~~
- g. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure _____. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

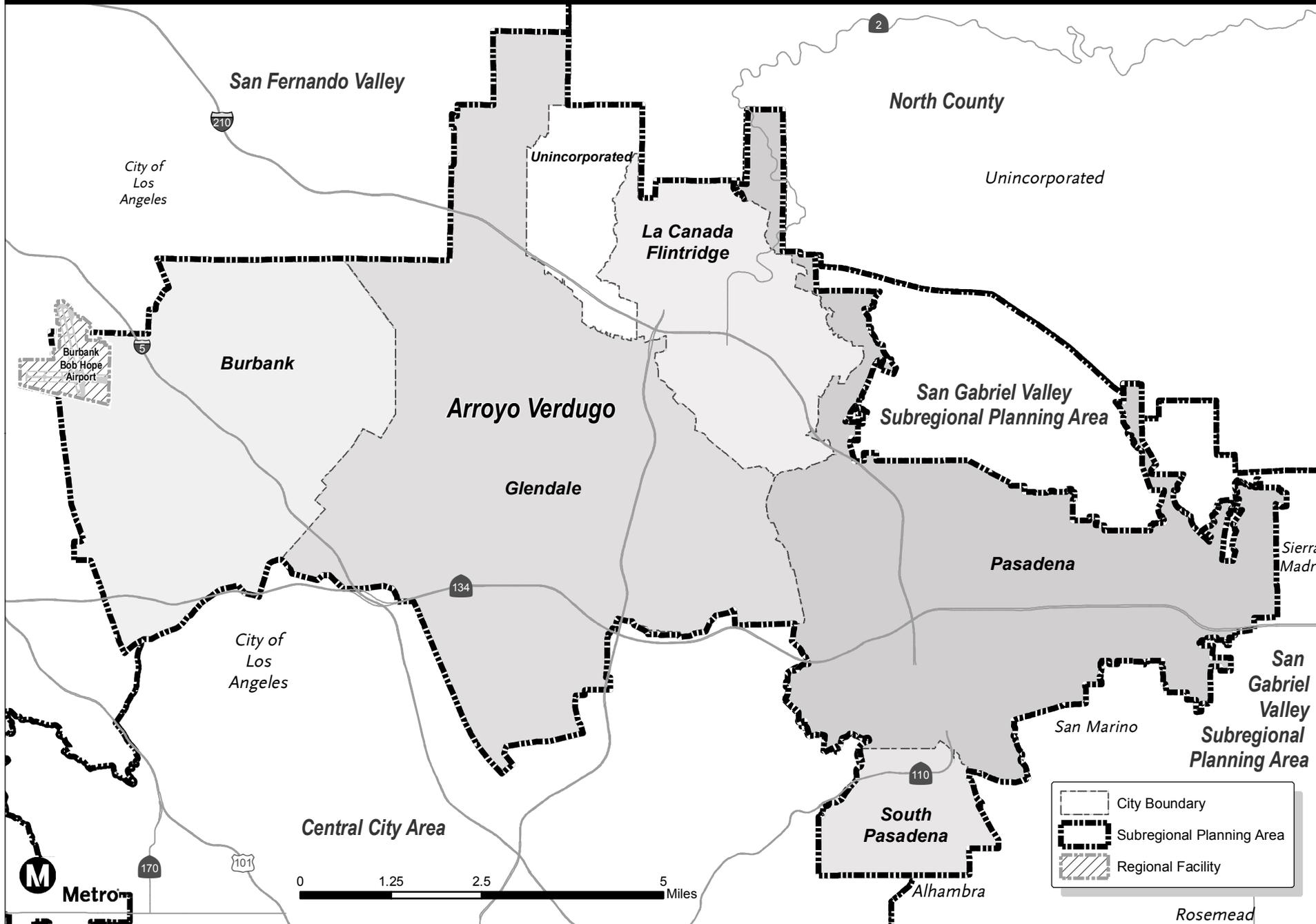
* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)	nc = North County	® Indicates Measure R-related Projects
av = Arroyo Verdugo	sb = South Bay	
lvm = Las Virgenes Malibu	w = Westside	CY = Calendar Year
cc = Central City Area	gc = Gateway Cities	FY = Fiscal Year
sg = San Gabriel Valley	sf = San Fernando Valley	YOE = Year of Expenditure

