

# **Metro**

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



## **Agenda - Final**

**Thursday, June 28, 2018**

**10:00 AM**

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

### **Board of Directors - Regular Board Meeting**

*Eric Garcetti, Chair  
Sheila Kuehl, Vice Chair  
James Butts, 2nd Vice Chair  
Kathryn Barger  
Mike Bonin  
Jacquelyn Dupont-Walker  
John Fasana  
Robert Garcia  
Janice Hahn  
Paul Krekorian  
Ara Najarian  
Mark Ridley-Thomas  
Hilda Solis  
Carrie Bowen, non-voting member  
Phillip A. Washington, Chief Executive Officer*

*\*A written request to address the Board should be submitted to the Board Secretary in person at the meeting prior to the item being called for discussion. Once discussion on an item begins, requests to speak on that item will no longer be accepted.*

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

**PUBLIC INPUT**

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

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

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

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

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

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

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

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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## DISCLOSURE OF CONTRIBUTIONS

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

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## LIMITED ENGLISH PROFICIENCY

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



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

**CALL TO ORDER****ROLL CALL**

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 10, 11, 13, 16, 17, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 37, 41, 42, 43, 45, 47, 48, 50, 51, 52, 53, 54, and 58.

**CONSENT CALENDAR****2. SUBJECT: MINUTES**[2018-0347](#)**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held May 24, 2018.

**Attachments:** [Regular Board Meeting Minutes - May 24, 2018](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:****5. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM**[2018-0239](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase excess liability insurance policies with up to \$300 million in limits and an \$8 million self-insured retention at a cost not to exceed \$4.5 million for the 12-month period effective August 1, 2018 to August 1, 2019.

**Attachments:** [Attachment A - Options, Premiums and Loss History](#)  
[Attachment B - Proposed Carriers & Structure](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:****6. SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20**[2018-0271](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS4488900, with Vasquez & Company, LLP for Package A of the Fiscal Years (FY) 2016-2020 to provide financial and compliance Measure M audits in the amount of \$402,912 increasing the contract value from \$2,357,296 to \$2,760,208.

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

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

7. **SUBJECT: PROPOSITION A AND PROPOSITION C LOCAL RETURN CAPITAL RESERVES**

[2018-0270](#)**RECOMMENDATION**

## CONSIDER:

- A. ESTABLISHING Proposition A and Proposition C Local Return funded Capital Reserve Account(s) for the Cities of Covina, Hidden Hills, La Mirada, Lawndale, San Dimas, Santa Monica, and Signal Hill, as described in Attachment A;
- B. APPROVING four year extension of Proposition A and Proposition C Local Return Capital Reserve Account(s) for the Cities of El Monte, Lomita, and Redondo Beach, as described in Attachment A;
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Attachment A for their Capital Reserve Accounts as approved.

**Attachments:** [Attachment A - Project Summary for Proposed or Amended Capital Reserve Accounts](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

8. **SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM**

[2018-0211](#)**RECOMMENDATION**

## ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
  2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit

- needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$8,651,483 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,378,886 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

**Attachments:**    [Attachment A - FY19 Proposed Findings & Recommendations](#)  
[Attachment B - TDA8 Apportionments](#)  
[Attachment C - FY2018-19 TDA Article 8 Resolution](#)  
[Attachment D - History and Definitions](#)  
[Attachment E - TDA Article 8 Public Hearing Process](#)  
[Attachment F - Summary of the comments](#)  
[Attachment G - Summary of Recommendations](#)  
[Attachment H - Proposed Recommendations](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:****10. SUBJECT: FISCAL YEAR 2019 TRANSIT FUND ALLOCATIONS**[2018-0193](#)**RECOMMENDATION**

## CONSIDER:

- A. APPROVING \$2.3 billion in FY 2019 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchange in the amount of \$6.0 million of Santa Monica's Big Blue Bus' FY 2019 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation;
- C. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$300,000 with Metro's TDA Article 4 allocation;
- D. APPROVING fund exchanges in the amount totaling \$11.4 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- E. AUTHORIZING the Chief Executive Officer to adjust FY 2019 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2019 budget as necessary to reflect the aforementioned adjustment;
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs;
- G. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment D); and
- H. APPROVING amendment to the FY 2018 State Transit Assistance Fund Allocations and Senate Bill 1 Transit Formula Fund allocations (Attachment B).

**Attachments:** [Attachment A - FY19 Transit Fund Allocations Proposal](#)  
[Attachment B - Amendment to the FY18 Transit Fund Allocations](#)  
[Attachment C - Summary of Significant Info, Methodologies & Assumptions](#)  
[Attachment D - TDA and STA Resolution](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

**11. SUBJECT: FY 2018-19 METROLINK ANNUAL WORK PROGRAM BUDGET**

[2018-0332](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of the Southern California Regional Rail Authority's (SCRRA) FY 2018-19 Budget Transmittal dated April 30, 2018, Annual Work Program totaling \$125,508,211 for programs as detailed in Attachment A;
- B. REPROGRAMMING the use of \$10,360,333 in Deferred Revenue to fund LACMTA's share of costs detailed in Attachment A;
- C. REPROGRAMMING the use of \$5,000,000 in TVM funds to fund a portion of LACMTA's share of costs detailed in Attachment A;
- D. APPROVING the Conceptual Design Study for Tunnel 25 in the amount of \$750,000.
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
  - 1. FY 2013-14 from June 30, 2018 to June 30, 2019 - \$28,750
  - 2. FY 2014-15 from June 30, 2018 to June 20, 2019 - \$1,177,032
- F. APPROVING the FY19 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.



**Attachments:**    [Attachment A - LACMTA Share of Metrolink Programming for FY 19](#)  
[Attachment B - Transmission of FY19 Budget to Member Agencies](#)  
[Attachment C - FY 19 List of Programming for Rehabilitation and Capital Projects](#)  
[Attachment D - List of Representative Sampling of Tracks and Structures](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

**13. SUBJECT:    FY19 AUDIT PLAN** [2018-0336](#)

**RECOMMENDATION**

ADOPT the FY19 Proposed Audit Plan.

**Attachments:**    [Attachment A - FY19 Annual Audit Business Plan and Proposed Audit Plan\\_Revised](#)

**EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:**

**16. SUBJECT:    METRO VISION 2028 PLAN** [2018-0356](#)

**RECOMMENDATION**

ADOPT the Metro Vision 2028 Plan.

**Attachments:**    [Attachment A - Metro Vision 2028](#)  
[Attachment B - Stakeholder Outreach](#)  
[Attachment C - Summary of Public Comments Received by May 31, 2018](#)  
[Attachment D - Metro Vision 2028 - Tracked Version](#)  
[Attachment E - Appendices to Metro Vision 2028 Plan](#)

**EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:**

**17. SUBJECT:    FEDERAL TRANSIT ADMINISTRATION** [2018-0323](#)  
**DISADVANTAGED BUSINESS ENTERPRISE OVERALL GOAL**

**RECOMMENDATION**

APPROVE 27% Disadvantaged Business Enterprise (DBE) overall goal for Federal Fiscal Years (FFY) 2019 - 2021 for contracts funded, in whole or in part with Federal Transit Administration (FTA) funds.

**Attachments:**    [Attachment A - Overall DBE Goal Methodology Report FFY2019-2021 Presentation](#)

**EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED APPROVAL AS AMENDED  
(3-0) THE FOLLOWING:****19. SUBJECT: METRO'S PHOTO ENFORCEMENT PROGRAM****2018-0020****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and execute necessary modifications to Contract No. PS68103079 with Conduent State and Local Solutions, Inc. (Conduent), formerly Xerox State and Local Solutions, for Metro's Red Light Photo Enforcement (RLPE) installation and maintenance services and return to the Board no later than January 2019 with a recommendation to immediately repro cure if Conduent fails to substantially mitigate its SBE underpayments, or to recommend awarding the balance of the first two-year option if Conduent materially remediates its first four years of SBE payment shortfall. The 6-month period of contract performance between July 1, 2018 and December 31, 2018 shall not exceed \$1,051,836, increasing the total contract value from \$14,118,098 to \$15,169,934.

~~AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS68103079 with Conduent State and Local Solutions, Inc. (Conduent), formerly Xerox State and Local Solutions, for Metro's Photo Enforcement installation and maintenance services, to exercise the first two year option in the amount of \$4,207,344, increasing the total contract value from \$14,118,098 to \$18,325,442, and extending the contract term from July 1, 2018 to June 30, 2020.~~

~~**MOTION BY DUPONT-WALKER to amend staff's recommendation and propose a six month extension for this contract and re-evaluate Conduent's performance in six months on meeting the SBE commitment.**~~

**Attachments:** Attachment A - Procurement Summary  
Attachment B - Contract Modification - Change Order Log  
Attachment C - DEOD Summary

**PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED APPROVAL (4-0) OF  
THE FOLLOWING:****21. SUBJECT: LOS ANGELES UNION STATION FORECOURT  
AND ESPLANADE IMPROVEMENTS****2018-0260****RECOMMENDATION**

CONSIDER:

A. EXECUTE Modification No. 9 to Task Order No. PS2999200FFO2TO1 under Contract No. PS4010-3041-FF-XX, with Kleinfelder, Inc., for the Union Station Master Plan (USMP), to provide additional environmental

services in the amount of \$58,293.80 increasing the Total Task Order Value from \$1,079,936.79 to \$1,138,230.59; and

- B. INCREASE Contract Modification Authority (CMA) for Task Order No. PS2999200FFO2TO1 for USMP by \$250,000, from \$250,000 to \$500,000, in support of additional services related to the Project.

**Attachments:**    [Attachment A - Procurement Summary](#)  
[Attachment B - Task Order Log](#)  
[Attachment C - DEOD Summary](#)  
[Attachment D - Project Map](#)  
[Attachment E - Project Funding](#)

**PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

- 22. SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT** [2018-0122](#)

**RECOMMENDATION**

APPROVE initiating the process for Metro and all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), in accordance with State CMP statute.

**Attachments:**    [Attachment A - CMP Legislation](#)  
[Attachment B - Draft CMP Opt Out Resolution](#)  
[Presentation](#)  
[Staff Report](#)  
[Staff Report](#)  
[Staff Report](#)  
[Staff Report](#)

**PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED APPROVAL (3-0-1) OF THE FOLLOWING:**

- 23. SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF LOS ANGELES ON STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE PROJECT** [2018-0282](#)

**RECOMMENDATION**

APPROVE the amendment of the repayment schedule of federal Surface Transportation Program-Local (STP-L) funds with non-federal funds of the Exchange Agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the State Route 126/Commerce Center Drive Interchange Project, as shown in Attachment A.

**Attachments:**

[Attachment A - STPL Amendment 2](#)

[Attachment B - 2011 Exchange Agreement for the SR-126Commerce Center Drive Interchange.pdf](#)

[Attachment C - Repayment Schedule](#)

**PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED APPROVAL (3-0-1) OF THE FOLLOWING:****24. SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**[2017-0798](#)**RECOMMENDATION**

CONSIDER:

- A. APPROVING the Locally Preferred Alternative (LPA) as Alternative #4 (modified): At-grade Light Rail Transit (LRT) with the Rail Maintenance and Storage Facility Option B;
- B. AUTHORIZING the Chief Executive Officer to:
  1. EXECUTE Modification No. 16 to Contract No. PS4370-2622 with KOA Corporation (KOA) to exercise Option B for the Project's Final Environmental Impact Statement/Report (EIS/EIR) in the amount of \$699,255, increasing the total contract value from \$5,559,918 to \$6,259,173;
  2. EXECUTE Modification No. 17 to Contract No. PS4370-2622 with KOA for technical analysis including advanced conceptual engineering (ACE), first/last mile planning, a connectivity study with the Metro Orange Line and grade crossing safety analysis in support of an at-grade LRT Alternative #4, in the amount of \$2,021,013, increasing the total contract value from \$6,259,173 to \$8,280,186; and
  3. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4370-2622 in the amount of \$400,000, increasing the total amount from \$1,039,443 to \$1,439,443.

**Attachments:** [Attachment A - Executive Summary of the Draft EIS\\_EIR](#)  
[Attachment B - Public Comment Summary Report](#)  
[Attachment C - Project Description and Map of Recommended Locally Preferred Alternative](#)  
[Attachment D - Map of Maintenance and Storage Facility Option B](#)  
[Attachment E - Procurement Summary](#)  
[Attachment F - Contract Modification Change Order Log](#)  
[Attachment G - DEOD Summary](#)

**PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:****25. SUBJECT: ARTS DISTRICT/6TH STREET STATION**[2018-0360](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to enter into a funding agreement with the City of Los Angeles to undertake pre-design activities, prepare an Environmental Impact Report (EIR) and conduct public engagement for a potential Arts District/6th Street Station for an amount of \$500,000.

**Attachments:** [Attachment A - LA City Council Transportation Committee Motion, May 15, 2018](#)  
[Attachment B - Arts District 6th Street Station Vicinity Map](#)  
[Attachment C - Metro Board Motion January 2017 \(Item#41\)](#)

**PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:****26. SUBJECT: TRANSIT ORIENTED COMMUNITIES POLICY**[2018-0168](#)**RECOMMENDATION**

CONSIDER:

- A. ADOPTING the Transit Oriented Communities Policy (Attachment A); and
- B. DIRECTING staff to develop a TOC Implementation Plan including metrics, and report back to the Board with the Implementation Plan in 18 months.

**Attachments:** [Attachment A - TOC Policy\\_Final](#)  
[Attachment B - Transportation Nexus](#)  
[Attachment C - HQT Map](#)  
[Presentation](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:****27. SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES**[2018-0208](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. Execute Modification No. 2 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence

Repair and Installation services, in the amount of \$1,250,000, increasing the not-to-exceed three-year base contract value from \$1,000,800 to \$2,250,800, and

- B. Execute Modification No. 3 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, to exercise and increase the value of option year one in the amount of \$250,000, from \$343,200 to \$593,200, and extending the contract term from April 1, 2019 to March 31, 2020.

These two Modifications will increase the total contract value from \$1,000,800 to \$2,844,000.

**Attachments:** [Attachment A - Procurement Summary](#)

[Attachment B - Contract Mod](#)

[Attachment C - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:**

28. **SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT CONTRACT KINKISHARYO**

[2018-0226](#)

**RECOMMENDATION**

APPROVE Modification No. 32 to Contract No. P3010 with Kinkisharyo International, LLC for two Request for Changes (RFC): RFC No. 7 to revise the sandbox location for a firm fixed price of \$2,551,782.56, and RFC No. 19 to add reflective decal labels for a firm fixed price of \$1,123,644.61, for a combined firm fixed amount of \$3,675,427.17, increasing the total Contract value from \$920,964,842.19 to \$924,640,269.36. The Contract increase is within the Life of Project Budget.

**Attachments:** [Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Authority Summary](#)

[Attachment C - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:**

29. **SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL SERVICES**

[2018-0203](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 4 to Contract No. OP3569100, for Region 1

with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year one in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$16,622,414.50 to \$22,084,754.50 and extending the contract term from October 1, 2018 to September 30, 2019;

- B. EXECUTE Modification No. 3 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise and increase the value of option year one by \$883,645 from \$4,352,459 to \$5,236,104, thereby increasing the total contract not-to-exceed amount from \$14,870,140 to \$20,106,244 and extending the contract term from October 1, 2018 to September 30, 2019;
- C. EXECUTE Modification No. 2 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year one by \$1,396,884 from \$5,575,764 to \$6,972,648, thereby increasing the total contract not-to-exceed amount from \$20,415,550 to \$27,388,198 and extending the contract term from October 1, 2018 to September 30, 2019; and
- D. EXECUTE Modification No. 4 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year one in the amount of \$4,141,657, increasing the total contract not-to-exceed amount from \$12,035,187 to \$16,176,844 and extending the contract term from October 1, 2018 to September 30, 2019.

**Attachments:**     [Attachment A - Procurement Summary](#)  
                              [Attachment B - Contract Mod CO Log](#)  
                              [Attachment C - DEOD Summary](#)



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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:****30. SUBJECT: NEAR ZERO NATURAL GAS FUELED ENGINES**[2018-0265](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modifications Nos. 1 and No. 2 to Contract No. MA39865000, with Cummins Pacific, LLC, for Near Zero Emission Natural Gas Fueled Engines, to exercise Option 1 in the amount of \$11,296,774 and Option 2 in the amount of \$7,064,518, increasing the total contract value from \$8,160,522 to \$26,521,814, inclusive of sales tax.

**Attachments:** [Attachment A - Procurement Summary](#)

[Attachment B - Contract Mod](#)

[Attachment C - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:****31. SUBJECT: ENTERPRISE SAFETY MANAGEMENT SYSTEM**[2018-0131](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a twelve-month, firm-fixed price Contract No. PS43249000 to Cority Software Inc. in the amount of \$1,292,925.80 to develop, configure, integrate, and implement a new Enterprise Safety Management System (ESMS), subject to resolution of protest (s) if any. The ESMS will capture all accident, incident, and injury data and be used to produce state and federal regulatory reports.

**Attachments:** [Attachment A - Procurement Summary](#)

[Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:****32. SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES**[2018-0272](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP5766200 with Link-Nilsen Corp., for Fire-Life Safety Systems Testing and Certification services in the amount of \$1,360,000 increasing the not-to-exceed three-year base contract value from \$1,623,895.90 to \$2,983,895.90.