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

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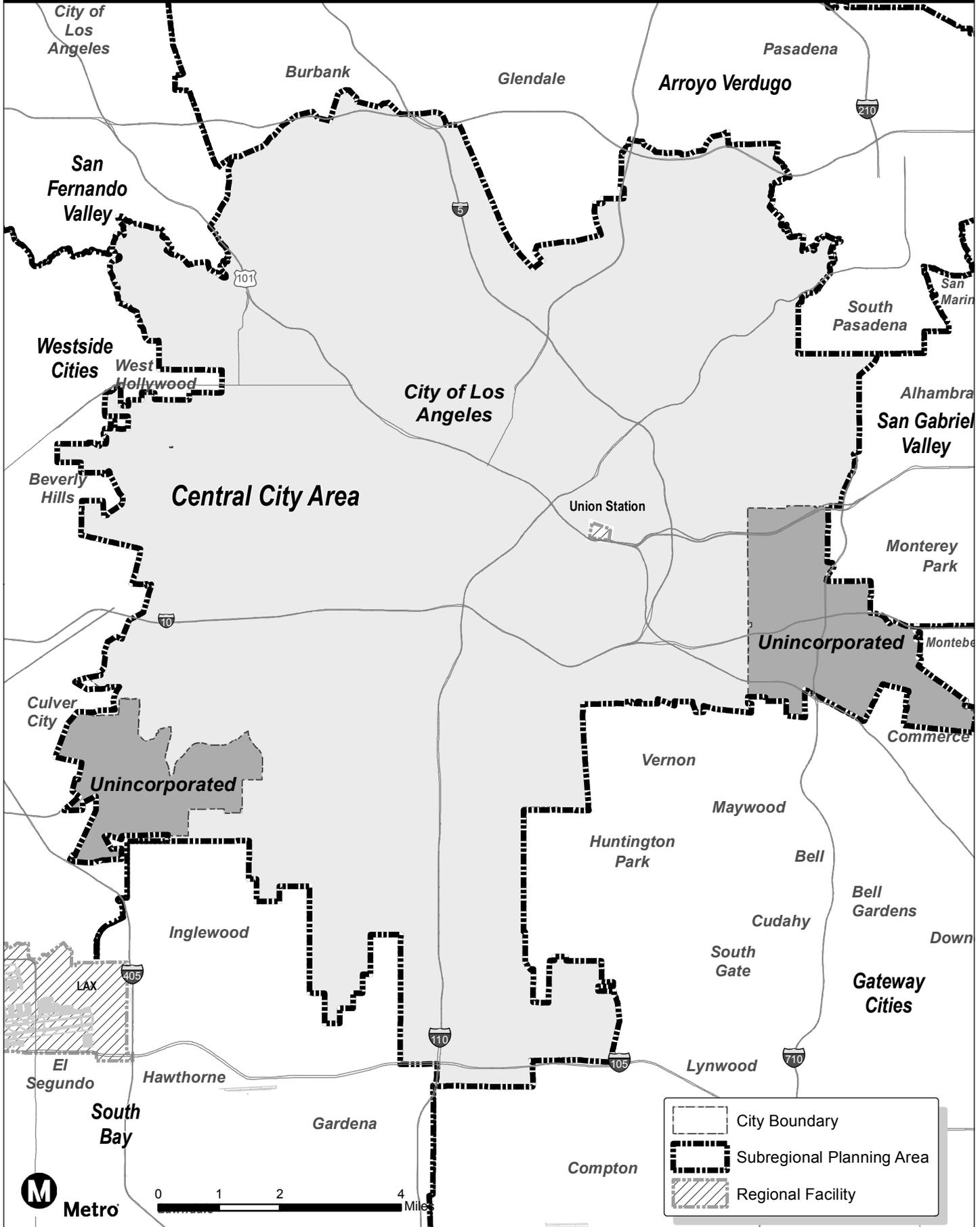
Arroyo Verdugo Subregional Planning Area



Rosemead

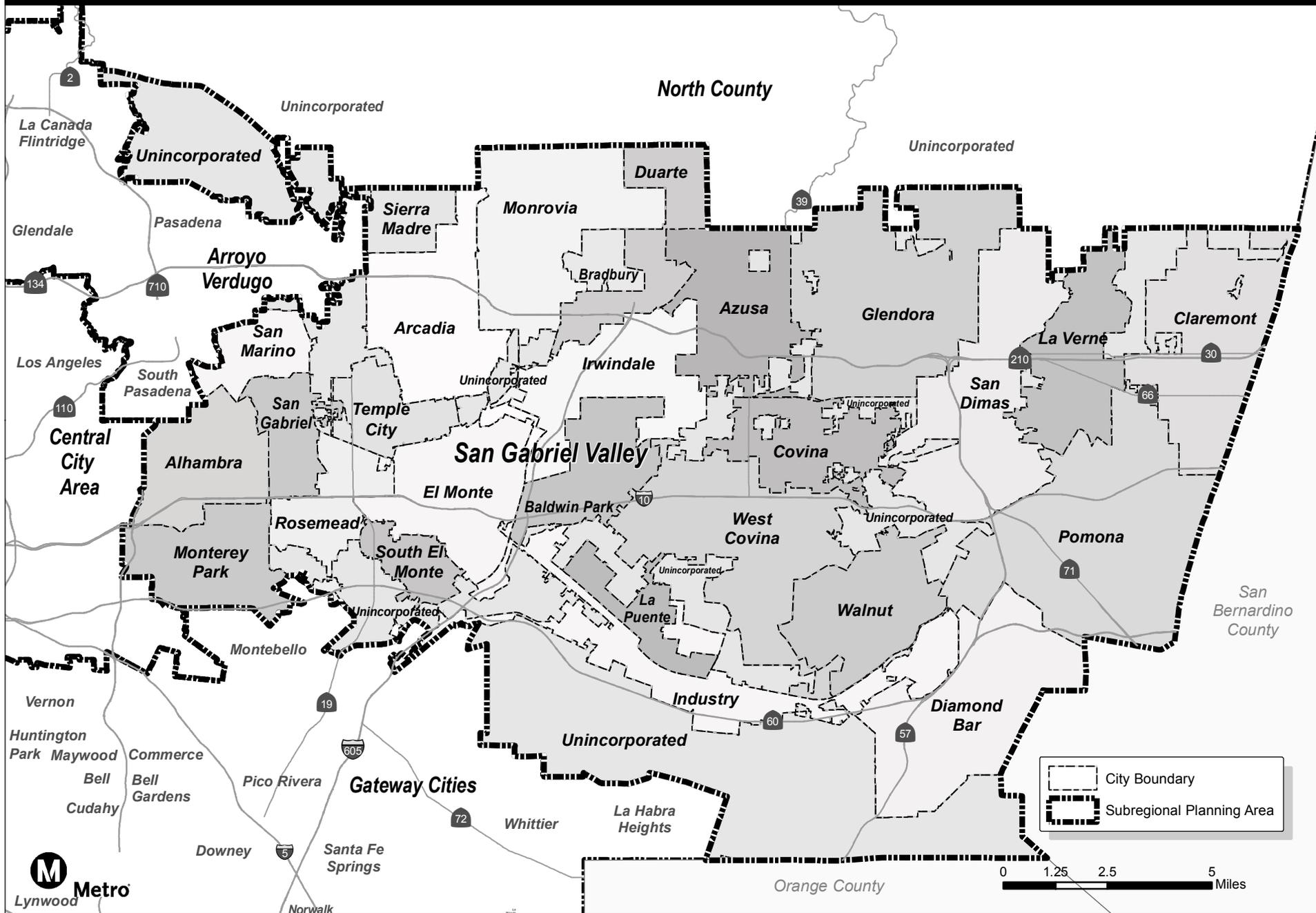
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Central City Area Subregional Planning Area



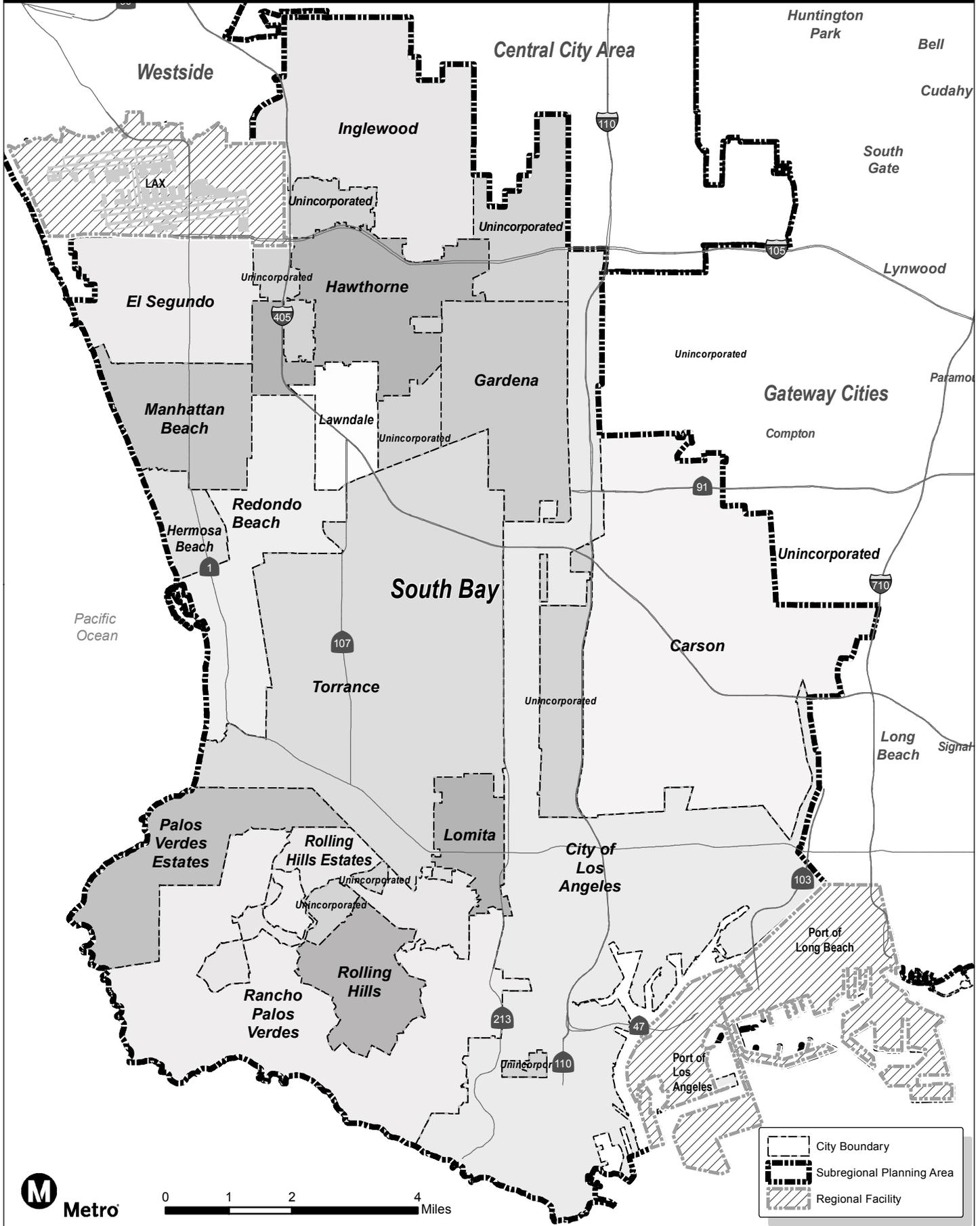
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San Gabriel Subregional Planning Area