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

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0) OF THE FOLLOWING:**

**33. SUBJECT:     MEMBERSHIP ON METRO SERVICE COUNCILS** [2018-0008](#)

**RECOMMENDATION**

APPROVE nominees for membership on Metro's Service Councils.

**Attachments:**     [Attachment A - New Nominees' Listing of Qualifications](#)  
[Attachment B - Nomination Letters FINAL](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

**37. SUBJECT:     TAP FAREBOX AND STATION VALIDATOR UPGRADE** [2018-0213](#)  
**PROJECT UPDATE, BUDGET, AND SCHEDULE**

**RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project budget of \$45,000,000 for the purchase of bus farebox and station validator hardware and installation, and necessary software upgrades. The \$45,000,000 will provide funding for the subsequent contract recommendations (Items B to F);
- B. AWARD sole source Contract No. PS53915000 to Genfare SPX, Inc., as the original equipment manufacturer, for procurement of bus farebox, motherboard, farebox lid, and other hardware components to upgrade the fareboxes in the amount of \$10,331,252, inclusive of sales tax;
- C. EXECUTE Modification No. 7 to Contract No. PS30203139, with Axiom xCell, Inc. ("Axiom"), for software modifications to enhance security and increase compatibility to the fare enforcement app in the amount of \$167,122; increasing the total contract value from \$2,000,944.20 to \$2,168,066.20;
- D. NEGOTIATE and execute Modification No. 154 to Contract No. OP02461010, with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of station validators, fare collection software modifications, security enhancements and system integration oversight in the not to exceed amount of \$22,104,750, increasing the total contract value from \$270,601,808, to \$292,706,558;

- E. NEGOTIATE and execute a Memorandum of Understanding with municipal operators who require fare collection system upgrades and outline requirements, pricing and payment schedule; and
- F. AMEND the FY19 budget for an additional 11 Full-Time Employees (FTEs) and \$1,944,531 to expedite bus farebox installation to be ready for new security requirements for the TAP mobile app and for other fare payment technologies.

**Attachments:**     [Attachment A - Procurement Summary\(s\)](#)  
[Attachment B - Contract Modification Change Log\(s\)](#)  
[Attachment C - DEOD Summary\(s\)](#)  
[Attachment D - Farebox Lids Comparison](#)  
[Attachment E - Timeline for TAP Equipment Installation.pdf](#)  
[Attachment F - Bus Fareboxes and SAVs Upgrade Quantities.pdf](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (3-0-1) OF THE FOLLOWING:**

- 41. SUBJECT:     ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) SERVICES**

[2018-0116](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD task order based bench Contract Nos. PS49169000 through PS49169013 to the firms listed below and in Attachment A, for a not-to-exceed amount of \$15,000,000, to provide ETAM services for a seven-year term effective July 1, 2018 through June 30, 2025, subject to resolution of protests(s), if any. The following firms are recommended for award:
  - 1. Accenture, LLP
  - 2. AECOM Technical Services, Inc.
  - 3. Anil Verma Associates, Inc.
  - 4. EMG
  - 5. Intueor Consulting, Inc.
  - 6. Kaygen, Inc.
  - 7. Morgner Construction Management
  - 8. Pacific Railway Enterprises, Inc.
  - 9. Rail Surveyors and Engineers, Inc.
  - 10. Raul V. Bravo + Associates, Inc.
  - 11. Turner & Townsend AMCL, Inc.
  - 12. Vehicle Technical Consultants, Inc.
  - 13. Virginkar & Associates, Inc.

14. WSP USA, Inc.; and

B. EXECUTE individual task orders under these Contracts for ETAM services in a total amount not-to-exceed \$15,000,000.

**Attachments:**    [Attachment A - Procurement Summary](#)  
                          [Attachment A-1 - Recommended Firms by Discipline](#)  
                          [Attachment B - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

**42. SUBJECT:        FIRE ALARM CONTROL PANEL UPGRADE**

[2018-0149](#)

**RECOMMENDATION**

APPROVE an increase to the Life-of-Project (LOP) budget for the Fire Alarm Control Panel Upgrade project (CP 204128) by \$1,400,000 increasing the LOP budget from \$3,600,000 to \$5,000,000.

**Attachments:**    [Attachment A - Expenditure Plan\\_CP204128 r05112018](#)  
                          [Attachment B - Procurement Summary](#)  
                          [Attachment C - DEOD Summary](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

**43. SUBJECT:        CONTRACTED TRANSPORTATION SERVICES -  
                          NORTH REGION**

[2018-0184](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed price Contract No. OP52365000 to Transdev Services Inc. for contracted bus services in the North Region for an amount not-to-exceed \$105,816,969 effective August 3, 2018.

**Attachments:**    [Attachment A - Procurement Summary](#)  
                          [Attachment B - DEOD Summary](#)  
                          [Attachment C - Metro North Region Contract Services Lines Map](#)

**CONSTRUCTION COMMITTEE RECOMMENDED APPROVAL (5-0) OF THE FOLLOWING:**

- 45. SUBJECT: WESTSIDE PURPLE LINE EXTENSION [2018-0222](#)**  
**PROJECT ENVIRONMENTAL IMPACT REPORT**  
**ADDENDUM**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING project definition changes, and Environmental Impact Report (EIR) Addendum (Attachment A) for the Westside Purple Line Extension Project (the Project); and
- B. AUTHORIZING the Chief Executive Officer to file a Notice of Determination (Attachment B) on the Addendum pursuant to the California Environmental Quality Act (CEQA) for the Project.

**Attachments:** [Attachment A - Final CEQA Addendum](#)  
[Attachment B - Notice of Determination](#)

**CONSTRUCTION COMMITTEE RECOMMENDED APPROVAL (5-0) OF THE FOLLOWING:**

- 47. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 [2018-0285](#)**  
**PROJECT**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the CEO to execute Modification No. 2 to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), with Steve Bubalo Construction Company for supply and installation of equipment for a traffic Video Detection System (VDS) required by Los Angeles Department of Transportation (LADOT), in the amount of \$567,554, increasing the total contract value from \$11,439,000 to \$12,006,554; and
- B. APPROVING an increase in Contract Modification Authority (CMA) to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), increasing the current CMA from \$1,143,900 to \$2,287,800.

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

**CONSTRUCTION COMMITTEE RECOMMENDED APPROVAL (5-0) OF THE FOLLOWING:**

- 48. SUBJECT: METRO BLUE LINE TRACK AND SYSTEM REFURBISHMENT** [2018-0361](#)

**RECOMMENDATION**

## CONSIDER:

- A. REPROGRAMMING \$11,500,000 in funds previously reserved for Metro Blue Line Washington Siding Project from Mid-City Exposition Blvd LRT (CP 800113) to Metro Blue Line Track and System Refurbishment Project (CP 205115);
- B. INCREASING the Life of Project Budget (LOP) Budget for Metro Blue Line Track and System Refurbishment Project (CP 205115) by \$11,500,000 from \$90,779,817 to \$102,279,817; and
- C. AMEND the Fiscal Year 2019 (FY19) Budget for Metro Blue Line Track and System Refurbishment Project (CP 205115) to increase it by \$5,000,000 from \$44,581,402 to \$49,581,402.

**Attachments:** [Attachment A - Project 205115 Funding and Expenditure Plan](#)

**CONSTRUCTION COMMITTEE RECOMMENDED APPROVAL (3-0-2) OF THE FOLLOWING:**

- 50. SUBJECT: SUPPLEMENTAL ENGINEERING SUPPORT (SES) SERVICES FOR BUS AND RAIL FACILITIES** [2018-0267](#)

**RECOMMENDATION**

## CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a cost plus fixed fee Contract No. AE45752 to HDR | Maintenance Design Group (MDG), for Supplemental Engineering Support (SES) services for Bus and Rail Facilities for an amount not-to-exceed \$9,000,000 for the three-year base period, plus two one-year options in an amount not to exceed \$3,000,000 per option, for a Total Contract Value not to exceed \$15,000,000, subject to resolution of protest(s), and;
- B. APPROVING Contract Modification Authority specific to Contract No. AE45752 for 10% of the not-to-exceed award value.

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

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

51. **SUBJECT: FREIGHT ADVANCED TRAVELER INFORMATION SYSTEM (FRATIS) MODERNIZATION**

[2018-0183](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a four year, firm fixed price Contract No. PS48950000 to Cambridge Systematics, Inc. for professional services in an amount not to exceed \$5,489,479.96, for the Freight Advanced Traveler Information System (FRATIS) Modernization project, subject to resolution of protest(s), if any.

**Attachments:** [Attachment A - Procurement Summary.pdf](#)  
[Attachment B - DEOD Summary.pdf](#)  
[Presentation](#)

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

52. **SUBJECT: I-710 SOUTH CORRIDOR PROJECT**

[2018-0146](#)

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to finalize the engineering and environmental work for the I-710 South Corridor Project in the not-to-exceed amount of \$7,249,919, increasing the total contract value from \$50,923,799 to \$58,173,718; and
- B. INCREASING Contract Modification Authority (CMA) to cover the cost of any unforeseen issues that may arise during the performance of the Contract in the amount of \$724,992; increasing the total CMA amount from \$2,521,000 to \$3,245,992.

**Attachments:** [Attachment A Procurement Summary1.pdf](#)  
[Attachment B Change Order Log.pdf](#)  
[Attachment C - DEOD Summary](#)  
[Attachment D - February 2018 Board Motions](#)

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE RECOMMENDED APPROVAL (3-0-2) OF THE FOLLOWING:**

- 53. SUBJECT: METRO EXPRESSLANES - ROADSIDE TOLL COLLECTION SYSTEM**

[2018-0234](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award firm fixed price Contract No. PS44478000 to Conduent State & Local Solutions, Inc. for implementing and maintaining an ExpressLanes roadside toll collection system in the amount of \$40,872,209 for the eight-year base period, with two, three-year options, in the amounts of \$9,244,429 and \$8,859,200, respectively, for a total of \$58,975,838, subject to resolution of protest(s), if any.

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

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE RECOMMENDED APPROVAL (4-0) OF THE FOLLOWING:**

- 54. SUBJECT: CONSULTANT SUPPORT FOR EXPRESSLANES OPERATIONS**

[2018-0266](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a six-year, cost reimbursable plus fixed fee Contract No. PS48720000 to Cambria Solutions, Inc. (Cambria) in an amount not to exceed \$8,969,941.94 for Consultant Support services for ExpressLanes Operations, subject to resolution of protest(s), if any.

**Attachments:** [Attachment A - Procurement Summary.pdf](#)  
[Attachment B - DEOD Summary.pdf](#)  
[Presentation](#)

**THE FOLLOWING ITEM HAS BEEN FORWARDED FROM MAY BOARD CYCLE DUE TO ABSENCES AND CONFLICTS:**

- 58. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR**

[2018-0352](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute:

- A. Modification No. 2 to Contract No. AE5999300 with WSP USA Inc. for technical services for the evaluation of the two northern alignments in the Draft Environmental Impact Statement/Environmental Impact Report in the



amount of \$2,760,752, increasing the total contract value to \$12,405,244;  
and

- B. Modification No. 1 to Contract No. PS2492300 with Arellano Associates for outreach support for the augmented Community Participation Program as part of the evaluation of the two northern alignments in the Draft EIS/EIR in the amount of \$429,310, increasing the total contract value to \$922,203.

**Attachments:** [Attachment A-1 - Procurement Summary AE5999300](#)  
[Attachment A-2 - Procurement Summary PS2492300](#)  
[Attachment B-1 - Contract Modification Change Order Log AE5999300](#)  
[Attachment B-2 - Contract Modification Change Order Log PS2492300](#)  
[Attachment C-1 - DEOD Summary for A-1](#)  
[Attachment C-2 - DEOD Summary for A-2](#)  
[Staff Report](#)

### NON-CONSENT

3. **SUBJECT: REPORT BY THE CHAIR** [2018-0416](#)

**RECOMMENDATION**

RECEIVE report by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2018-0417](#)

**RECOMMENDATION**

RECEIVE report by the **Chief Executive Officer**.

### **FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:**

9. **SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM** [2018-0087](#)

**RECOMMENDATION**

RECEIVE AND FILE an update on the outreach activities, including on-site events, for the LIFE Program.

**Attachments:** [Attachment A - Motion 12.1](#)  
[Attachment B - List of the Events/Locations](#)

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**FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:**

**12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2019 BUDGET**

[2018-0207](#)

**RECOMMENDATION**

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$90,599,512 million for FY19. This amount includes:

- Operating and Capital funds in the amount of \$88.3 million, and
- Funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2.2 million

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

**Attachments:** [ATTACHMENT A-FY19 Access Program-1 Presentation](#)

**EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED AS AMENDED (3-0) THE FOLLOWING:**

**15. SUBJECT: STATE LEGISLATION**

[2018-0357](#)

**RECOMMENDATION**

ADOPT staff recommended positions:

A. Assembly Bill 533 (Holden) - State Highway Route 710 ~~WORK WITH~~  
**AUTHOR-OPPOSE UNLESS AMENDED**

B. Assembly Bill 1912 (Rodriguez), as amended - Public Employees' Retirement: Joint Powers Agreements: Liability **OPPOSE UNLESS AMENDED**

C. Assembly Bill 327 (Gipson) - South Coast Air Quality Management District: fleets **OPPOSE UNLESS AMENDED**

**Attachments:** [Attachment A - AB 533 \(Holden\) REV](#)  
[Attachment B - AB 1912 \(Rodriguez\)](#)  
[Attachment C - AB 327 \(Gipson\)](#)

**AD HOC CUSTOMER EXPERIENCE COMMITTEE RECOMMENDED APPROVAL (7-0) OF THE FOLLOWING:****38.1 SUBJECT: MOTION BY GARCETTI, KUEHL, BONIN AND GARCIA**[2018-0414](#)**NEXTGEN BUS STUDY SERVICE PARAMETERS**

WE THEREFORE MOVE THAT the Board:

- A. Rename the System Safety, Security and Operations Committee to the Operations, Safety, and Customer Experience Committee;
- B. Endorse Travel Speed, Service Frequency, and System Reliability as the highest priority service parameters to guide the work of the NextGen Bus Study;

WE FURTHER MOVE that the Board direct the CEO to:

- C. Develop customer experience key performance indicators (KPIs) within Operations, Communications, Information & Technology Services, TAP, System Security and Law Enforcement, and other functional areas of MTA to regularly report on the status of the system, transit service, and the transit service environment;
- D. Develop an Annual Customer Service and Experience Plan, including but not limited to improvements planned and desired for:
  - 1. KPIs developed under section C. above
  - 2. The status of Customer Service & Experience projects
  - 3. Key accomplishments, objectives, and challenges in Customer Service and Customer Experience for the following budget year
  - 4. Key accomplishments, objectives, and challenges in transit service marketing for the following budget year
  - 5. The CEO's Ridership Initiatives, including the Customer Experience Strategist (Board File 2018-0365);
- E. Report back to the Operations Committee on all the above in 120 days.

**39. SUBJECT: NEW BLUE BUS SERVICE CONCEPT AND FARE STRUCTURE**[2018-0251](#)**RECOMMENDATION**

RECEIVE AND FILE status report on the service concept and fare structure for the New Blue Bus Replacement Service.

**Attachments:** [Attachment A - 2018 and 2019 New Blue Communications Plan Presentation](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:**

40. **SUBJECT: CRENSHAW/LAX SERVICE PLAN AND BUS/RAIL INTERFACE AND PLAN**

[2018-0242](#)

**RECOMMENDATION****CONSIDER:**

- A. RECEIVING AND FILING status report on the service plan for the new Crenshaw/LAX to Green Line rail network and draft bus/rail interface plan for the Crenshaw/LAX rail line to be implemented in the Fall of 2019; and
- B. DIRECTING the CEO to reevaluate the service plan one year prior to the opening of the Green Line extension to Torrance to determine if travel patterns and other relevant factors show a need for a change in service pattern.

**Attachments:** [Attachment A - Station by Station Descriptions Presentation](#)

**CONSTRUCTION COMMITTEE RECOMMENDED APPROVAL (3-0-2) OF THE FOLLOWING:**

46. **SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT**

[2018-0152](#)

**RECOMMENDATION****CONSIDER:**

- A. ESTABLISHING a Life-of-Project (LOP) Budget of \$1,374,826,466 for the Tunnels portion of the Westside Purple Line Extension Section 3 Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) to award a 49-month firm fixed price Contract No. C1151, subject to the Federal Transit Administration (FTA) approval of a Letter of No Prejudice (LONP), to Frontier-Kemper/Tutor Perini JV, the technically acceptable lowest evaluated price, responsive and responsible Proposer for the final design and construction of the Westside Purple Line Extension Section 3 Project (Project) Tunnels in the amount of \$410,002,000, subject to resolution of protest(s), if any; and
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment D to use up to \$300 million of Measure R funds from the Westside Purple Line Extension line in the



**Attachments:** [Attachment A- Site Map](#)  
[Attachment B- Staff Report](#)  
[Attachment C- Resolution of Necessity](#)

- 61. SUBJECT: MOTION BY GARCETTI, DUPONT-WALKER, HAHN, GARCIA, FASANA AND BOWEN** [2018-0424](#)

**ROAD MOVABLE BARRIERS SYSTEM**

WE MOVE THAT the Board direct the CEO to report back on the following:

- A. An analysis of the feasibility to implement Road Movable Barriers System on Freeway systems in Los Angeles County where asymmetric traffic flow exists. The analysis shall include the following:
1. Identifying the potential freeway corridor segments such as the I-405 between I-105/LAX to I-710, and others, that have unique directional traffic flows.
  2. Coordination with Caltrans to identify the associated capital costs such as bridge replacement.
  3. Coordination with Caltrans to identify the associated operation costs to implement Road Movable Barriers System to create reversible lanes during AM and PM peak hours;
- B. Identify and recommend funding sources to support a pilot demonstration program; and
- C. Report back on all the above during the October 2018 MTA Board cycle.