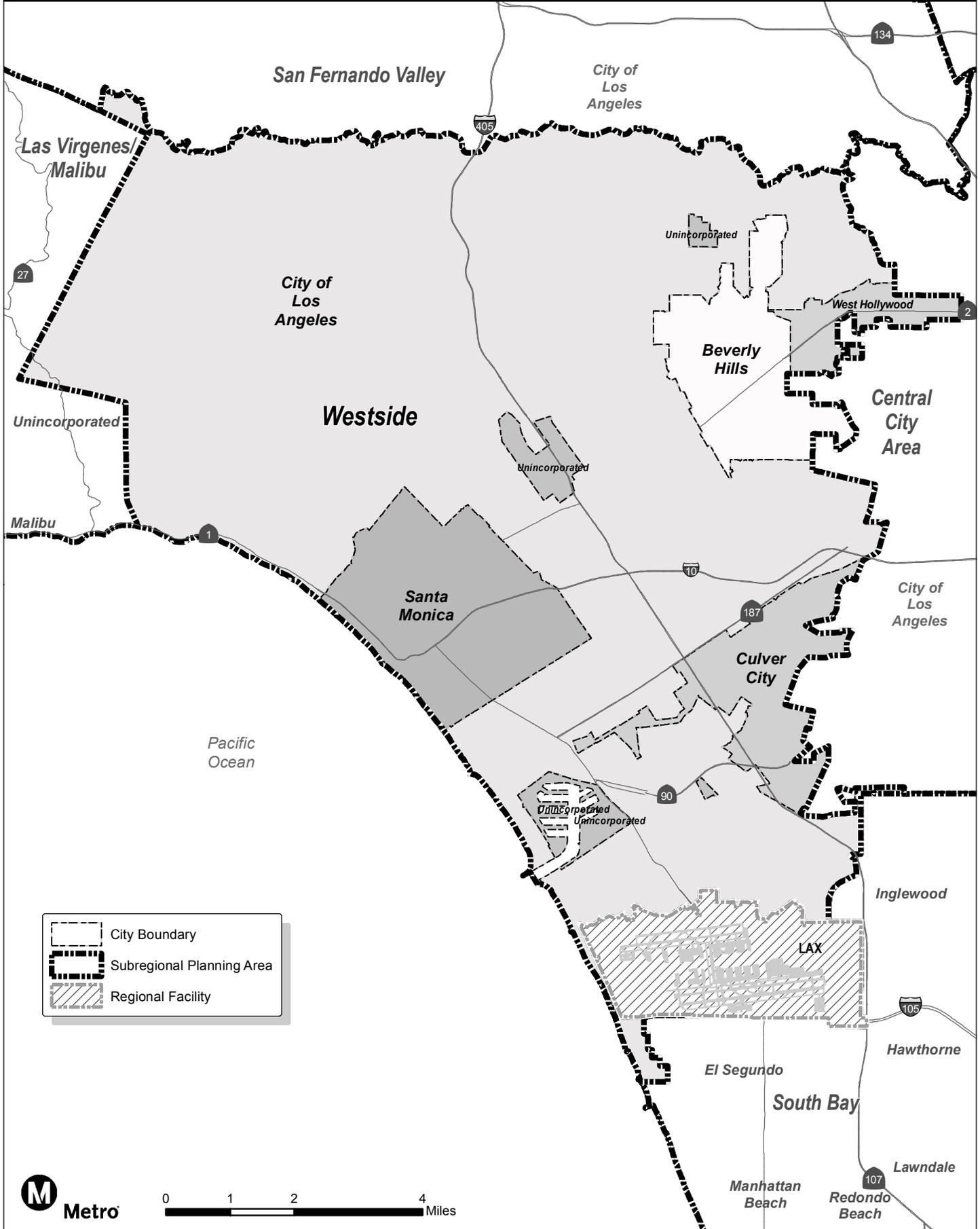
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South Bay Subregional Planning Area