- 62. SUBJECT: MOTION BY DIRECTOR FASANA** [2018-0423](#)

**STATE ROUTE 710 NORTH AND PROJECT LABOR AGREEMENTS**

I MOVE THAT projects of at least \$2.5 million that are authorized pursuant to the Metro adopted May 2017 Motion (attached), be subject to Metro's PLA, or a similar agreement if the activity is funded by Metro and undertaken by an agency separate from Metro.

**Attachments:** [May 25, 2017 Revised Board Motion 29.1](#)

**63. SUBJECT: BOARD OFFICERS**[2018-0420](#)**RECOMMENDATION**

ELECTION of 2nd Vice Chair.

**64. SUBJECT: CLOSED SESSION**[2018-0421](#)**RECOMMENDATION**

CLOSED SESSION:

- A. Conference with Legal Counsel - Existing Litigation - G.C.  
54956.9(d)(1)
  - 1. Leili Soltaniazad v. LACMTA, LASC Case No. BC602652
  - 2. City of Beverly Hills v. LACMTA, USDC Case No. CV-18-3891  
-GW(SSx)
  
- B. Conference with Legal Counsel - Anticipated Litigation - G.C.  
54956.9(d)(2)
  - Significant Exposure to Litigation (One Case)

**SUBJECT: GENERAL PUBLIC COMMENT**[2018-0418](#)

## GENERAL PUBLIC COMMENT

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

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

Adjournment



**Board Report**

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**File #:** 2018-0347, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
JUNE 28, 2018**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held May 24, 2018.



# Metro

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



## MINUTES

Thursday, May 24, 2018

9:00 AM

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

### **Board of Directors - Regular Board Meeting**

#### DIRECTORS PRESENT:

Eric Garcetti, Chair  
James Butts, 2nd Vice Chair  
Kathryn Barger  
Mike Bonin  
Jacquelyn Dupont-Walker  
John Fasana  
Robert Garcia  
Janice Hahn  
Paul Krekorian  
Ara Najarian  
Mark Ridley-Thomas  
Carrie Bowen, non-voting member  
Phillip A. Washington, Chief Executive Officer

**CALLED TO ORDER at: 9:17 a.m.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 5, 7, 8, 13, 17, 18, 24, 22, \*\*23, 28, 29, 36, 37, 39, 40, 44, and 45.

Consent Calendar items were approved with one motion except for items 17, 21, and 22 which were held by a Director for discussion and/or separate action.

\*\* Required two-thirds vote

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	Y	A	A	Y	Y	A	Y	Y	A	Y	Y

2. **SUBJECT: MINUTES** **2018-0253**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 26, 2018.

3. **SUBJECT: REPORT BY THE CHAIR** **2018-0326**

RECEIVED report by the Chair.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
P	P	P	P	A	P	P	A	P	P	A	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2018-0327**

RECEIVED report by the Chief Executive Officer.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
P	P	P	P	A	P	P	A	P	P	A	P	P

5. **SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT** **2017-0804**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a three (3) year funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the I-10 and I-110 ExpressLanes from July 1, 2018 to June 30, 2021 in the not-to-exceed amount of \$9,713,310.

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

6. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118 (FUNDING AGREEMENT NO. MOU. P0008355/8501A/A6)** **2018-0115**

AUTHORIZED AS AMENDED Contract Modification No. 198 by the California Department of Transportation (Caltrans) for construction contract of the Segment 4 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$1,242,619.51 within the project Life of Project budget.

**DUPONT-WALKER MOTION:** report back to the Board in September in enhancing Metro and Caltrans coordination in delivering Highway Projects.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
A	Y	Y	Y	A	A	Y	A	A	Y	Y	Y	Y

7. **SUBJECT: NORTH COUNTY SUBREGIONAL REPROGRAMMING OF SURPLUS FUNDS FROM THE I-5/SR14 HOV DIRECT CONNECTOR PROJECT** **2018-0172**

APPROVED ON CONSENT CALENDAR:

A. PROGRAMMING up to \$50.05 million in Measure R 20% Highway Funds for the following North County Subregion highway operational improvement projects:

1. SR-138 (SR-14) Avenue M Interchange in the amount of \$12,446,200;
2. The Old Road - Magic Mountain Parkway to Turnberry Lane in the amount of \$25,000,000;
3. SR-138 (SR-14) 10th Street West Widening/Interchange Project in the amount of \$12,600,000; and

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

8. **SUBJECT: FASHION BUSINESS IMPROVEMENT DISTRICT** **2018-0165**

APPROVED ON CONSENT CALENDAR Metro's participation in the Fashion Business Improvement District ("BID" or "District") for a period of eight years beginning January 1, 2019 to December 31, 2026 for an estimated total amount of \$793,400.

**9. SUBJECT: FISCAL YEAR 2019 (FY19) BUDGET**

**2018-0147**

APPROVED:

- A. ADOPTING the proposed FY19 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
- B. the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5 million, included in the proposed FY19 Budget and presented in Attachment A;
- C. the Reimbursement Resolution declaring Metro's intention to issue debt in FY19 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval;
- D. AMENDING the proposed budget to include \$2,000,000 for Expo Phase 1 and \$20,624,400 for Expo Phase 2, as approved by Expo Construction Authority for fiscal year 2019, for a total addition of \$22,624,400;
- E. AMENDING the proposed budget to include \$25,000,000 for farebox upgrade, as approved by the Board on April 18, 2018; and
- F. AMENDING the proposed budget to include \$500,000 to begin the draft environmental study of the Crenshaw Northern Extension project upon identification of the preferred alternatives identified by the Board for this corridor

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
A	Y	Y	Y	A	A	Y	A	A	Y	Y	Y	Y

**11. SUBJECT: MAJOR CONSTRUCTION UMBRELLA INSURANCE PROGRAM**

**2017-0702**

AUTHORIZED the Chief Executive Officer to negotiate and purchase additional construction project umbrella liability insurance policies (also known as a super excess general liability insurance program) for construction of the Metro

(continued on next page)

(Item 11 - continued from previous page)

Westside Purple Line Extension Section 2 Project (the Project) with up to \$300 million in additional limits at a cost not to exceed \$4.9 million for the period effective June 6, 2017 to June 6, 2027 (and products/completed operations coverage to June 6, 2037).

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
A	Y	Y	Y	A	A	C	A	A	Y	Y	Y	Y

**13. SUBJECT: 2019 FEDERAL TRANSPORTATION 2018-0166  
IMPROVEMENT PROGRAM (TIP)**

ADOPTED ON CONSENT CALENDAR the Resolution for the 2019 Los Angeles County Transportation Improvement Program (TIP) as shown in Attachment A.

**15. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR 2018-0072**

APPROVED:

**A. RECEIVING AND FILING:**

1. West Santa Ana Branch Transit Corridor Updated Northern Alignment Options Screening Report, including project goals; and
2. Update on Public-Private Partnership (P3) project delivery procurement Process

**B. AUTHORIZING:**

1. Northern alignment options to carry forward into Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
  - a. Concept E: Union Station via Alameda Underground
  - b. ~~Concept F: Union Station via Alameda Underground/Center-Aerial~~
  - c. Concept G: Downtown Transit Core Underground

**AMENDMENT BY FASANA:** As part of the environmental process, consider studying up to 6 car platforms.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
A	Y	Y	Y	A	A	Y	A	A	Y	Y	Y	Y

(continued on next page)

(Item 15 – continued from previous page)

CARRIED OVER TO JUNE DUE TO ABSENCES AND CONFLICTS:

C. AUTHORIZING the Chief Executive Officer to execute:

- 1. Modification No. 2 to Contract No. AE5999300 with WSP USA Inc. for technical services for the evaluation of the three northern alignments in the Draft EIS/EIR in the amount of \$2,760,752, increasing the total contract value to \$12,405,244; and
- 2. Modification No. 1 to Contract No. PS2492300 with Arellano Associates for outreach support for the augmented Community Participation Program as part of the evaluation of the three northern alignments in the Draft EIS/EIR in the amount of \$429,310, increasing the total contract value to \$922,203.

**17. SUBJECT: METRO BIKE SHARE BUSINESS PLAN AND FARE STRUCTURE**

**2018-0138**

APPROVED AS AMENDED:

- A. ADOPTING the new Bike Share Business Plan for Metro Bike Share Program (<http://libraryarchives.metro.net/DPGTL/bikeplans/2018-Bikeshare-Business-Plan.pdf>);
- B. New Bike Share fare structure as outlined in Attachment A; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate future non-title sponsorship agreements.

AMENDMENT BY NAJARIAN AND BARGER that the CEO direct staff to pursue qualifying MTA’s bicycle programs as a transportation mode, which should be eligible for funding from State or Federal funds; and

FURTHER MOVE that staff report back to the Board in 60 days with an update on staff efforts/information and a path forward with next steps.

AMENDMENT BY FASANA: Report back in 90 days from the Office of Extraordinary Innovation and Planning Department on whether Metro should continue the Bike Share program.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
A	Y	Y	Y	A	A	Y	A	A	Y	Y	Y	Y

**18. SUBJECT: METRO BIKE SHARE PHASE 3 EXPANSION****2017-0925**

AUTHORIZE ON CONSENT CALENDAR the:

- A. Chief Executive Officer (CEO) to exercise options and execute Modification No. 7 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to activate Metro Bike Share Phase III Expansion, in the not-to-exceed (NTE) amount of \$35,477,704 (for capital costs, pre-launch activities, and on-going operations and maintenance), increasing the total contract value from \$54,402,988 to \$89,880,692, to the following areas:
- Culver City
  - Marina del Rey
  - West Los Angeles
  - Downtown Los Angeles Expanded
- B. Phase III Expansion Life of Project (LOP) budget of \$10.5M; and
- C. CEO to negotiate and execute a Memorandum of Understanding (MOU)/MOU amendment to set the terms of fiscal and administrative responsibility, as described in the Board Report dated January 14, 2015 (accessed at [http://media.metro.net/board/Items/2015/01\\_january/20150114p&pitem25.pdf](http://media.metro.net/board/Items/2015/01_january/20150114p&pitem25.pdf)), with the City of Los Angeles, Culver City, and Marina del Rey to expand the Metro Bike Share Program to the following areas:
1. Echo Park/Silver Lake, Koreatown, MacArthur Park/Westlake, and Palms/Mar Vista/Playa del Rey/Playa Vista/Del Rey and the inclusion of the two stations awarded 2016 Affordable Housing and Sustainable Communities (AHSC) grant funding (document found at <http://libraryarchives.metro.net/DPGTL/AHSC/2016-AHSC-Grant-Award-Notice.pdf>)
  2. Culver City
  3. Marina del Rey

**19. SUBJECT: LA RIVER BIKE PATH GAP CLOSURE PROJECT  
TECHNICAL SERVICES****2018-0108**

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE an 88-month, firm fixed price Contract No. AE47795000 with CH2M Hill, Inc. for \$45,891,279 for Los Angeles River Bike Path Gap Closure Project Technical Services (Project), subject to resolution of protest(s), if any;

(continued on next page)

(Item 19 – continued from previous page)

- B. APPROVE Contract Modification Authority (CMA) specific to and execute modifications for Contract No. AE47795000 in the amount of \$6,883,692 (15%) to support the cost of unforeseen issues that may arise during the course of the Contract; and
- C. NEGOTIATE and enter into a Memorandum of Understanding (MOU) with Los Angeles County Department of Public Works (LACDPW) for construction management and delivery of the Project with an option for final design; and
- D. NEGOTIATE and enter into a Cooperative Agreement with the City of Los Angeles, the City of Vernon, and LACDPW.

*PK	JF	JH	MB	HS	JB	EG	SK	*KB	JDW	*MRT	*AN	RG
Y	Y	C	C	A	Y	C	A	Y	Y	Y	Y	C

\* Selected to vote under Rule of Necessity

**21. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) ENVIRONMENTAL AND PLANNING STUDY** **2018-0129**

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer (CEO) to award and execute a 40-month firm fixed price Contract No. AE49369000 to Kimley-Horn and Associates, Inc., in the amount of \$6,768,898 for a base contract to complete the Planning and Environmental Study for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor and one of two optional tasks to advance the design through either 1) Advanced Conceptual Engineering (ACE) in an amount not to exceed \$2,954,561, or 2) Preliminary Engineering (PE) in an amount not to exceed \$4,860,264, for a total not to exceed amount of \$11,629,162, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	*EG	SK	*KB	JDW	MRT	AN	RG
Y	Y	C	C	A	Y	Y	A	Y	Y	C	Y	C

\* Selected to vote under Rule of Necessity



**22. SUBJECT: NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT CORRIDOR PLANNING AND ENVIRONMENTAL STUDY 2018-0130**

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer (CEO) to award and execute a 40-month firm fixed price Contract No. AE49337000 to IBI Group in the amount of \$5,582,619 for a base contract to complete the North San Fernando Valley Bus Rapid Transit Corridor Planning and Environmental Study and one of two optional tasks to advance the design through either i) Advanced Conceptual Engineering (ACE) in an amount not to exceed \$928,908, or ii) Preliminary Engineering (PE) in an amount not to exceed \$3,176,895, for a total not-to-exceed amount of \$8,759,514, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	C	C	A	Y	Y	A	C	Y	Y	Y	C

**23. SUBJECT: P2000 AUXILIARY INVERTER ASSEMBLY OVERHAUL 2018-0150**

APPROVED ON CONSENT CALENDAR BY 2/3 VOTE:

- A. AUTHORIZING the Chief Executive Officer to award a 31 month, indefinite delivery, indefinite quantity Contract No. MA46603 to KB Powertech Corporation, USA for overhaul services of the Siemens P2000 Light Rail Vehicle (LRV) Auxiliary Inverter Assembly for a total not-to-exceed amount of \$999,607, subject to resolution of protest(s), if any; and
- B. AWARDING a sole source procurement, pursuant to Public Utilities Code Section 130237 for component overhaul services of the Siemens P2000 LRV Auxiliary Inverter Assembly Overhaul the Original Equipment Manufacturer (OEM), to KB Powertech Corp.

**28. SUBJECT: CITY OF SANTA MONICA OPERATION AND MAINTENANCE AGREEMENT 2018-0027**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Memorandum of Understanding for Operation and Maintenance Agreement (OMA) between Metro (Authority) and The City of Santa Monica (Attachment A).

**29. SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT 2018-0114**  
**CONTRACT KINKISHARYO**

APPROVED ON CONSENT CALENDAR a Modification to Contract No. P3010 with Kinkisharyo International, LLC for four (4) Request for Changes (RFC); RFC No. 1 Addition of Back-up Train Operator Display for a firm fixed price of \$1,589,240, RFC No. 2 Addition of Color Route ID to Exterior Signs for a firm fixed price of \$1,715,638, RFC No. 3 Addition of Exterior Rear View Mirrors for a firm fixed price of \$1,122,336, and RFC No. 6 Addition of Interior Route Information Signs for a firm fixed price of \$1,260,476, all for a combined firm fixed amount of \$5,687,690, increasing the total Contract value from \$914,667,177 to \$920,354,867. The contract increase is within the Life of Project Budget.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
						C		C				

**34. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK PROJECT 2018-0186**  
**CARRIED OVER TO JUNE DUE TO ABSENCES AND CONFLICTS:**

- A. AUTHORIZING the Chief Executive Officer to execute a 5-year cost-plus fixed fee Contract No. AE48636MC074 with DHS Consulting, Inc. to provide Construction Management Support Services for the Division 20 Portal Widening Turnback Project, in an amount not-to-exceed \$13,029,957.91;
- B. APPROVE Contract Modification Authority in the amount of \$2,605,991.82 or 20% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

**36. SUBJECT: STATE LEGISLATION 2018-0219**

ADOPTED ON CONSENT CALENDAR staff recommended position:

- A. Senate Bill 961 (Allen) - Enhanced Infrastructure Financing Districts  
**SUPPORT IF AMENDED**

**37. SUBJECT: HOMELESS OUTREACH**

**2018-0214**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to expand the Multidisciplinary Homeless Outreach Program (C3) from 2 to 8 outreach teams operating seven days a week on Metro rail, bus and at Union Station. Staffing levels will be assessed annually thereafter; and
- B. RECEIVING AND FILING Metro's inventory planning assessment for homeless temporary housing.

**39. SUBJECT: UNIVERSAL COLLEGE STUDENT TRANSIT PASS  
PILOT PROGRAM**

**2018-0189**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the results of the Universal College Student Transit Pass (U-Pass) Pilot and GradPass Programs;
- B. the transition of the U-Pass and GradPass Programs to become permanent programs and discontinue the I-TAP Program effective Fall 2018;
- C. the unit reduction for undergraduate students from 6 units to 0 units and only require current enrollment in credit or non-credit courses effective Summer 2018 term for the U-Pass Program; and
- D. EXTENDING work on the Regional U-Pass Program to report back to Board within 12 months.