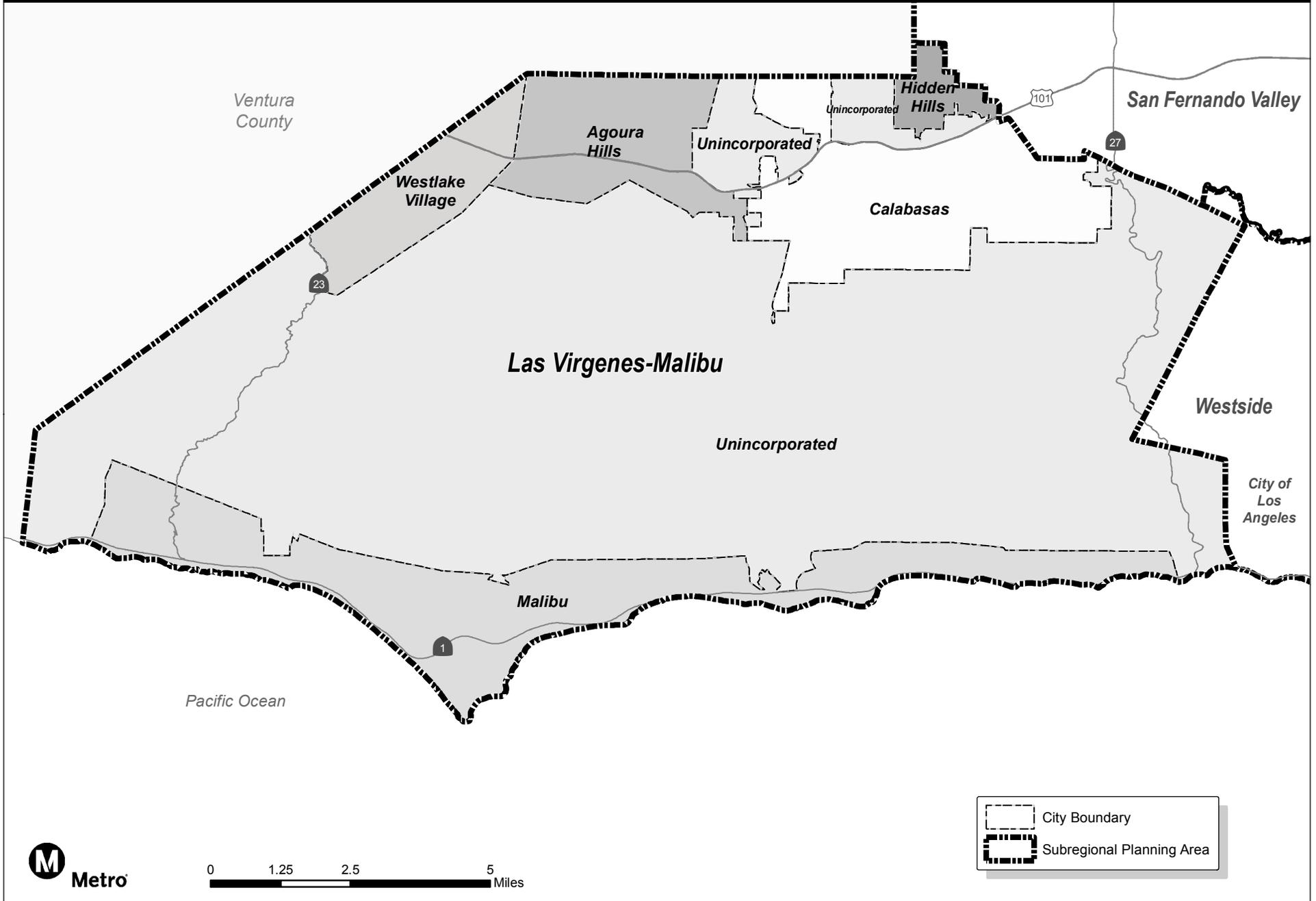
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Westside Subregional Planning Area



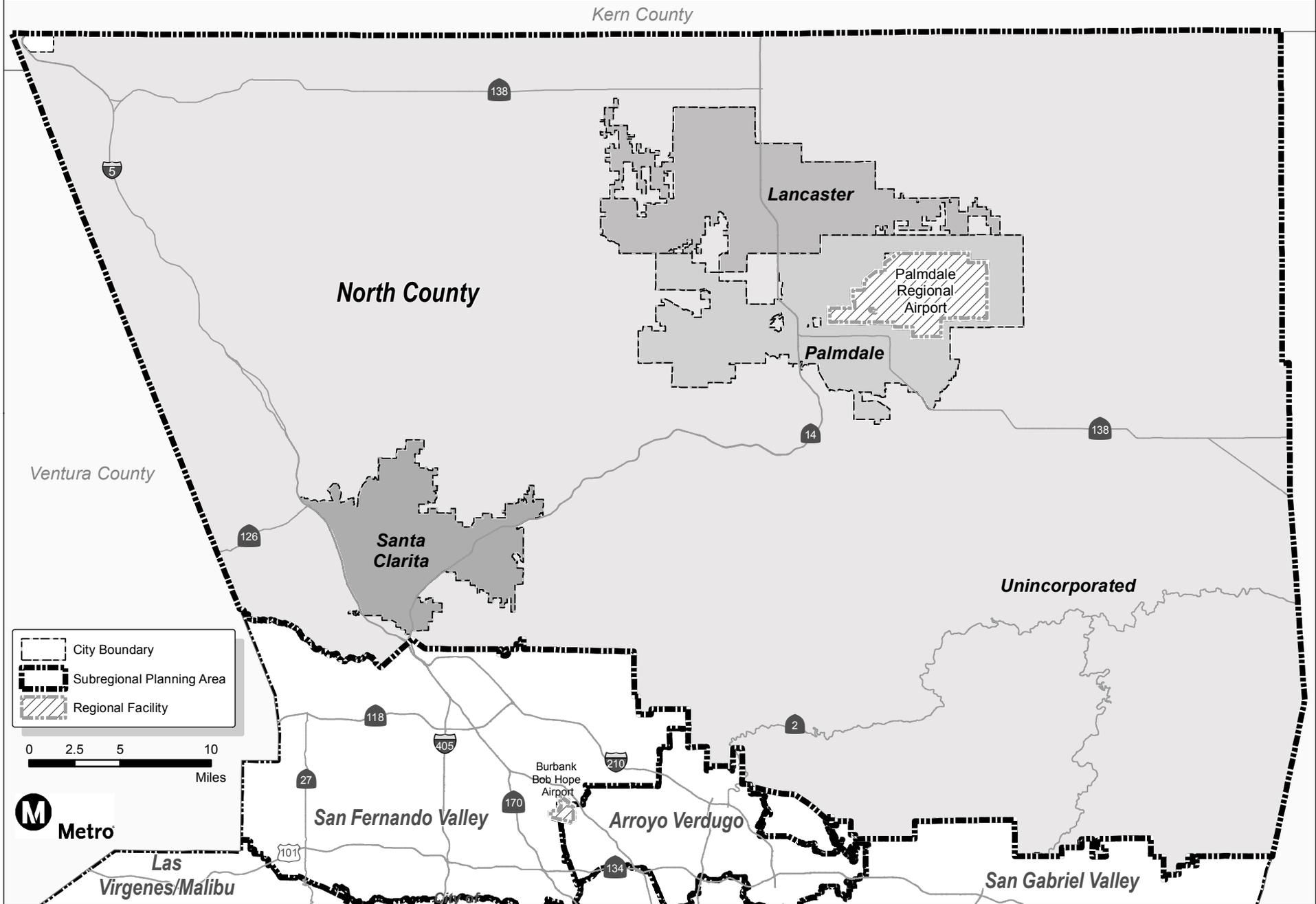
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Las Virgenes-Malibu Subregional Planning Area