**40. SUBJECT: METRO TRANSPORTATION SCHOOL**

**2018-0273**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING an update on the Metro Transportation School; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute a Memorandum of Understanding (MOU) with the County of Los Angeles (County) based on the principles.

**44. SUBJECT: STREAMLINING AUDITS FOR SMALL AND DISADVANTAGED BUSINESSES**

**2017-0730**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING report on streamlining audits for small businesses; and
- B. the establishment of an Indirect Cost Rate Pilot Program for Small and Disadvantaged Businesses on eligible contracts.

**45. SUBJECT: TAP GIFT CARD SALES AND RELOAD PROGRAM**

**2017-0796**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, revenue-generating Contract No. PS43741000 to Interactive Communications International, Inc. (InComm) for the distribution of TAP gift cards for purchase at retail gift card kiosks at major chain stores to satisfy customer demand for more TAP sales locations

**46. SUBJECT: CLOSED SESSION**

**2018-0328**

- A. Conference with Labor Negotiator - G.C. 54957.6  
Agency Designated Representative: Joanne Peterson or designees  
Employee Organization: SMART

NO REPORT.

RECEIVED General Public Comment

ADJOURNED AT 1:03 p.m.

Prepared by: Deanna Phillips  
Administrative Analyst, Board Administration

  
Michele Jackson, Board Secretary

**Board Report**

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**File #:** 2018-0239, **File Type:** Program

**Agenda Number:** 5.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 20, 2018**

**SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM**

**ACTION: PURCHASE EXCESS LIABILITY INSURANCE**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase excess liability insurance policies with up to \$300 million in limits and an \$8 million self-insured retention at a cost not to exceed \$4.5 million for the 12-month period effective August 1, 2018 to August 1, 2019.

**ISSUE**

The excess liability insurance policies expire August 1, 2018. Insurance underwriters will not commit to final pricing until roughly six weeks before our current program expires on August 1. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Metro is required by some shared use agreements with the freight railroads to carry excess liability insurance. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

**DISCUSSION**

Our insurance broker, USI Insurance Services (“USI”), is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are in the process of being received by our broker from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims.

To put the insurance marketplace in perspective, US property/casualty insurers saw underwriting losses more than double to \$5.1 billion for the first half of 2017 compared with the year before. Losses led by higher catastrophe and auto claims drove net income down by 29% in the first half; even before third quarter hurricane losses were included.

Casualty premiums remain relatively flat, except as to auto liability where losses have increased in number and severity. Liability insurance coverage for our bus system has been negatively affected because of the substantial increase in nationwide and California highway fatalities. Auto lines are up by 5 to 9%, even on risks with no losses. Insurers are looking more selectively at risks and more carefully underwriting programs. Two years of auto liability rate increases have not offset loss trends and adverse development. Auto liability loss costs are significantly outpacing inflation, rising 36%

from 2015 through 2017. Retail and reinsurance markets are also finding abnormal, negative developments in their liability loss portfolios. Damage from the 2017 California wildfires generated over 45,000 claims and \$12 billion in losses, many which will be subrogated to the utilities as a proximate cause of the fires. This affects casualty premium as many of the same reinsurers provide coverage to public entity risks such as Metro.

Staff and USI developed a 2018/2019 excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we desired to maintain a continuing diversified mix of international and domestic insurers to maintain competition and reduce our dependence on any single insurance carrier. Third, we desired to maintain total limits of \$300 million while maintaining a \$7.5 million self-insured retention but were open to increase our self-insured retention if needed to retain reasonable premium pricing.

USI is presenting the submission to competing insurers in order to create competition in the layers of our insurance program. Our broker contacted the markets in April, May and June. Insurance executives both nationally and internationally expressed continuing increased underwriting discipline in particular for transportation risks. As in prior years, insurers asked for detailed loss information on Metro risks. Insurers perform detailed actuarial valuations on our book of business to establish their premiums. We are awaiting final insurance quotes by carriers from our broker.

Metro continues to benefit from favorable acceptance of our risk in the marketplace. More differentiation of risk benefits Metro as we have a newer rail system, implemented Automatic Train Protection (ATP) technology earlier than many other transit agencies and have a robust claims management process. Last year, we obtained \$300 million in coverage with \$7.5 million retention for \$4.1 million. We are anticipating a nearly flat renewal if we increase our self-insured retention (SIR) to \$8 million as suggested by carriers.

Attachment A provides an overview of the current program, renewal options and estimated associated premiums, and the agency's loss history. The Recommended Program, Option A, includes total limits of \$300 million with \$8 million retention and provides terrorism coverage at all levels. Attachment B shows the tentative carriers selected and program structure.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

The funding for eleven months of \$4.2 million for this action is included in the FY19 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). The remaining month of premiums will be included in the FY20 budget, cost center

0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). In FY19, an estimated \$4.5 million will be expensed for excess liability insurance.

Impact to Budget

Approval of this action is included in the FY19 budget. The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. No other sources of funds were considered because these are the activities that benefit from the insurance coverage. This activity will result in a negligible change to operating costs from the prior fiscal year.

**ALTERNATIVES CONSIDERED**

Various deductibles and limits of coverage options were considered as outlined in Attachment A. Our estimated penetration of the excess layer and premium history is also shown in this attachment. Option A maintains \$300 million limits but increases the SIR to \$8 million. This option is recommended because insurance carriers are insisting on higher retentions to offset fast rising insurance premiums in the marketplace. Option B maintains \$300 million limits and the current SIR of \$7.5 million. Option B is not recommended.

**NEXT STEPS**

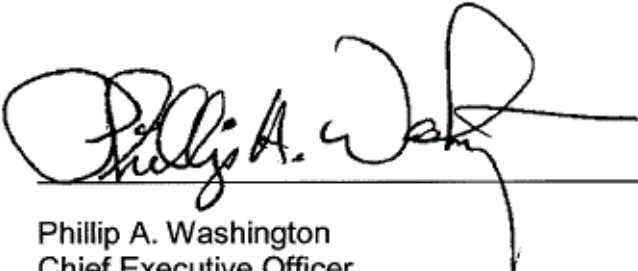
Upon Board approval of this action, we will advise USI to proceed with placement of the excess liability insurance program outlined herein effective August 1, 2018.

**ATTACHMENTS**

- Attachment A - Options, Premiums and Loss History
- Attachment B - Proposed Carriers and Program Structure

Prepared by: Tim Rosevear, Manager, Risk Financing Manager, (213) 922-6354

Reviewed by: Greg Kildare, Chief Risk, Safety and Asset Management Officer, (213) 922-4971



Phillip A. Washington  
Chief Executive Officer





**ATTACHMENT A**

**Options, Premiums and Loss History**

**Current Insurance Premium and Proposed Options**

	CURRENT PROGRAM	OPTIONS (Estimated)	
		A	B
Self-Insured Retention	\$7.5 mil	\$8.0 mil	\$7.5 mil
Limit of Coverage	\$300 mil	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes	Yes
Premium	\$4.1 mil	\$4.1 mil	\$4.3 mil

**Premium History for Excess Liability Policies  
Ending in the Following Policy Periods**

	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
Self-Insured Retention	\$4.5 mil	\$4.5 mil	\$5.0 mil	\$5.0 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil
Insurance Premium	\$3.8 mil	\$3.8 mil	\$3.9 mil	\$3.9 mil	\$3.6 mil	\$3.7 mil	\$3.6 mil	\$3.7 mil	\$4.1 mil
Claims in Excess of Retention	1	0	0	2	1	0	2 (est.)	0 (est.)	1 (est.)
Estimated Amount in Excess of Retention	\$1.0 mil	0	0	\$5.4 mil	\$1.3 mil	0	TBD	TBD	TBD

**ATTACHMENT B**

**PROPOSED CARRIERS AND PROGRAM STRUCTURE**



**USI Insurance Services  
Proposed Liability Insurance Summary 2018 - 2019  
Los Angeles County Metropolitan Transportation Authority**

Excess Limit		Layer(s)	Carrier	Participation	Premium *
<b>\$300M</b>	Excess Liability	<b>\$50M xs \$250M</b>	Apollo	\$25,000,000	\$81,270
			Novae	\$12,500,000	\$40,635
			StarStone	\$12,500,000	\$39,375
<b>\$250M</b>	Excess Liability	<b>\$50M xs \$200M</b>	Argo	\$35,000,000	\$147,000
			Swiss Re	\$15,000,000	\$65,016
<b>\$200M</b>	Excess Liability	<b>\$100M xs \$100M</b>	Aspen	\$40,000,000	\$238,392
			IronStarr	\$25,000,000	\$144,375
			Endurance (Sompo)	\$12,500,000	\$72,188
			Canopus (Hamilton Re)	\$12,500,000	\$72,188
			Argo	\$10,000,000	\$57,750
<b>\$100M</b>	Excess Liability	<b>\$50M xs \$50M</b>	Great American	\$15,000,000	\$150,000
			Allied World (AWAC)	\$15,000,000	\$150,000
			XL Insurance America	\$15,000,000	\$150,000
			PENDING *	\$5,000,000	\$51,600
<b>\$50M</b>	Excess Liability	<b>\$10M xs \$40M</b>	XL Insurance America	\$10,000,000	\$157,500
<b>\$40M</b>	Excess Liability	<b>\$10M xs \$30M</b>	Great American	\$10,000,000	\$195,000
<b>\$30M</b>	Excess Liability	<b>\$10M xs \$20M</b>	Endurance American	\$10,000,000	\$247,680
<b>\$20M</b>	Excess Liability	<b>\$10M xs \$10M</b>	London (PEELS)	\$10,000,000	\$619,200
<b>\$10M</b>	Primary Liability	<b>\$10M Primary</b>	Peleus(Alteris)	\$10,000,000	\$1,439,640
<b>Total Limits</b>		<b>\$300,000,000</b>			

**Estimated Program Premiums \* \$4,118,808**

Contingency for carrier, premium, tax and fee adjustments \$381,192

**Estimated Program Not-To-Exceed Total \$4,500,000**

" Subject to finalization of on-going negotiations with carriers

**Terrorism pricing is included above.**



## Board Report

File #: 2018-0271, File Type: Contract

Agenda Number: 6.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20**

**ACTION: APPROVE MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS4488900, with Vasquez & Company, LLP for Package A of the Fiscal Years (FY) 2016-2020 to provide financial and compliance Measure M audits in the amount of \$402,912 increasing the contract value from \$2,357,296 to \$2,760,208.

#### **ISSUE**

As the Regional Transportation Planner for Los Angeles County, Metro is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators and other transportation programs. Metro has fiduciary responsibility to help ensure jurisdictions, operators, and program administrators receiving funds for transportation related projects are in compliance with the applicable statutes, rules, regulations, policies, guidelines and Memorandum of Understanding (MOU) agreements.

Measure M, approved by voters in November 2016, is a half cent transportation sales tax for Los Angeles County. The Measure M Ordinance specifies that 17 percent (17%) of revenues shall be allocated to jurisdictions. Metro allocates and distributes Local Return funds monthly to jurisdictions on a per capita basis and in conformance with the Measure M Ordinance and Metro's adopted policies and guidelines. The Measure M Ordinance specifies that Local Return funds are to be used for transportation purposes only and that annual audits be conducted within six months after the end of the fiscal year being audited. As Metro began distributing funds to the 88 cities and the County of Los Angeles in September 2017 the first audit will be for Fiscal Year (FY) 2018.

#### **DISCUSSION**

In accordance with the Ordinance, the Measure M Independent Taxpayers Oversight Committee (Committee) approved the scope of work for these audits. In addition, the Committee voted for the inclusion of the Measure M audit scope to the contract with the existing audit firms contracted to perform the Consolidated Audits.

The current Consolidated Audit contracts include financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
  - a. Proposition A Local Return
  - b. Proposition C Local Return
  - c. Measure R Local Return
  - d. Transit Development Act (TDA) 3
  - e. Transit Development Act (TDA) 8
  - f. Proposition A Discretionary Incentive Program
2. Transit System Funds to Commerce, Redondo Beach, Torrance, LADOT, Glendale, Pasadena, and Burbank
  - a. Transit Development Act (TDA) 4
  - b. State Transit Assistance (STA)
  - c. Proposition A 95% of 40% Discretionary
  - d. Proposition C 5% Security
  - e. Proposition C 40% Discretionary
  - f. Measure R
3. Fare Subsidies Programs
  - a. Immediate Needs Transportation Program (INTP)
  - b. Rider Relief Transportation Program (RRTP)
  - c. Support for Homeless Re-Entry (SHORE) Program
4. SCRRA Metrolink Program
5. EZ Transit Pass Program
6. Access Services
7. LADOT Operating Data (Proposition A Incentive Programs)

Including the FY2018-20 Measure M Local Return and Transit Systems Funds audits of the 88 cities and County of Los Angeles, Low-Income Fare is Easy (LIFE) Programs, SCRRA Metrolink Program and Access Services to the existing contracts will achieve greater audit and cost efficiencies and will lessen the impact to the fund recipients since they will deal with the same auditor for various funds; thereby giving information that can be used by the auditor to satisfy multiple program requirements.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funds of \$228,676 for the Measure M FY18 audits will be included in the FY19 budget in Cost Center 2510, Management Audit under projects 100058, Measure M Administration funds, account 50316 Services Professional and Technical. Since this is a multi-year contract, the Project Manager will be responsible for ensuring that funds are budgeted in subsequent years.

### **Impacts to Budget**

The consolidated audits are funded through P&P Planning Consolidated Audit, Measure R and M Administration funds. There is no impact to bus and rail operating or capital.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to authorize this Contract Modification. This is not recommended since the Measure M Ordinance requires that audits be conducted on funds allocated to jurisdictions. The Consolidated Audit process addresses these requirements and plays a major part in the continued implementation, management and administration of the covered funding programs.

Another option would be to send out a Request for Proposals to all auditing firms. This is not recommended since this would most likely not yield any cost savings for Metro nor gain audit efficiencies since the existing auditors already have extensive knowledge of program requirements.

### **NEXT STEPS**

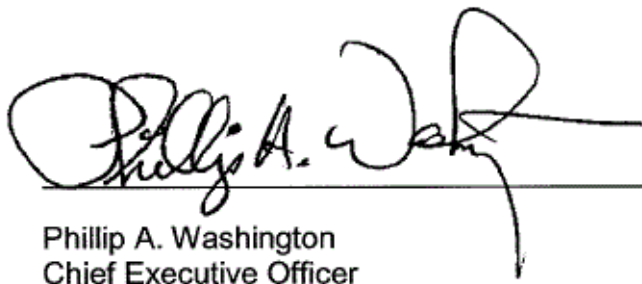
Upon Board approval, staff will execute Modification No. 3 to Contract No. PS4488900 with Vasquez & Company, LLP in order to complete the Measure M financial and compliance audits as required by the Measure M ordinance.

### **ATTACHMENTS**

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

Prepared by: Diana Estrada, Chief Auditor, (213) 922-2161

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023  
Debra Avila, Chief Vendor / Contract Management Officer,  
(213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## CONSOLIDATED AUDIT (PACKAGE A)/PS4488900

1.	<b>Contract Number:</b> PS4488900		
2.	<b>Contractor:</b> Vasquez & Company, LLP		
3.	<b>Mod. Work Description:</b> Perform financial and compliance audits of Measure M programs		
4.	<b>Work Description:</b> Consolidated Audit for FYs 2016-20 (Package A)		
5.	<b>The following data is current as of:</b> 5/18/18		
6.	<b>Contract/Completion Status:</b>		<b>Financial Status:</b>
	<b>Award Date:</b>	03/24/16	<b>Awarded Contract Amount:</b> \$2,341,648
	<b>Notice to Proceed (NTP):</b>	N/A	
	<b>Original Completion Date:</b>	07/13/21	<b>Value of Mods. Issued to Date (including this action):</b> \$418,560
	<b>Current Est. Complete Date:</b>	07/13/21	<b>Total Amount (including this action):</b> \$2,760,208
7.	<b>Contract Administrator:</b> Greg Baker		<b>Telephone Number:</b> (213) 922-7577
8.	<b>Project Manager:</b> Lauren Choi		<b>Telephone Number:</b> (213) 922-3926

**A. Contract Action Summary**

This Board Action is to approve Modification No. 3 to Contract No. PS4488900 with Vasquez and Company, LLP (Vasquez), to perform financial and compliance audits of Measure M programs in order to provide assurance that recipients of subsidies included in the consolidated audit are adhering to the statutes of each applicable funding source and the Measure M guidelines.

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

On March 24, 2016, the Board approved a five-year Contract No. PS4488900 to Vasquez to provide consolidated and compliance audit services for fiscal years 2016-20.

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

addition, the recommended price is based on the rates that were established as part of the current contract awarded in March 2016; these rates remain unchanged. The contract was the result of a competitive RFP.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$402,912	\$267,447	\$402,912

The ICE did not take into account some additional coordination between the cities and Vasquez and Company, LLP to perform and complete the audits.

**CONTRACT MODIFICATION/CHANGE ORDER**

**ATTACHMENT B**

**CONSOLIDATED AUDIT (PACKAGE A)/PS4488900**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>Amount</b>
1	This modification descoped the County of Los Angeles Consolidated audit program for Fiscal Year ending 2017 from Exhibit 1 Statement of Work	Approved	10/30/17	(\$20,137)
2	Increased cost incurred by the Contractor due to unforeseen issues that arose in completing the FY2016 Metrolink, Access Services and the City of Compton consolidated audit tasks	Approved	12/20/17	\$35,785
3	Perform financial and compliance audits of Measure M programs to provide assurance that recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and the Measure M guidelines	<b>Pending</b>	Pending	\$402,912
	<b>Contract Modification Total:</b>			<b>\$418,560</b>
	<b>Original Contract Amount:</b>	<b>07/13/16</b>		<b>\$2,341,648</b>
	<b>Total:</b>			<b>\$2,760,208</b>



## DEOD SUMMARY

## CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-2020/PS4488900

**A. Small Business Participation**

Vazquez & Company, LLP made a 27% Small Business Enterprise (SBE) and 3% Disabled Veterans Business Enterprise (DVBE) commitment. The project is 35% complete. Vazquez & Company, LLP is currently exceeding their SBE and DVBE commitment with a 28.18% SBE and 3.20% DVBE participation.

<b>Small Business Commitment</b>	<b>27% SBE 3% DVBE</b>	<b>Small Business Participation</b>	<b>28.18% SBE 3.20% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	BCA Watson Rice, LLP	27%	28.18%
	<b>Total</b>	<b>27%</b>	<b>28.18%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Daniel R. Arguello	3%	3.20%
	<b>Total</b>	<b>3%</b>	<b>3.20%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is 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 #: 2018-0270, File Type: Formula Allocation / Local Return

Agenda Number: 7.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: PROPOSITION A AND PROPOSITION C LOCAL  
RETURN CAPITAL RESERVES**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING Proposition A and Proposition C Local Return funded Capital Reserve Account(s) for the Cities of Covina, Hidden Hills, La Mirada, Lawndale, San Dimas, Santa Monica, and Signal Hill, as described in Attachment A;
- B. APPROVING four year extension of Proposition A and Proposition C Local Return Capital Reserve Account(s) for the Cities of El Monte, Lomita, and Redondo Beach, as described in Attachment A;
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Attachment A for their Capital Reserve Accounts as approved.

#### **ISSUE**

A local jurisdiction that needs additional time to accumulate sufficient funding to implement a project may be at risk of lapsing of funds. To avoid lapsing, a local jurisdiction may request that funding be dedicated in a Capital Reserve Account. Upon Board approval, as required for Local Return Funds, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are originally made available.

#### **DISCUSSION**

Proposition A and Proposition C Local Return Guidelines require that Local Return funds be expended before a four-year lapsing deadline (the year of allocation plus three years). However, Capital Reserve Accounts are permitted under the Local Return Guidelines, with approval from the Board of Directors. Capital Reserve accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial

and planning commitments for specific capital projects.

Some of the Proposition A and Proposition C Local Return funds could lapse due to time constraints. According to the Local Return Guidelines, the lapsed funds then would be returned to LACMTA so that the Board may redistribute the funds for reallocation to Jurisdictions for discretionary programs of county-wide significance, or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

### **DETERMINATION OF SAFETY IMPACT**

Approval of the cities requests will allow for improvements to the streets and roads, intersections, signal synchronization, transit center, and city wide bus stops as listed on Attachment A.

### **FINANCIAL IMPACT**

The adoption of staff recommendation would have no impact on the LACMTA Budget or LACMTA's Financial Statements. The Capital Reserve Account funds originate from the portion of Proposition A and Proposition C funds that are allocated to each Local Angeles County local jurisdiction by formula.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to approve staff recommendations. Staff does not recommend this alternative as the Cities may not be able to accumulate sufficient funds necessary for their large capital projects as described in Attachment A. The cities often have no other funds and these local projects could otherwise be unable to proceed to construction in a timely manner.

### **NEXT STEPS**

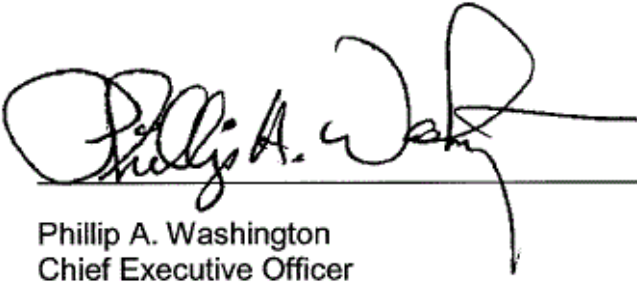
Upon Board approval, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will monitor the accounts to ensure that the cities comply with the Local Return Guidelines and the terms of the agreements.

### **ATTACHMENTS**

Attachment A - Project Summary for Proposed or Amended Capital Reserve Accounts

Prepared by: Susan Richan, Senior Manager, Transportation Planning, (213) 922-3017  
Drew Phillips, Director, Budget, (213) 922-2109

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED NEW AND AMENDED  
CAPITAL RESERVE ACCOUNTS

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Covina 380-01 (New)	<u>Project:</u> Grand Avenue Rehabilitation  <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements along Grand Avenue	\$1,131,000	Proposition C 20% Local Return	6/30/23  Estimated lapse of \$800,000 on 6/30/18
City of Hidden Hills 380-01 (New)	<u>Project:</u> Long Valley Improvement Project  <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements along Long Valley Road	\$200,000	Proposition C 20% Local Return	6/30/23  An estimated lapsing of \$80,000 on 6/30/18
City of La Mirada #01-380 (New)	<u>Project :</u> La Mirada Blvd/Alondra Blvd Intersection Improvement  <u>Justification:</u> The capital reserve will assist in the non-lapsing of funds for improvements at the La Mirada Blvd and Alondra Blvd intersection	\$200,000	Proposition C 20% Local Return	6/30/23  An estimated lapse of \$200,000 on 6/30/18
City of Lawndale #05-380 (New)	<u>Project :</u> Citywide Pavement Cracking Sealing and Repairs  <u>Justification:</u> The capital reserve will assist in the non-lapsing of funds for street improvements citywide	\$550,000	Proposition C 20% Local Return	6/30/23  An estimated lapse of \$550,000 on 6/30/18
City of San Dimas #02-380 (New)	<u>Project:</u> San Dimas Ave – Puddingstone to Via Verde road reconstruction project  <u>Justification:</u> This project's total costs is \$2.1 million with the city looking to use \$1.15 million of Prop C to complete the project.	\$1,150,000	Proposition C 20% Local Return	6/30/23  An estimated lapse of \$560,000 on 6/30/18

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City Santa Monica #10-380 (New)	<u>Project:</u> Montana Avenue Signal Synchronization  <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds for this heavily used transit corridor.	\$1,540,000	Proposition C 20% Local Return	6/30/23  An estimated lapse of \$870,000 on 6/30/18
City Signal Hill #01-380 (New)	<u>Project:</u> City Wide Bus Stop Pads  <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds for improvements to the bus stops	\$380,000	Proposition A 25% Local Return	6/30/23  An estimated lapse of \$250,000 on 6/30/18
City El Monte #01-380 (Amended)  Original MOU termination date 6/30/13. This is the 2nd amendment	<u>Project:</u> Ramona Blvd at Valley Blvd Intersection Improvement  <u>Justification:</u> The capital reserve will assist in the completion of funding this intersection improvement. This will add the costs from the no longer active project "El Monte Santa Anita Bridge Overcrossing" of \$400,000 to the existing budget of \$771,600 for a total of \$1,171,000.	\$1,171,600	Proposition C 20% Local Return	6/30/23  At this time no funds are estimated to lapse. This request is for Board approval to add \$400,000 to existing project and give time extension
City of Lomita #01-380 (Amended)  Original MOU termination date 6/30/12. This is the 3 <sup>rd</sup> amendment	<u>Project:</u> Crenshaw Blvd – Lomita Blvd Rebuild/Overlay project  <u>Justification:</u> The capital reserve will assist in the completion of this project	\$600,000	Proposition C 20% Local Return	6/30/23  This project is almost complete. Request for more time to complete the project  An estimated lapse of \$250,000 on 6/30/18

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
<p>City of Redondo Beach #01-380 (Amended)</p> <p>Original MOU termination date 6/30/14. This is the 2nd amendment</p>	<p><u>Project:</u> Transit Center Construction</p> <p><u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds for matching of total project estimates at \$5.14 million</p>	<p>\$2,050,000</p>	<p>Proposition C 20% Local Return</p>	<p>6/30/23</p> <p>This project is almost complete. Request for more time to complete the project</p> <p>An estimated lapse of \$2,000,000 on 6/30/18</p>

**Board Report**

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**File #:** 2018-0211, **File Type:** Resolution

**Agenda Number:** 8.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 20, 2018**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)  
ARTICLE 8 FUND PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

**ADOPT:**

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
  2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
  3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$8,651,483 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,378,886 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and



- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

### **ISSUE**

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

### **DISCUSSION**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2018-19 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the SSTAC and the Hearing Board.

### **POLICY IMPLICATION**

Staff has followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2017-18 (for the FY 2018-19 allocation estimates) and Attachment H is the proposed recommendations of the FY18-19 SSTAC.

On April 25, 2018, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$25,832,364 in TDA Article 8 funds to the recipient local jurisdictions.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

## **FINANCIAL IMPACT**

The TDA Article 8 funds for FY 2018-19 are estimated at \$25,832,364 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

## **ALTERNATIVES CONSIDERED**

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

## **NEXT STEPS**

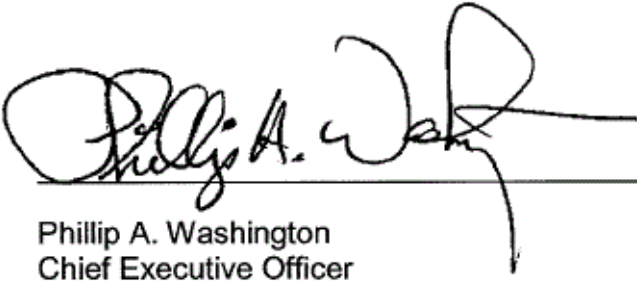
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

## **ATTACHMENTS**

- A. FY19 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2018-19
- C. FY2018-19 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2018-19 SSTAC

Prepared by: Drew Phillips, Director, Budget (213)-922-2109  
Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

**FY 2018-19 TDA ARTICLE 8**

**PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

**Los Angeles County Metropolitan Transportation Authority**  
**FY 2019 TDA ARTICLE 8 APPORTIONMENTS**  
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,718	0.58%	\$ 148,677
Lancaster	157,820	24.43%	6,310,964
Palmdale	158,605	24.55%	6,342,355
Santa Clarita	216,350	33.49%	8,651,483
LA County [2]	<u>109,504</u>	<u>16.95%</u>	<u>4,378,886</u>
Unincorporated			
Total	645,997	100.00%	\$ 25,832,364
		Estimated Revenues:	\$ 25,832,364

[1] Population estimates are based on State of California Department of Finance census 2017 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research minus annexation figures from Santa Clarita increased population of 26,518 (2012 annexation)

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY MAKING A DETERMINATION AS TO  
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY  
FOR FISCAL YEAR 2018-19**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

**WHEREAS**, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, public hearings were held by LACMTA in Los Angeles County in Santa Clarita on February 28, 2018 Palmdale on February 28, 2018, Lancaster on February 28, 2018, Avalon on March 6, 2018, after sufficient public notice of intent was given, at which time public testimony was received; and

**WHEREAS**, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

**WHEREAS**, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

**WHEREAS**, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

## **ATTACHMENT C**

(Page 2 of 3)

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

### **NOW THEREFORE,**

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 28, 2018.

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MICHELE JACKSON  
LACMTA Board Secretary

DATED: June 28, 2018



### **History of Transportation Development Act (TDA) 8**

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

### **Permanent Adoption of Unmet Transit Needs Definitions**

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

## ATTACHMENT E

### TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by us, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

#### Hearing Board

Staff secured the following representation on the FY 2018-19 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Councilmember, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Marsha McLean, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2018 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

#### Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 6, Santa Clarita on February 28, Palmdale on February 28, and Lancaster on February 28, 2018. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment F.

The SSTAC met on April 3, 2018. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 25, 2018 meeting.

**2019 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita and Avalon	Antelope Valley
<b>1</b>	<b>General increase in service, including longer hours, higher frequency, and/or more days of operation</b>		
1.2	Morning/Evening commuter bus with limited stops to/from Lancaster/Palmdale to East San Fernando Valley		1
1.3	Develop stronger TOD districts adjacent to regional rail stations with a comprehensive bus network connecting station downtowns with outlying communities	1	1
1.4	Add East Valley Commuter to/from Van Nuys government center/courthouse to N.Hollywood Metro redline station>Warner Bros Station> Burbank Metrolink Station		
1.5	Continue summer beach bus	1	
<b>2</b>	<b>Scheduling, reliability, transfer coordination</b>		
1.4	Route 3 and 7 to run every 30 mins	1	
<b>3</b>	<b>Demand responsive service, Dial-a-Ride availability</b>		
<b>4</b>	<b>Bus Maintenance issues*</b>		
<b>5</b>	<b>Security issues (Park-N-Ride lots, bus stops &amp; buses). Include safety measures of surveillance.</b>		
<b>6</b>	<b>Fare issues / Bus scripts</b>		
<b>7</b>	<b>Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities</b>		
<b>8</b>	<b>Metrolink issues</b>		
8.1	Disability train section needs more space	1	1
8.2	Electrical outlets to charge electric wheelchairs	1	1
8.3	Line 786, extend terminal to Hollywood and Highland Metro Station		1
<b>9</b>	<b>Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center</b>		
9.1	Not enough room for wheelchairs on bus		1
9.2	More chairs on bus		1
9.3	McBrea transit Center needs more bike racks	1	
<b>10</b>	<b>Other, statement - Support</b>		
10.1	Transit needs are met	1	
10.2	797 Line was on time	1	
<b>11</b>	<b>Avalon - support*</b>		
	Sub-total:	8	7
	<b>Total -</b>	<b>15</b>	

**Total of 15 comments taken from verbal and written comments by 5 individuals**

*AVTA response as provided by Mr. Len Engel*



**Board of Directors**

**Chairman**

Marvin Crist  
*City of Lancaster*

**Vice Chair**

Dianne M. Knippel  
*County of Los Angeles*

**Director**

Steven D Hofbauer  
*City of Palmdale*

**Director**

Austin Bishop  
*City of Palmdale*

**Director**

Angela E. Underwood-Jacobs  
*City of Lancaster*

**Director**

Michelle Flanagan  
*County of Los Angeles*

**Executive Director/CEO**

Len Engel

February 28, 2018  
TDA Article 8 Hearing Board Chair  
c/o Armineh Saint, Program Manager  
Los Angeles County Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, California 90012  
RE: Fiscal Year 2018/19 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2017 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. The Hearing also produced no recommended actions for AVTA at that time. As a result of a continued focus during the last 12 months on enhancements in technology, capital improvements, and service reliability, the AVTA has had several accomplishments in these areas.

Capital Improvements:

Over the past year, the AVTA made significant progress towards reaching our goal of electrifying our entire fleet of 79 buses. The first of 13 60' articulated electric buses went into service on September 1, 2017, making history as AVTA is the first transit agency in the world to implement this new technology. The buses, which have the ability to accommodate an additional 30 passengers, have been assigned to Route 1, the backbone of the AVTA system, in anticipation of a future Bus Rapid Transit corridor. The buses have already proven to provide an improved customer experience by decreasing overcrowding along that busy corridor. The AVTA is also working on improving the frequency of Route 1 to maximize the efficiency of the larger vehicle.

Enroute charging infrastructure is another component of the 100 % battery-electric fleet transformation,—utilizing wireless inductive chargers to help extend the range of the new zero-emission buses. These chargers allow the electric buses to charge wirelessly simply by driving the vehicles over charging pads embedded into the ground. The first of these wireless inductive charging stations was

completed at Sgt. Steve Owen Memorial Park (OMP), one of two major transfer centers in the AVTA service area. The station became operational on January 5, 2017. A second charging station, located at the Palmdale Transportation Center, was completed in the fall of 2017. In anticipation of the delivery of additional electric buses this year, plans for three more wireless inductive charging stations at each of these locations is now underway. When not in service, the electric buses charge their batteries at AVTA via hard-wire depot charging stations. Installation of the 85 charging stations at the AVTA facility was completed at the end of 2017, and includes a 1.5 megawatt backup generator, which can power the entire charging infrastructure in case of an emergency.

Several bus stop improvement projects made progress this year, the most notable being the relocation of the bus stop that services Kaiser Permanente Medical Offices closer to the facility. Passengers are now able to ride the bus almost to the front door of the building, making it easier and more accessible for those with limited mobility or other issues to manage their health care. The drop-off location for Dial-A-Ride at the Antelope Valley Fairgrounds was also moved closer to the main entrance and provides easier access to and from our service. Construction will soon begin on a transfer center and charging location at Palmdale Blvd. and 40th Street east, next to the South Valley Clinic. AVTA is able to move forward with this project with funds allocated from the recently passed SB1 legislation. Upgrades to several other frequently used stops are nearly completed, including stops near local educational facilities and the Antelope Valley mall. The bus stop maintenance crew at AVTA has been working on creating an inventory of all bus stops in its service area. Such an inventory will allow the agency to better track the amenities currently installed and prioritize upgrades to the stops that require improvement.