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North County Subregional Planning Area



Systemwide Connectivity

Central to the efficient performance of the county transportation system is ensuring connections to major facilities that attract and generate significant vehicle and truck travel. These regional facilities for passengers and goods include airports, seaports, central rail stations, and the modernization of highway and transit infrastructure that serve these facilities. This program is intended to support systemwide highway improvements, access to airports and seaports, and transit connectivity and modernization. Systemwide highway improvements include improved technology to better manage traffic flow on freeways and roadways, freeway construction projects that eliminate key bottlenecks and enable increased volumes of commuters to travel on freeways at faster speeds through new carpool lanes, and expanded services that eliminate bottlenecks created by traffic incidents such as Freeway Service Patrol. Access improvements to the Los Angeles County airports and seaports include projects that improve the direct access to the airports and seaports from the highway system, improving the flow of goods and passengers on the highway system while reducing the impact of truck and vehicle traffic to the surrounding communities through projects that use technology to reduce air pollution emitted from truck traffic. Transit connectivity and modernization projects include improved transit connections to Los Angeles County airports, between Metro and Metrolink rail services and other enhancements to the aging passenger rail system to allow service to meet growing travel demand.

Funding and Eligible Projects

Funding for the Systemwide Connectivity program will come from a special designation from the Highway Capital Projects (2% of 17%) and the Transit Capital Projects (2% of 32%) for a total of 4% of the total sales tax revenues. Funding from this program is divided over projects with direct commitments of funding as identified in the Expenditure Plan and those projects to be identified through a future planning process. The following list identifies projects representative of those types of projects eligible for funding from the Systemwide Connectivity program through the future planning process. Funding for these projects is intended to be made available on a competitive basis over the life of the sales tax measure to support the leveraging of local, state, and federal freight funds. Projects with direct commitments of funding from the Systemwide Connectivity program include: (1) the Airport Metro Connector/96th Street Station/Green Line Extension to LAX; (2) the Crenshaw/LAX Track Enhancements; and (3) Countywide Bus Rapid Transit (BRT) Expansion. These project funding amounts and schedules are identified in the Expenditure Plan.

Countywide BRT Expansion

BRT is a high quality bus service that provides faster, more reliable and convenient service through the use of several key attributes including dedicated bus lanes, branded vehicles and stations, high frequency, off-board fare collection, and intelligent transportation systems. BRT helps avoid many of the normal delays typically experienced by regular bus service such as being stuck in traffic and/or sitting at traffic lights, as well as long queues to pay fares. BRT has

the potential for increasing transit access, improving regional mobility, reducing transportation costs, and easing commutes, all at a relatively limited cost. It provides a cost effective way for ridership to grow prior to instituting major capital investments. In December 2013, Metro Completed the Los Angeles County BRT and Street Design Improvement Study (CBRT) to identify, analyze and develop recommendations for an effective Countywide BRT system. The CBRT Study's overall approach was designed to leverage the success of the Metro Rapid program as well as the Metro Orange and Silver Lines, thereby creating a faster, more seamless, intermodal connectivity for a greater number of the County's residents and visitors. As a result of some of the BRT work conducted to date, a BRT corridor has been identified for each of the subregions. Metro will work with the subregions to define or refine identified corridors. Funding for the Countywide BRT Expansion is divided over five (5) periods to represent the availability of funding for projects within each subregion to be defined or refined as part of future BRT planning processes.

Systemwide Connectivity - Representative Projects*

Project	
1	Transit
2	Green Line Extension to Norwalk Metrolink Station
3	Metrolink Capital Projects
4	Division 20 Portal Widening and Turnback Facility
5	Union Station Improvements
6	Southern California Regional Interconnector Project (Metrolink Run-Through)
7	Union Station Master Plan (USMP) Infrastructure Improvements
8	Bob Hope Airport Access Improvements
9	Metro Red Line Extension: North Hollywood to Burbank Airport
10	Union Station/Burbank/Glendale Light Rail Transit (LRT)
11	Highway
12	Bob Hope Airport Access Improvements
13	Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave
14	Los Angeles Airport (LAX) Access Improvements
15	I-405: Construct LAX Expressway
16	Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX
17	Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard
18	Palmdale Airport Access Improvements
19	Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East
20	Long Beach Airport Access Improvements
21	Bellflower Blvd./ Spring St. Freeway Approaches
22	Lakewood Blvd. / Spring St. Freeway Approaches
23	Wardlow Rd. / Cherry Ave. Intersection Widening and Freeway Approaches
24	Port of Los Angeles (POLA) Improvements
25	Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)
26	SR 47/V. Thomas Bridge/Harbor Blvd. Interchange
27	SR 47/Navy Way Interchange
28	Port of Long Beach Improvements
29	Port Area Advanced Transportation Management and Information System 2.0
30	Goods Movement Technology - FRATIS, ZE/NZE Emissions Technology
31	Systemwide Highway Improvements
32	I-210 HOV Lanes (I-5 to SR-134)
33	SR-57 HOV Lanes (SR-60 to I-210)
34	SR-2 HOV Lanes (SR-134 to Glendale Blvd)
35	I-405 Express Lanes (I-110 to I-105)
36	Downtown I-5 Flyover at the I-10/US-101 Interchange
37	I-5 HOV Lanes (SR-134 to I-110)
38	SR-60 HOV Lanes (US-101 to I-605)
39	Freeway Service Patrol Expansion
40	Highway TSM&O and Freeway Smart Corridors

* Projects shown are representative of those types of projects eligible for funding over the life of the potential ballot measure through future competitive processes. The identified list of projects is based upon input from the regional facility agencies, including the airports and sea ports, with focus on those projects that provide direct access to and from the state highway system or regional transit system.

MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

Major Highway Construction Projects

High Desert Multi-Purpose Corridor - The project extends from SR-14 in LA County to SR-18 in San Bernardino County. It consists of 4 components: Freeway (SR-14 to 100th St.: up to 4 mixed-flow lanes in each direction and from 100th St. to SR-18: 3 mixed-flow lanes in each direction), High Speed Rail connection between CA HSR in Palmdale and XpressWest in Victorville, Green Energy corridor that runs parallel to the freeway, supports efficient movement of goods, and a bicycle component along the entire freeway. From east to west, respectively; first 10 miles and last 10 miles will be non-tolled; the middle 30 miles will be tolled. Project may be constructed in phases.

I-5 North Capacity Enhancements (from SR-14 to Lake Hughes Rd.) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project starts from SR-14/I-5 Interchange to Lake Hughes Rd. in Castaic along I-5 for a total of 14 miles. The new project consists of adding 1 Truck lane and 1 HOV lane in each direction, while maintaining existing mixed-flow lanes.

SR-71 from I-10 to Rio Rancho Rd. – The number of existing Mixed Flow lanes varies from 2 to 3 in each direction through this segment of the SR-71. The new project adds 1 Mixed-Flow lane in each direction on the SR-71, from I-10 to Rio Rancho Rd. for a total of 3 miles. The project will provide 3 Mixed Flow lanes throughout with 4 Mixed Flow lanes in segments.

SR-57/SR-60 Interchange Improvements – The project includes adding a new westbound on-ramp to the SR-60 at Grand Ave., street widening improvements in the vicinity of Grand Ave. and Golden Springs Dr., a new westbound off-ramp to the SR-60 and auxiliary lane to Grand Ave., freeway mainline improvements and by-pass connectors, for a total of 2 miles.

I-105 Express Lanes from I-405 to I-605 – Existing facility is 1 HOV and 3 to 4 Mixed-Flow lanes in each direction. The new project re-stripes the existing HOV lane to create 2 Express Lanes in each direction for a total of 16 miles, while maintaining current number of mixed flow lanes in each direction.

Sepulveda Pass Transit Corridor –MODE NOT SPECIFIED – Could be a new high capacity transit mode connecting the Orange Line Van Nuys station underneath the Sepulveda Pass, with a station at UCLA, terminating at Wilshire/Westwood Purple Line station. Approximately 8.8 miles. Existing facility is 4 Mixed-Flow lanes and 1 HOV lane in each direction. If private revenue to fund the project is needed, restriping the HOV lanes within the existing Right of Way to add 2 ExpressLanes in each direction (while maintaining the current 4 Mixed-Flow Lanes), from US-101 to I-10 for a total of 10 miles will be considered.

I-710 South Corridor Project – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 2 Zero Emission Truck lanes in each direction, from Pico/Anaheim in Long

Beach to Bandini/Washington in Commerce for a total of 18 miles, while maintaining current mixed flow lanes. The Shoemaker Bridge “Hot Spot” “Early Action” project is a priority project for these funds.

I-605/I-10 Interchange – The new project will improve interchanges from Eastbound I-10 to Southbound I-605, Westbound I-10 to Southbound I-605, Northbound I-605 to Eastbound I-10, and Northbound I-605 to Westbound I-10.

I-5 South Corridor Improvements (I-605 to I-710) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 1 Mixed-Flow lane and 1 HOV lane in each direction, from I-710 to I-605 for a total of 7 miles, for a total of 5 Mixed-Flow lanes and 1 HOV lane in each direction.

I-405 South Bay Curve Improvements – Existing facility is 4 Mixed-Flow lanes and 1 HOV lanes in each direction. The project will add segments of an Auxiliary Lane in each direction to address existing bottleneck and to improve the weaving movements at on/off ramps, from Florence Ave. to I-110 for a total of 10.4 miles, while maintaining current mixed-flow lanes.

I-110 Express Lane Ext South to I-405/I-110 Interchange – Existing facility is 5 Mixed-Flow lanes in each direction. The new project is to extend the existing I-110 Express Lanes southward to the I-405, for a total of 1 mile. This will create a total of 5 Mixed-Flow lanes and 1 Express Lane for that mile.

SR-60/I-605 Interchange HOV Direct Connectors – The new project is from the North and Southbound on I-605 from Rose Hills to I-10 and on East and Westbound SR-60 from Santa Anita to Turnbull Canyon. The Interchange improvements include adding auxiliary lanes, widening lanes and bridges, interchange connectors, ramp improvements and realignments.

I-405/I-110 Express Lanes Direct Connect Ramps & Interchange Improvements – The new project provides direct connector ramps between Express Lanes on the I-110 and I-405.