AVTA management has been in discussions with representatives from both Edwards Air Force Base and the Mojave Air & Space Port with the goal of enhancing commute options for Base and Space Port employees residing in the Antelope Valley. The agency is working towards the implementation of a vanpool program, which would greatly benefit the thousands of employees currently commuting to those locations from Lancaster and Palmdale.

#### Service Reliability:

In spring 2017, staff began monitoring local service performance on a daily basis and increased monitoring of the agency's contract with Transdev. Through discussion with Transdev and consulting firm Moore & Associates, it was determined that the local service operating schedule warranted a complete overhaul to not only improve on-time performance (OTP) but to also address the operating requirements of the growing electric bus fleet. Upon the Board of Directors' approval, staff implemented service changes in early August 2017. The new local service operating schedule has improved OTP, addresses concerns regarding appropriate driver/operator layover times, addresses changing needs associated with the electric bus fleet, and has provided improved intra-service connectivity.

Ongoing work is being done with service to Antelope Valley College to improve students' access to both the Lancaster and Palmdale campuses. Ridership information has been compiled and is under analysis to study the daily and monthly activity at the stops near the Lancaster campus to determine future improvements. A new route that will connect the two campuses is in the planning stages.

Concurrent with the changes to the local service schedule in August, staff also implemented a service expansion of the North County TRANSporter. This midday bus service connects A.V. residents to the Santa Clarita Valley during off-peak hours, with ten trips each weekday. The revised route now includes stops at Henry Mayo Newhall Memorial Hospital and College of the Canyons, allowing AVTA to meet the needs of our current and potential/future customers more effectively.

#### Technology:

The AVTA recently completed the integration of their routes into "Google Transit", a branch of Google Maps that provides real-time route and trip planning for public transit. In the same way that one uses Google Maps to get directions and live navigation by car or foot, individuals can now select the transit option and be connected to all information for AVTA routes, stops, schedules, and fares. The AVTA began the extensive process of Google Map integration back in early March, utilizing their current mapping software to aid in transferring their information. The process required a full review and certification by Google, which was completed in August 2017.

The Board of Directors also recently approved the execution of an agreement with Fluidium Concepts/Openmatics to provide Wi-Fi services on the new buses, further enhancing the passenger experience while on board.

#### Community Outreach Efforts:

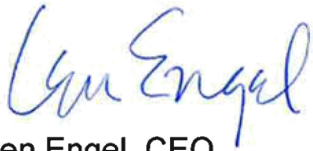
AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

- Our Travel Training program allows us to reach out to those who may not feel comfortable using the bus, and we have conducted sessions with many groups this year including veterans, seniors, those with disabilities and students.
- AVTA reduced the age requirement for a reduced senior citizen fare to 62 years old, joining several other agencies and opening the doors to more constituents to take advantage of its fare-free Senior Annual Pass Program.
- Staff held in-service days with local health care providers and case workers to provide information on our Dial-a-Ride paratransit service, helping them save time and money on patient transportation needs.
- AVTA continues its participation in community events such as the annual Senior Expo and the Veterans Stand Down, increasing awareness of AVTA's services and processing applications at the events to help riders avoid the additional trip to the office.
- Customers were invited to attend a Customer Appreciation Open House, where they could purchase a monthly pass at a discount and speak directly with

management about any concerns they might have. It was extremely successful and our riders who attended expressed tremendous gratitude for the opportunity.

The AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,

A handwritten signature in blue ink that reads "Len Engel". The signature is written in a cursive, flowing style.

Len Engel, CEO  
Antelope Valley Transit Authority

*Santa Clarita Transit response as provided by Mr. Adrian Aguilar*



City of  
**SANTA CLARITA**  
**TRANSIT**

City of Santa Clarita Transit • Transit Maintenance Facility  
28250 Constellation Road • Santa Clarita, CA 91355  
Phone: (661) 295-6300 • Fax: (661) 295-6393  
[santa-clarita.com](http://santa-clarita.com)

Santa Clarita Valley Area  
TDA Article 8 Hearings  
February 28, 2018  
Presented by Adrian Aguilar, Transit Manager

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, there was single recommendation that resulted from the 2017 TDA Article 8 hearings and that was to continue to evaluate funding opportunities for transit services.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones.

- Design of the Vista Canyon Bus Transfer Station is 95 percent complete and we are awaiting feedback from the utility companies for final completion. Construction is 100 percent funded and the groundbreaking will begin in conjunction with Phase 2 of the Vista Canyon development.
- Completed 60 percent design of the Vista Canyon Metrolink Station. The 100 percent design and bid documents are on schedule to be completed within the next nine months.
- Taken delivery of five CNG powered commuter buses, seven CNG powered dial-a-ride buses, and one CNG trolley.
- Awarded contracts for the purchase of three commuter, six transit, and fourteen CNG powered buses.
- Completed technology upgrades including on-board security cameras, WiFi enabled routers on the commuter fleet, and improved GPS tracking hardware which allow us to provide real-time arrival information to our customers.

In an effort to close the shortfall for the construction of the Vista Canyon Metrolink Station currently in design, the City has submitted three grant applications over the past 12 months. These grants have been submitted by the City as well as in partnership with SCRRA the operator of Metrolink. Partnerships such as this demonstrate the City's ongoing commitment to public transportation and its willingness to work with local and regional partners.



I can assure you that this level of dedication will continue through the coming year. Projects planned for the next 12 months include:

- Award contract for the completion of the City's Transit Development Plan
- Undertake a bus stop improvement project designed to improve access and amenities at bus stops throughout the Santa Clarita Valley
- Award a new four year contract for the operation and maintenance of the City's Transit operation
- Take delivery of new local, commuter and dial-a-ride buses
- Work with Magic Mountain to support the transportation needs of both employees and visitors traveling to the park year-round.
- Award contract for the construction of the Vista Canyon Bus Transfer Station

The City of Santa Clarita prides itself in taking a proactive approach to addressing the transit needs of our residents. And staff is committed to providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you.



**FY 2018-19 TDA ARTICLE 8**

**SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



## Board Report

File #: 2018-0211, File Type: Resolution

Agenda Number: 8.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)  
ARTICLE 8 FUND PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
  2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
  3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$8,651,483 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,378,886 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

### **ISSUE**

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

### **DISCUSSION**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2018-19 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the SSTAC and the Hearing Board.

### **POLICY IMPLICATION**

Staff has followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2017-18 (for the FY 2018-19 allocation estimates) and Attachment H is the proposed recommendations of the FY18-19 SSTAC.

On April 25, 2018, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$25,832,364 in TDA Article 8 funds to the recipient local jurisdictions.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

## **FINANCIAL IMPACT**

The TDA Article 8 funds for FY 2018-19 are estimated at \$25,832,364 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

## **ALTERNATIVES CONSIDERED**

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

## **NEXT STEPS**

Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

## **ATTACHMENTS**

- A. FY19 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2018-19
- C. FY2018-19 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2018-19 SSTAC

Prepared by: Drew Phillips, Director, Budget (213)-922-2109  
Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer



## Board Report

File #: 2018-0193, File Type: Budget

Agenda Number: 10.

**FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 20, 2018**

**SUBJECT: FISCAL YEAR 2019 TRANSIT FUND ALLOCATIONS**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

**CONSIDER:**

- A. APPROVING \$2.3 billion in FY 2019 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchange in the amount of \$6.0 million of Santa Monica's Big Blue Bus' FY 2019 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation;
- C. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$300,000 with Metro's TDA Article 4 allocation;
- D. APPROVING fund exchanges in the amount totaling \$11.4 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- E. AUTHORIZING the Chief Executive Officer to adjust FY 2019 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2019 budget as necessary to reflect the aforementioned adjustment;
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs;
- G. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment D); and
- H. APPROVING amendment to the FY 2018 State Transit Assistance Fund Allocations and Senate Bill 1 Transit Formula Fund allocations (Attachment B).

**ISSUE**

Each year, transit operating and capital funds consisting of federal, state and local revenues are allocated to Metro operations, transit operators and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws and established funding policies and procedures. The Board of Directors must approve



allocations for FY 2019 before funds can be disbursed.

The municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation in order to minimize the impact on administrative processes associated with these funding programs.

## **BACKGROUND**

The Los Angeles County Metropolitan Transportation Authority (LACMTA), as the Regional Transportation Planning Entity for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. LACMTA Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

For FY 2018 and FY 2019, the percentage of STA funding to Los Angeles County has increased due to AB 1113, as described in the "Discussion" section below.

## **DISCUSSION**

### **Assembly Bill (AB) 1113**

In FY 2015, staff raised concerns to the State Controllers' Office (SCO) regarding the share of State Transit Assistance (STA) revenues allocated to Los Angeles County; with the issue that funding to Los Angeles County did not appear to fairly represent the transit services provided by one of the largest transportation systems in California. Moreover, Metro sought clarification on ambiguities and inconsistencies in the reporting across all recipients.

Metro initiated a statewide STA Task Force to review and resolve these issues, through Assembly Bill (AB) 1113, which was passed into law in July 2017. AB 1113 made two statutory changes that ensure consistency in reporting of data and eligible recipients. These two changes increase the "revenue share" of STA funds to Los Angeles County by 5.5%.

Overall, the impact of AB 1113 added an additional \$8.3 million in FY 2018 and an estimated \$10.0 million in FY 2019, which is subject to change as SCO finalizes their estimates. Also, additional funding for LA County is expected from the allocation of Senate Bill (SB) 1 funds and Low Carbon Transit Operations Program (LCTOP), as the STA "revenue share" portion is used to calculate Los Angeles County shares.

### **Transit Fund Allocations**

The recommended FY 2019 Transit Fund Allocations are developed according to federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment C**.

The Tier 2 Operators Funding Program will continue with \$6.0 million funding from Proposition A 95% of 40% Discretionary growth over inflation.

Santa Monica's Big Blue Bus (BBB) is requesting a \$6.0 million fund exchange of its Federal Section 5307 FY 2019 formula allocation with Metro's non-federal funds in order to pay capital projects that require local funds such as mid-life bus rebuilds, yard improvements, farebox upgrades, facility improvements and advanced technology projects.

At its April 18, 2017 meeting, the Bus Operations Subcommittee awarded \$300,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. This allocation ends in FY 2020. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

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Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY 2019 Transit Fund Allocations.

The FY2018 Transit Fund Allocations are being amended by \$60.4 million to include the increased STA funds resulting from AB 1113 and the allocation of new SB 1 funds. These amendments were reviewed and adopted by the BOS in May 2018.

### **DETERMINATION OF SAFETY IMPACT**

Adoption of this item will provide funding for increased safety efforts.

### **FINANCIAL IMPACT**

The FY 2019 Transit Fund Allocations are included in the FY 2019 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the FY 2019 Transit Fund Allocations. This alternative is not recommended because federal, state and local requirements, as well as prior LACMTA Board policies and guidelines require us to annually allocate funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board.

### **NEXT STEPS**

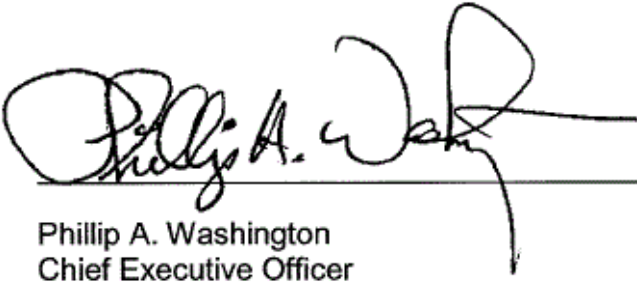
After the Board of Directors approves the recommended allocations and adopts the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

### **ATTACHMENTS**

Attachment A - FY 2019 Transit Fund Allocations  
Attachment B - Amendment to the FY 2018 Transit Fund Allocations  
Attachment C - Summary of Significant Information, Methodologies and Assumptions  
Attachment D - TDA and STA Resolution

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Phillip A. Washington  
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

# **TRANSIT FUND ALLOCATIONS**

Fiscal Year 2019

**July 1, 2018 – June 30, 2019**

May 25, 2018

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PROPOSED

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PROPOSED

**Bus Transit Subsidies**  
**STATE AND LOCAL FUNDS**



**REVENUE ESTIMATES**

STATE AND LOCAL		FY19 Estimated Revenue	Carryover FY17 Budget vs Actual	Interest FY17 Actual	FY19 Total Funds Available	NOTE	FY18 Total Funds Available
<b>Transportation Development Act:</b>							
Planning & Administration:							
1	Planning - Metro	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2	Planning - SCAG	3,165,000	(29,760)		3,135,240		3,015,021
3	Administration - Metro	3,335,000	29,760		3,364,760		3,484,979
4	Sub-total	8,500,000	-	-	8,500,000		8,500,000
5	Article 3 Pedestrian & Bikeways	2.0000% 8,270,000	(79,361)		8,190,639		7,870,055
6	Article 4 Bus Transit	91.6922% 379,147,341	(3,638,381)	2,302,277	377,811,236		362,075,340
7	Article 8 Streets & Highways	6.3078% 26,082,659	(250,295)		25,832,364		24,973,370
8	<b>Total</b>	<b>422,000,000</b>	<b>(3,968,037)</b>	<b>2,302,277</b>	<b>420,334,239</b>	a	<b>403,418,765</b>
<b>Proposition A:</b>							
9	Administration	5.0000% 42,200,000	(317,914)		41,882,086		40,106,824
10	Local Return	25.0000% 200,450,000	n/a		200,450,000	c	190,475,000
11	Rail Development	35.0000% 280,630,000	(2,114,126)		278,515,874		266,710,377
Bus Transit:							
12	95% of 40% Capped at CPI 2.2500%	40.0000% 244,313,659	n/a		244,313,659	b	238,937,564
13	95% of 40% Over CPI	60,370,341			60,370,341	d	50,584,436
14	Sub-total	304,684,000	-		304,684,000		289,522,000
15	5% of 40% Incentive	16,036,000	(120,807)		15,915,193		15,240,593
16	<b>Total</b>	<b>844,000,000</b>	<b>(2,552,847)</b>		<b>841,447,153</b>	a	<b>802,054,794</b>
<b>Proposition C:</b>							
17	Administration	1.5000% 12,660,000	(96,465)		12,563,535		12,032,144
18	Rail/Bus Security	5.0000% 41,567,000	(316,725)		41,250,275		39,505,539
19	Commuter Rail	10.0000% 83,134,000	(633,450)		82,500,550		79,011,078
20	Local Return	20.0000% 166,268,000	n/a		166,268,000	c	157,994,000
21	Freeways and Highways	25.0000% 207,835,000	(1,583,626)		206,251,374		197,527,696
22	Discretionary	40.0000% 332,536,000	(2,533,802)		330,002,198		316,044,313
23	<b>Total</b>	<b>844,000,000</b>	<b>(5,164,068)</b>		<b>838,835,932</b>	a	<b>802,114,770</b>
<b>State Transit Assistance:</b>							
24	Bus (PUC 99314 Rev Base Share)	47,059,273	14,334,269	91,565	61,485,106	g,e	13,644,863
25	Rail (PUC 99313 Population Share)	35,396,848	6,837,140	51,866	42,285,854		19,535,515
26	<b>Total</b>	<b>82,456,121</b>	<b>21,171,409</b>	<b>143,431</b>	<b>103,770,960</b>		<b>33,180,378</b>
<b>SB 1 State Transit Assistance:</b>							
27	Bus (PUC 99314 Rev Base Share)	38,826,260	-	-	38,826,260	g,e	-
28	Rail (PUC 99313 Population Share)	29,204,175	-	-	29,204,175	h	-
29	<b>Total</b>	<b>68,030,435</b>	<b>-</b>	<b>-</b>	<b>68,030,435</b>		<b>-</b>
<b>SB 1 State Of Good Repair</b>							
30	Bus (PUC 99314 Rev Base Share)	18,085,788	-	-	18,085,788	g	-
31	Rail (PUC 99313 Population Share)	13,603,692	-	-	13,603,692	h	-
32	<b>Total</b>	<b>31,689,480</b>	<b>-</b>	<b>-</b>	<b>31,689,480</b>		<b>-</b>