Major Transit Construction Projects

Airport Metro Connector (includes Green Line extension terminus) – 96th Street Station to LAX People Mover with a new Green Line Terminus and consolidated bus interface for 13 Metro and Municipal bus lines. The project includes a terminal building that connects the Metro Regional Rail system to a Los Angeles World Airport sponsored Automated People Mover into LAX, restrooms, wifi, retail, passenger pick-up and drop-off area, and other pedestrian and bicycle amenities (such as a bike hub and future bike share) could be included.

East San Fernando Valley Transit Corridor – A high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys station to the Sylmar/San Fernando Metrolink Station. Consisting of 14 stations, 9.2 miles.

Bus Rapid Transit Connector Orange/Red Line to Gold Line – A bus rapid transit project from North Hollywood Orange/Red Line Station to Pasadena, route to be determined, with a station-to-station connection to the Gold Line. Approximately 15.3 miles. Conversion to Light Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Gold Line Foothill Extension to Claremont – A light rail extension of the Gold Line from its current terminus at Citrus College Station to the Claremont Metrolink Station through the cities of Claremont, Glendora, La Verne, Pomona, and San Dimas. Consisting of 5 stations, 11 miles.

Westside Purple Line Extension to Westwood/VA Hospital (Section 3) – This is an extension of Purple Line Subway Section 2 along Wilshire Blvd from Avenue of the Stars in Century City west to Westwood/VA Hospital. Connection to Sepulveda Pass Subway (HRT) at Westwood/UCLA Station. Consisting of 2 stations, 2.5 miles.

West Santa Ana Transit Corridor – New light rail connection from the City of Artesia to Union Station spanning 20 miles using city streets, Metro, and ports owned rail right-of-way.

Orange Line BRT Improvements

OPERATION SHOVEL READY PROJECT: Grade separations, at critical intersections, along the Metro Orange Line which would allow buses to operate over or under the cross-streets without having to stop for signals, and greatly improve travel times through five key intersections located at: Sepulveda; Burbank/Fulton; Reseda; Woodman; Van Nuys; and additional improvements.

Vermont Transit Corridor– A 12.5 mile high capacity bus rapid transit corridor from Hollywood Blvd to 120th Street, just south of the Metro Green Line. Conversion to Heavy Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Metro Gold Line Eastside Phase II (two alignments) – Extension of the existing Gold Line Eastside light rail corridor beginning at the existing Gold Line Atlantic Station eastward either SR60 to South El Monte (6.9 miles) or Washington Blvd to Whittier (9.5 miles). A single alignment is to be determined based on the environmental process in the first forty years. The funding for a second alignment is identified to begin in fiscal year 2053.

South Bay Green Line Extension to Torrance Transit Center/Crenshaw Blvd – Extension of a light rail line from its current terminus at the Redondo Beach Station to the Torrance Transit Center at Crenshaw Blvd. Consisting of up to 4 stations, 4.7 miles.

Crenshaw Light Rail Northern Extension to West Hollywood – A light rail line from the terminus of the current project at Exposition and Crenshaw to the Red Line at Hollywood/Highland, route to be determined. Approximately 6 to 9 miles.

Orange Line Conversion to Light Rail – A conversion of the existing Orange Line BRT to LRT, from Warner Center to North Hollywood. Consisting of 14 stations, 14.5 miles, and three grade separations.

Lincoln Blvd BRT Connecting LAX to Santa Monica – A bus rapid transit corridor from the Airport Metro Connector (96th St Station) north along Lincoln Blvd, terminating at 4th/Colorado (Expo Line). Approximately 8.8 miles.

Green Line to Norwalk Metrolink Station – A 2.8 mile light rail extension of the Metro Green Line from its existing terminus at the I-605 in Norwalk/Santa Fe Springs Metrolink Station.

Sepulveda Pass Corridor – Westwood to LAX – An approximately 10 mile extension from the Metro Purple Line Wilshire/Westwood Station to the Airport Metro Connector Station at 96th Street/Aviation Blvd at LAX. Explore appropriate connectors to the Purple Line including at Bundy.

Crenshaw/LAX Track Enhancement Project – The Crenshaw/LAX project is a light rail line, currently under construction, a portion of which runs in a trench adjacent to the LAX runways and the LAX Runway Protection Zone. Metro is installing a cover over the portion of the below grade trench that are currently open. The Final Environmental Statement/Final Environmental Impact Report (FEIS/FEIR) describes this condition and requires that this trench be covered in its entirety when funding becomes available.

Complete LA River Bike Path – San Fernando Valley Gap Closure – This project will close approximately 12 miles of gaps in the existing LA River Bike Path--from Canoga Park to the City of Glendale--where it will connect to an existing path that ends in Elysian Valley, north of Downtown LA, yielding 26 miles of continuous bike path. (Combined with completion of the 8-mile LA River Bike Path Central Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

LA River Waterway & System Bike Path – Central Connector – This project will close an approximately 8 mile gap in the existing LA River Bike Path from Elysian Valley through Downtown Los Angeles and the City of Vernon to the City of Maywood, yielding 31 miles of continuous path. (Combined with completion of the 12-mile LA River Bike Path San Fernando Valley Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

City of San Fernando Bike Master Plan – This project will create a bike path to run along the Pacoima Wash.

Historic Downtown Streetcar – This streetcar project is located in downtown Los Angeles with a round-trip length of approximately 3.8 miles. It would run within existing traffic lanes from 1st Street on the north to 11th Street on the south.