**REVENUE ESTIMATES (continued)**

STATE AND LOCAL		FY19 Estimated Revenue	Carryover FY17 Budget vs Actual	Interest FY17 Actual	FY19 Total Funds Available	N O T E	FY18 Total Funds Available
<b>Measure R:</b>							
33	Administration	1.5000%	12,660,000	(117,131)	(44,031)		12,498,839
34	Transit Capital - "New Rail"	35.0000%	290,969,000	(2,692,050)	842,233		289,119,183
35	Transit Capital - Metrolink	3.0000%	24,940,200	(230,747)	1,205,722		25,915,175
36	Transit Capital - Metro Rail	2.0000%	16,626,800	(153,831)	(322,851)		16,150,117
37	Highway Capital	20.0000%	166,268,000	(1,538,314)	1,534,932		166,264,617
38	Operations "New Rail"	5.0000%	41,567,000	(384,579)	153,146		41,335,567
39	Operations Bus	20.0000%	166,268,000	(1,538,314)	(44,725)		164,684,961
40	Local Return	15.0000%	124,701,000	n/a	77	c	124,701,077
41	<b>Total</b>		<b>844,000,000</b>	<b>(6,654,967)</b>	<b>3,324,503</b>	a	<b>840,669,537</b>
<b>Measure M:</b>							
Local Return Supplemental & Administration:							
42	Administration	0.5000%	4,346,600	-			4,346,600
43	Supplemental transfer to Local Return	1.0000%	8,313,400	n/a		c,f	8,313,400
44	Sub-total		12,660,000				12,660,000
45	Local Return Base	16.0000%	133,014,400	n/a		c,f	133,014,400
46	Metro Rail Operations	5.0000%	41,567,000	-			41,567,000
47	Transit Operations ( Metro & Municipal Providers)	20.0000%	166,268,000	-			166,268,000
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	16,626,800	-			16,626,800
49	Transit Construction	35.0000%	290,969,000	-			290,969,000
50	Metro State of Good Repairs	2.0000%	16,626,800	-			16,626,800
51	Highway Construction	17.0000%	141,327,800	-			141,327,800
52	Metro Active Transportation Program	2.0000%	16,626,800	-			16,626,800
53	Regional Rail	1.0000%	8,313,400	-			8,313,400
54	<b>Total</b>		<b>844,000,000</b>	<b>-</b>	<b>-</b>	a	<b>844,000,000</b>
55	<b>Total Funds Available</b>		<b>\$ 3,980,176,036</b>	<b>\$ 2,831,489</b>	<b>\$ 5,770,211</b>		<b>\$ 3,988,777,736</b>
56	<b>Total Planning &amp; Admin Allocations: (Lines 4, 9, 17, 27 and 36)</b>		<b>\$ 80,366,600</b>	<b>\$ (531,509)</b>	<b>\$ (44,031)</b>		<b>\$ 79,791,060</b>
							<b>\$ 77,150,416</b>

**Notes:**

- a) The revenue estimate is 3.4% over the FY18 revenue estimate based on several economic forecasts evaluated by MTA.
- b) Consumer price index (CPI) of 2.25% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- c) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- d) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) STA Revenue estimate from the State Controller's office is reduced by 10% for the revenue based share and population based share due to anticipated shortfall of FY19 revenue.
- f) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.
- g) The SGR program is one of the two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program to come from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- h) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

**STATE AND LOCAL FUNDS**

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
<b>Included Operators:</b>												
1 Metro Bus Ops	\$ 272,324,823	\$ 45,343,482	\$ 180,174,234	\$ 497,842,539	\$ 29,998,503	\$ 21,864,101	\$ 113,235,496	\$ -	\$ 114,323,976	\$ 26,696,493	\$ 12,271,886	\$ 816,232,994
<b>Municipal Operators:</b>												
2 Arcadia	343,383	55,882	222,051	621,316	4,975	101,967	139,554	-	140,895	32,901	15,124	1,056,733
3 Claremont	136,047	22,140	87,975	246,162	2,568	50,096	55,291	-	55,822	13,035	5,992	428,966
4 Commerce	437,119	71,137	282,665	790,921	39,645	1,148,635	177,649	-	179,357	41,883	19,253	2,397,342
5 Culver City	5,453,279	887,468	3,526,392	9,867,139	375,272	2,105,532	2,216,259	-	2,237,563	522,507	240,187	17,564,457
6 Foothill Transit	25,099,082	4,084,632	16,230,456	45,414,170	1,003,576	9,809,701	10,200,480	-	10,298,533	2,404,874	1,105,476	80,236,810
7 Gardena	5,473,405	890,743	3,539,407	9,903,555	227,162	2,512,727	2,224,438	-	2,245,821	524,435	241,073	17,879,212
8 La Mirada	106,031	17,255	68,565	191,852	3,363	24,567	43,092	-	43,506	10,159	4,670	321,209
9 Long Beach	23,725,942	3,812,344	15,148,511	42,686,797	1,869,584	9,955,128	9,520,502	-	9,612,018	2,244,561	1,031,783	76,920,375
10 Montebello	8,258,216	1,343,944	5,340,219	14,942,380	461,723	3,705,232	3,356,209	-	3,388,471	791,263	363,729	27,009,006
11 Norwalk	3,188,784	518,944	2,062,044	5,769,771	113,955	853,854	1,295,949	-	1,308,406	305,534	140,448	9,787,917
12 Redondo Beach	747,604	121,665	483,442	1,352,711	28,182	234,536	303,833	-	306,753	71,632	32,928	2,330,574
13 Santa Monica	26,141,926	3,277,903	13,024,884	42,444,713	986,768	6,969,968	8,185,850	-	8,264,537	1,929,903	887,141	69,668,878
14 Torrance	6,375,596	1,037,566	4,122,813	11,535,976	285,655	3,606,845	2,591,096	-	2,616,003	610,879	280,810	21,527,265
15 Sub-Total	105,486,413	16,141,625	64,139,425	185,767,463	5,402,429	41,078,787	40,310,201	-	40,697,684	9,503,566	4,368,614	327,128,743
<b>Eligible Operators:</b>												
16 Antelope Valley	-	-	4,944,229	4,944,229	187,576	1,975,782	2,482,564	-	2,506,428	585,291	269,048	12,950,918
17 LADOT	-	-	22,907,103	22,907,103	1,332,259	7,537,908	5,145,166	-	5,194,624	1,213,029	557,607	43,887,697
18 Santa Clarita	-	-	4,771,135	4,771,135	204,480	2,357,193	2,395,651	-	2,418,679	564,801	259,628	12,971,567
19 Foothill BSCP	-	-	4,968,084	4,968,084	-	913,973	1,115,882	-	1,126,608	263,081	120,934	8,508,562
20 Sub-Total	-	-	37,590,551	37,590,551	1,724,316	12,784,856	11,139,264	-	11,246,340	2,626,202	1,207,217	78,318,745
<b>Tier 2 Operators:</b>												
21 LADOT Community Dash	-	-	4,704,692	4,704,692	-	-	-	-	-	-	-	4,704,692
22 Glendale	-	-	681,388	681,388	-	-	-	-	-	-	-	681,388
23 Pasadena	-	-	489,197	489,197	-	-	-	-	-	-	-	489,197
24 Burbank	-	-	124,723	124,723	-	-	-	-	-	-	-	124,723
25 Sub-Total	-	-	6,000,000	6,000,000	-	-	-	-	-	-	-	6,000,000
26 Lynwood Trolley	-	-	-	-	-	221,741	-	-	-	-	-	221,741
27 Total Excluding Metro County of Los Angeles	105,486,413	16,141,625	107,729,976	229,358,014	7,126,745	54,085,383	51,449,465	-	51,944,024	12,129,768	5,575,831	411,669,229
28										238,071		238,071
29 <b>Grand Total</b>	<b>\$ 377,811,236</b>	<b>\$ 61,485,106</b>	<b>\$ 287,904,210</b>	<b>\$ 727,200,553</b>	<b>\$ 37,125,247</b>	<b>\$ 75,949,484</b>	<b>\$ 164,684,961</b>	<b>\$ -</b>	<b>\$ 166,268,000</b>	<b>\$ 38,826,260</b>	<b>\$ 18,085,788</b>	<b>\$ 1,228,140,294</b>

**BUS TRANSIT FUNDING PERCENTAGE SHARES**

Operators	Vehicle Service Miles (VSM) <sup>(1)</sup>	Passenger Revenue (\$) <sup>(1)</sup>	Base Fare (\$)	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP <sup>(2)</sup>	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment <sup>(3)</sup>	TDA/STA Share
<b><u>Included Operators</u></b>										
1 Metro Bus Ops.(4)	73,667,000	231,150,000	\$ 1.75	132,085,714	197,161,600	<b>197,161,600</b>	135,414,300	73.7471%	0.0000%	73.7471%
2 Arcadia DR	98,317	6,163	0.50	12,326	72,829	<b>72,829</b>	85,573	0.0466%	0.0000%	0.0466%
3 Arcadia MB	150,671	5,979	0.50	11,958	-	11,958	81,315	0.0443%	0.0000%	0.0443%
4 Claremont	50,400	48,000	2.50	19,200	81,840	<b>81,840</b>	66,120	0.0360%	0.0000%	0.0360%
5 Commerce	424,888	-	-	-	-	-	212,444	0.1157%	0.0000%	0.1157%
6 Culver City	1,627,482	3,086,343	1.00	3,086,343	3,673,208	<b>3,673,208</b>	2,650,345	1.4434%	0.0000%	1.4434%
7 Foothill	10,175,783	13,275,248	1.25	10,620,198	14,221,000	<b>14,221,000</b>	12,198,392	6.6433%	0.0000%	6.6433%
8 Gardena	1,616,653	2,267,535	1.00	2,267,535	3,703,600	<b>3,703,600</b>	2,660,127	1.4487%	0.0000%	1.4487%
9 La Mirada	68,091	34,973	1.00	34,973		34,973	51,532	0.0281%	0.0000%	0.0281%
10 Long Beach	6,798,003	14,553,610	1.25	11,642,888	15,972,456	<b>15,972,456</b>	11,385,230	6.2004%	0.0000%	6.2004%
11 Montebello	2,171,586	4,452,173	1.10	4,047,430	5,855,556	<b>5,855,556</b>	4,013,571	2.1858%	0.0000%	2.1858%
12 Norwalk	1,005,490	1,285,556	1.25	1,028,445	2,094,068	<b>2,094,068</b>	1,549,779	0.8440%	0.0000%	0.8440%
13 Redondo Beach DR	50,546	9,808	1.00	9,808		9,808	30,177	0.0164%	0.0000%	0.0164%
14 Redondo Beach MB	369,366	296,965	1.00	296,965		296,965	333,166	0.1814%	0.0000%	0.1814%
15 Santa Monica	4,917,000	11,685,000	1.25	9,348,000	14,661,333	<b>14,661,333</b>	9,789,167	5.3312%	0.0000%	5.3312%
16 Torrance	1,687,200	2,124,000	1.00	2,124,000	4,510,000	<b>4,510,000</b>	3,098,600	1.6875%	0.0000%	1.6875%
17 Sub-Total	104,878,476	284,281,353		176,635,783		262,361,194	183,619,835	100.0000%	0.0000%	100.0000%
<b><u>Eligible Operators</u></b>										
18 Antelope Valley	2,809,054	4,582,933	1.50	3,055,289	3,543,241	<b>3,543,241</b>	3,176,148	1.6168%	0.0000%	1.6168%
19 Santa Clarita	2,865,211	3,264,694	1.00	3,264,694		3,264,694	3,064,953	1.5602%	0.0000%	1.5602%
20 LADOT Local	1,824,587	3,088,449	0.50	6,176,898	6,727,520	<b>6,727,520</b>	4,276,054	2.1767%	0.0000%	2.1767%
21 LADOT Express	1,460,325	3,664,439	1.50	2,442,959	3,152,832	<b>3,152,832</b>	2,306,579	1.1742%	0.0000%	1.1742%
22 Foothill - BSCP	1,226,180	1,204,839	1.25	963,871	1,650,000	<b>1,650,000</b>	1,438,090	0.7267%	0.0000%	0.7267%
23 Sub-Total	10,185,357	15,805,354		15,903,711		18,338,287	14,261,822	7.2547%	0.0000%	7.2547%
24 <b>Total</b>	<b>115,063,833</b>	<b>300,086,707</b>		<b>192,539,495</b>		<b>280,699,481</b>	<b>197,881,657</b>			

**Notes:**

(1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, FTA, etc.)

(2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability policy, adopted by the Board in November 2007.

(3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and PVPTA.

**INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS**

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Disc % Shares	Proposition A Discretionary <sup>(1)</sup>	Total Formula Funds
		Allocated	Fund Exchange	Net				
<b>Included Operators</b>								
1 Metro Bus Ops	73.7471%	\$ 278,624,823	\$ (6,300,000)	\$ 272,324,823	\$ 45,343,482	73.7471%	\$ 180,174,234	\$ 497,842,539
2 Arcadia DR	0.0466%	176,073		176,073	28,654	0.0466%	113,858	318,585
3 Arcadia MB	0.0443%	167,311		167,311	27,228	0.0443%	108,192	302,731
4 Claremont	0.0360%	136,047		136,047	22,140	0.0360%	87,975	246,162
5 Commerce	0.1157%	437,119		437,119	71,137	0.1157%	282,665	790,921
6 Culver City	1.4434%	5,453,279		5,453,279	887,468	1.4434%	3,526,392	9,867,139
7 Foothill	6.6433%	25,099,082		25,099,082	4,084,632	6.6433%	16,230,456	45,414,170
8 Gardena	1.4487%	5,473,405		5,473,405	890,743	1.4487%	3,539,407	9,903,555
9 La Mirada	0.0281%	106,031		106,031	17,255	0.0281%	68,565	191,852
10 Long Beach	6.2004%	23,425,942	300,000	23,725,942	3,812,344	6.2004%	15,148,511	42,686,797
11 Montebello	2.1858%	8,258,216		8,258,216	1,343,944	2.1858%	5,340,219	14,942,380
12 Norwalk	0.8440%	3,188,784		3,188,784	518,944	0.8440%	2,062,044	5,769,771
13 Redondo Beach DR	0.0164%	62,091		62,091	10,105	0.0164%	40,152	112,348
14 Redondo Beach MB	0.1814%	685,512		685,512	111,560	0.1814%	443,290	1,240,363
15 Santa Monica	5.3312%	20,141,926	6,000,000	26,141,926	3,277,903	5.3312%	13,024,884	42,444,713
16 Torrance	1.6875%	6,375,596		6,375,596	1,037,566	1.6875%	4,122,813	11,535,976
17 Sub-Total	100.0000%	377,811,236	-	377,811,236	61,485,106	100.0000%	244,313,659	683,610,002
<b>Eligible Operators</b>								
<b>Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI (2)</b>								
18 Antelope Valley	1.6168%	-		-	994,106	1.6168%	3,950,123	\$ 4,944,229
19 Santa Clarita	1.5602%	-		-	959,303	1.5602%	3,811,831	4,771,135
20 LADOT Local	2.1767%	8,223,945		8,223,945	1,338,367	2.1767%	5,318,058	14,880,370
21 LADOT Express	1.1742%	4,436,141		4,436,141	721,939	1.1742%	2,868,654	8,026,733
22 Foothill - BSCP	0.7267%	2,745,715		2,745,715	446,838	0.7267%	1,775,531	4,968,084
23 Sub-Total	7.2547%	15,405,800	-	15,405,800	4,460,554	7.2547%	17,724,197	37,590,551
24 <b>Total FAP</b>		<b>\$ 377,811,236</b>		<b>\$ 377,811,236</b>	<b>\$ 61,485,106</b>	<b>107.2547%</b>	<b>\$ 244,313,659</b>	<b>\$ 721,200,553</b>
<b>Proposition A Discretionary (95% of 40%) Growth Over CPI:</b>								
Revenue							<b>\$ 60,370,341</b>	
Uses of Fund:								
Eligible Operators - Formula Equivalent Funds							37,590,551	
Tier 2 Operators							6,000,000	
Total Uses of Funds							<b>43,590,551</b>	
Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)							<b>16,779,790</b>	
Backfill from (Transfer to) PC40% Discretionary							<b>(16,779,790)</b>	
							<b>\$ -</b>	

**Notes:**

(1) Prop A Discretionary funds, (95% of 40%) allocated to Included Operators have been capped at 2.25% CPI for FAP allocation.

(2) These funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40%Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.

**Senate Bill 1 - Road Repair and Accountability Act of 2017**

Operators	Measure R %Share <sup>(1)</sup>	SB1 - STA Allocation	SB1 - SGR Allocation <sup>(2)</sup>	Total
<b><u>Included Operators:</u></b>				
1 Metro Bus Ops	68.7589%	\$ 26,696,493	\$ 12,271,886	\$ 38,968,379
2 Arcadia	0.0847%	32,901	15,124	48,025
3 Claremont	0.0336%	13,035	5,992	19,027
4 Commerce	0.1079%	41,883	19,253	61,135
5 Culver City	1.3458%	522,507	240,187	762,694
6 Foothill	6.1939%	2,404,874	1,105,476	3,510,350
7 Gardena	1.3507%	524,435	241,073	765,509
8 La Mirada	0.0262%	10,159	4,670	14,829
9 Long Beach	5.7810%	2,244,561	1,031,783	3,276,345
10 Montebello	2.0380%	791,263	363,729	1,154,991
11 Norwalk	0.7869%	305,534	140,448	445,982
12 Redondo Beach DR	0.0153%	5,949	2,735	8,684
13 Redondo Beach MB	0.1692%	65,683	30,193	95,876
14 Santa Monica	4.9706%	1,929,903	887,141	2,817,043
15 Torrance	1.5734%	610,879	280,810	891,689
<b><u>Eligible Operators:</u></b>				
16 Antelope Valley	1.5075%	585,291	269,048	854,339
17 Santa Clarita	1.4547%	564,801	259,628	824,429
18 LADOT Local	2.0295%	787,979	362,219	1,150,198
19 LADOT Express	1.0947%	425,050	195,388	620,437
20 Foothill BSCP	0.6776%	263,081	120,934	384,015
21 Total Municipal Operators	31.2411%	12,129,768	5,575,831	17,705,598
22 County of Los Angeles			238,071	238,071
23 <b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 38,826,260</b>	<b>\$ 18,085,788</b>	<b>\$ 56,912,048</b>

**Notes:**

(1) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

(2) Preliminary estimates. Subject to the submittal of eligible projects.

**PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION**

Operators		FY17 Unlinked Passengers	Percent of Total Unlinked Passengers	Total <sup>(1)</sup>
1	Antelope Valley	2,534,682	0.5053%	\$ 187,576
2	Arcadia	67,228	0.0134%	4,975
3	Claremont	34,700	0.0069%	2,568
4	Commerce	535,721	0.1068%	39,645
5	Culver City	5,070,970	1.0108%	375,272
6	Foothill	13,561,124	2.7032%	1,003,576
7	Gardena	3,069,594	0.6119%	227,162
8	LADOT Local/Express	18,002,557	3.5886%	1,332,259
9	La Mirada	45,443	0.0091%	3,363
10	Long Beach	25,263,321	5.0359%	1,869,584
11	Montebello	6,239,176	1.2437%	461,723
12	Norwalk	1,539,855	0.3069%	113,955
13	Redondo Beach DR/MB	380,821	0.0759%	28,182
14	Santa Clarita	2,763,103	0.5508%	204,480
15	Santa Monica	13,334,000	2.6579%	986,768
16	Torrance	3,860,000	0.7694%	285,655
17	Sub-Total	96,302,295	19.1965%	7,126,745
18	Metro Bus/Rail Ops <sup>(2)</sup>	405,363,844	80.8035%	29,998,503
19	<b>Total</b>	<b>501,666,139</b>	<b>100.0000%</b>	<b>\$ 37,125,247</b>

**Notes:**

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue: \$	41,250,275
90% Thereof: \$	37,125,247

(2) Metro operations data includes unlinked passengers for bus and rail.

**PROPOSITION C 40% DISCRETIONARY PROGRAMS**

Operators	MOSIP			Zero-fare Compensation <sup>(1)</sup>	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Prop 1B Bridge Funding		Total
	Prop A % Share	% Share	\$ Allocation						PTMISEA	SECURITY	
<b>INCLUDED OPERATORS</b>											
1 Metro Bus Ops			\$ -	\$ -	\$ 9,990,024	\$ -	\$ -	\$ 11,874,077	\$ -	\$ -	\$ 21,864,101
2 Arcadia	0.0909%	0.2712%	67,249	-	12,312	-	-	22,406	-	-	101,967
3 Claremont	0.0360%	0.1075%	26,644	-	4,878	-	-	-	15,138	3,436	50,096
4 Commerce	0.1157%	0.3453%	85,606	790,921	15,673	-	256,434	-	-	-	1,148,635
5 Culver City	1.4434%	4.3076%	1,067,981	-	195,526	247,175	-	172,727	344,025	78,097	2,105,532
6 Foothill	6.6433%	19.8262%	4,915,456	-	-	342,112	2,052,977	955,809	1,257,810	285,536	9,809,701
7 Gardena	1.4487%	4.3235%	1,071,923	-	196,248	710,471	-	180,313	288,321	65,452	2,512,727
8 La Mirada	0.0281%	0.0838%	20,765	-	3,802	-	-	-	-	-	24,567
9 Long Beach	6.2004%	18.5046%	4,587,785	-	839,931	2,345,612	-	846,663	1,088,123	247,015	9,955,128
10 Montebello	2.1858%	6.5233%	1,617,306	-	296,096	-	1,171,089	223,492	323,752	73,495	3,705,232
11 Norwalk	0.8440%	2.5189%	624,498	-	114,333	-	-	57,825	46,615	10,582	853,854
12 Redondo Beach DR/MB	0.1979%	0.5905%	146,412	-	26,805	-	-	4,105	46,628	10,585	234,536
13 Santa Monica	5.3312%	15.9105%	3,944,636	-	722,184	-	-	819,150	1,209,442	274,556	6,969,968
14 Torrance	1.6875%	5.0362%	1,248,610	-	228,595	831,885	745,165	247,327	248,786	56,477	3,606,845
15 Sub-Total	26.2529%	78.3491%	19,424,872	790,921	2,656,383	4,477,256	4,225,665	3,529,818	4,868,640	1,105,232	41,078,787
<b>ELIGIBLE OPERATORS</b>											
16 Antelope Valley	1.6168%	4.8252%	1,196,310	-	28,596	387,379	-	49,166	256,175	58,155	1,975,782
17 Santa Clarita	1.5602%	4.6563%	1,154,428	-	27,595	202,611	-	52,591	749,763	170,204	2,357,193
18 LADOT Local/Express	3.3509%	10.0004%	2,479,377	-	423,440	2,783,033	-	154,155	1,383,771	314,131	7,537,908
19 Foothill BSCP	0.7267%	2.1689%	537,726	-	-	-	-	-	306,637	69,610	913,973
20 Sub-Total	7.2547%	21.6509%	5,367,842	-	479,631	3,373,023	-	255,913	2,696,347	612,100	12,784,856
21 City of Lynwood Trolley						221,741	-	-			221,741
22 Total Municipal Operators	33.5076%	100.0000%	24,792,714	790,921	3,136,014	8,072,020	4,225,665	3,785,731	7,564,987	1,717,331	54,085,383
23 <b>Total</b>	<b>33.5076%</b>	<b>100.0000%</b>	<b>\$24,792,714</b>	<b>\$ 790,921</b>	<b>\$13,126,038</b>	<b>\$8,072,020</b>	<b>\$ 4,225,665</b>	<b>\$ 15,659,807</b>	<b>\$ 7,564,987</b>	<b>\$ 1,717,331</b>	<b>\$ 75,949,484</b>

Last Year	\$24,070,596	\$7,894,396	\$ 4,132,680	\$ 15,315,215
% Increase (2)	3.00%	2.250%	2.250%	2.250%
Current Year	<b>\$24,792,714</b>	<b>\$8,072,020</b>	<b>\$ 4,225,665</b>	<b>\$ 15,659,807</b>

**Note:**

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) CPI of 2.25% is applied to Proposition C Discretionary programs: Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY2018 allocation.



**BRIDGE FUNDING FOR PROPOSITION 1B PTMISEA FUND**

**Allocation Basis - FY15**

	[A]	[B]	[C]	[D] (C-A)	[E]	[F] (A+E)	[G] ([E] /3)	
<b>Operators</b>	<b>PTMISEA FUND</b>	<b>FY15 STA % Share</b>	<b>FAP Allocation</b>	<b>FAP Allocation Over (Under) STA Allocation</b>	<b>Bridge Funding</b>	<b>Total Funds</b>	<b>FY19 Bridge Funding (2st of 3 Installments) (1)</b>	
<b>Included Operators</b>								
1	Arcadia	\$ 132,924	0.0891%	\$ 117,917	\$ (15,007)	\$ -	\$ 132,924	\$ -
2	Claremont	40,609	0.0650%	86,023	45,414	45,414	86,023	15,138
3	Commerce	282,048	0.0921%	121,887	(160,161)	-	282,048	-
4	Culver City	873,391	1.4398%	1,905,465	1,032,074	1,032,074	1,905,465	344,025
5	Foothill	4,323,936	6.1185%	8,097,366	3,773,430	3,773,430	8,097,366	1,257,810
6	Gardena	1,014,034	1.4198%	1,878,996	864,962	864,962	1,878,996	288,321
7	La Mirada	107,067	0.0333%	44,070	(62,997)	-	107,067	-
8	Long Beach	4,904,330	6.1724%	8,168,698	3,264,368	3,264,368	8,168,698	1,088,123
9	Montebello	2,004,725	2.2487%	2,975,982	971,257	971,257	2,975,982	323,752
10	Metro Bus Ops	103,154,440	74.1778%	98,168,631	(4,985,809)	-	103,154,440	-
11	Norwalk	946,553	0.8209%	1,086,398	139,845	139,845	1,086,398	46,615
12	Redondo Beach	120,697	0.1969%	260,582	139,885	139,885	260,582	46,628
13	Santa Monica	3,529,674	5.4087%	7,158,000	3,628,326	3,628,326	7,158,000	1,209,442
14	Torrance	1,525,960	1.7170%	2,272,318	746,358	746,358	2,272,318	248,786
15	Sub-Total	122,960,388	100.0000%	132,342,333	9,381,945	14,605,919	137,566,307	4,868,640
<b>Eligible Operators</b>								
16	Antelope Valley	1,265,840	1.5372%	2,034,366	768,526	768,526	2,034,366	256,175
17	Santa Clarita	-	1.6996%	2,249,290	2,249,290	2,249,290	2,249,290	749,763
18	City of Los Angeles	-	3.1368%	4,151,314	4,151,314	4,151,314	4,151,314	1,383,771
19	Foothill BSCP	-	0.6951%	919,912	919,912	919,912	919,912	306,637
20	Sub-Total	1,265,840	7.0687%	9,354,882	8,089,042	8,089,042	9,354,882	2,696,347
21	Total Municipal Operators	124,226,228	107.0687%	141,697,215	17,470,987	22,694,961	146,921,189	7,564,987
22	SCRRRA	8,116,105	-	-	-	-	8,116,105	-
23	<b>Grand Total</b>	<b>\$ 132,342,333</b>	<b>107.0687%</b>	<b>\$ 141,697,215</b>	<b>\$ 17,470,987</b>	<b>\$ 22,694,961</b>	<b>\$ 155,037,294</b>	<b>\$ 7,564,987</b>

Note:

(1) The final appropriation of Prop 1B PTMISEA fund was made in FY 2014-15 state budget; therefore, next year will be the last Prop 1B PTMISEA bridge fund allocation.

**BRIDGE FUNDING FOR PROPOSITION 1B SECURITY FUND**

**Allocation Basis - FY15**

Operators	[A]	[B]	[C]	[D]	[E]	[F]
	SECURITY FUND	FY15 STA % Share	FAP Allocation	FAP Allocation Over (Under) STA Allocation (C-A)	FY19 Bridge Funding (1)	Total (A+E)
<b>Included Operators</b>						
1 Arcadia	\$ 10,058	0.0891%	\$ 8,923	\$ (1,136)	\$ -	\$ 10,058
2 Claremont	3,073	0.0650%	6,509	3,436	3,436	6,509
3 Commerce	21,343	0.0921%	9,223	(12,119)	-	21,343
4 Culver City	66,090	1.4398%	144,187	78,097	78,097	144,187
5 Foothill	327,193	6.1185%	612,729	285,536	285,536	612,729
6 Gardena	76,732	1.4198%	142,184	65,452	65,452	142,184
7 La Mirada	8,102	0.0333%	3,335	(4,767)	-	8,102
8 Long Beach	371,112	6.1724%	618,127	247,015	247,015	618,127
9 Montebello	151,698	2.2487%	225,193	73,495	73,495	225,193
10 Metro Bus Ops	7,805,715	74.1778%	7,428,438	(377,277)	-	7,805,715
11 Norwalk	71,626	0.8209%	82,208	10,582	10,582	82,208
12 Redondo Beach	9,133	0.1969%	19,718	10,585	10,585	19,718
13 Santa Monica	267,091	5.4087%	541,647	274,556	274,556	541,647
14 Torrance	115,470	1.7170%	171,947	56,477	56,477	171,947
15 Sub-Total	9,304,435	100.0000%	10,014,368	709,933	1,105,232	10,409,667
<b>Eligible Operators</b>						
16 Antelope Valley	95,786	1.5372%	153,941	58,155	58,155	153,941
17 Santa Clarita	-	1.6996%	170,204	170,204	170,204	170,204
18 City of Los Angeles	-	3.1368%	314,131	314,131	314,131	314,131
19 Foothill BSCP	-	0.6951%	69,610	69,610	69,610	69,610
20 Sub-Total	95,786	7.0687%	707,886	612,100	612,100	707,886
21 Total Municipal Operators	9,400,221	107.0687%	10,722,254	1,322,033	1,717,331	11,117,552
22 SCRRRA	614,147	-	-	-	-	614,147
23 <b>Grand Total</b>	<b>\$ 10,014,368</b>	<b>107.0687%</b>	<b>\$ 10,722,254</b>	<b>\$ 1,322,033</b>	<b>\$ 1,717,331</b>	<b>\$ 11,731,700</b>

Note:

(1) The final appropriation of Prop 1B Security fund was made in FY 2014-15 state budget; therefore, next year will be the last Prop 1B Security bridge fund allocation.

**MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS**

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<b><u>Included Operators:</u></b>					
1 Metro Bus Ops	73.7471%	68.7589%	\$113,235,496	65.5562%	\$ -
2 Arcadia	0.0909%	0.0847%	139,554	0.1788%	-
3 Claremont	0.0360%	0.0336%	55,291	0.0637%	-
4 Commerce	0.1157%	0.1079%	177,649	0.3309%	-
5 Culver City	1.4434%	1.3458%	2,216,259	1.4481%	-
6 Foothill	6.6433%	6.1939%	10,200,480	8.8041%	-
7 Gardena	1.4487%	1.3507%	2,224,438	1.2309%	-
8 La Mirada	0.0281%	0.0262%	43,092	0.0659%	-
9 Long Beach	6.2004%	5.7810%	9,520,502	6.2471%	-
10 Montebello	2.1858%	2.0380%	3,356,209	1.9025%	-
11 Norwalk	0.8440%	0.7869%	1,295,949	0.6861%	-
12 Redondo Beach DR	0.0164%	0.0153%	25,234	0.3265%	-
13 Redondo Beach MB	0.1814%	0.1692%	278,598		
14 Santa Monica	5.3312%	4.9706%	8,185,850	4.4945%	-
15 Torrance	1.6875%	1.5734%	2,591,096	1.3916%	-
<b><u>Eligible Operators:</u></b>					
16 Antelope Valley	1.6168%	1.5075%	2,482,564	1.8260%	-
17 Santa Clarita	1.5602%	1.4547%	2,395,651	1.8682%	-
18 LADOT Local	2.1767%	2.0295%	3,342,281	3.5789%	-
19 LADOT Express	1.1742%	1.0947%	1,802,885		
20 Foothill BSCP	0.7267%	0.6776%	1,115,882		
21					
22 Total Municipal Operators	33.5076%	31.2411%	51,449,465	34.4438%	-
23 <b>Total Funds Allocated</b>	<b>107.2547%</b>	<b>100.0000%</b>	<b>\$164,684,961</b>	<b>100.0000%</b>	<b>\$ -</b>

**Notes:**

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.

**MEASURE M 20% TRANSIT OPERATIONS**

(Metro and Municipal Providers)

Operators		Measure M <sup>(1)</sup> Percentage Share	\$ Allocation
<b><u>Included Operators:</u></b>			
1	Metro Bus Ops	68.7589%	\$ 114,323,976
2	Arcadia	0.0847%	140,895
3	Claremont	0.0336%	55,822
4	Commerce	0.1079%	179,357
5	Culver City	1.3458%	2,237,563
6	Foothill	6.1939%	10,298,533
7	Gardena	1.3507%	2,245,821
8	La Mirada	0.0262%	43,506
9	Long Beach	5.7810%	9,612,018
10	Montebello	2.0380%	3,388,471
11	Norwalk	0.7869%	1,308,406
12	Redondo Beach DR	0.0153%	25,477
13	Redondo Beach MB	0.1692%	281,276
14	Santa Monica	4.9706%	8,264,537
15	Torrance	1.5734%	2,616,003
<b><u>Eligible Operators:</u></b>			
16	Antelope Valley	1.5075%	2,506,428
17	Santa Clarita	1.4547%	2,418,679
18	LADOT Local	2.0295%	3,374,409
19	LADOT Express	1.0947%	1,820,216
20	Foothill BSCP	0.6776%	1,126,608
21	Total Municipal Operators	31.2411%	51,944,024
22	<b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 166,268,000</b>

**Notes:**

(1) Metro follows Measure R allocation methodology for Measure M transit operations.

**TIER 2 OPERATORS ESTIMATED FUNDING LEVELS**

% Shares Calculation		Vehicle Service Miles	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	LADOT Community Dash	2,510,841	\$ 2,978,549	\$ 0.50	<b>16,808,232</b>	9,659,537	4.5954%
2	Glendale	610,175	932,327	1.00	<b>2,187,836</b>	1,399,006	0.6656%
3	Pasadena	875,197	850,209	0.75	1,133,612	1,004,405	0.4778%
4	Burbank	311,638	200,517	1.00	200,517	256,078	0.1218%
5	Sub-Total	<b>4,307,851</b>	<b>4,961,602</b>		<b>20,330,197</b>	<b>12,319,024</b>	<b>5.8606%</b>
6	Included and Eligible Operators	115,063,833	300,086,707		192,539,495	197,881,657	94.1394%
7	Total	<b>119,371,684</b>	<b>\$ 305,048,309</b>		<b>212,869,692</b>	<b>210,200,681</b>	<b>100.0000%</b>
			% Share	TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total
8	Funds Allocated to Included Operators			<b>\$377,811,236</b>	<b>\$ 61,485,106</b>	<b>\$ 244,313,659</b>	<b>\$683,610,002</b>
<b>Formula Equivalent Calculation</b>							
9	LADOT Community Dash		4.5954%	\$ 17,361,892	\$ 2,825,479	\$ 11,227,160	\$ 31,414,531
10	Glendale		0.6656%	2,514,549	409,218	1,626,047	4,549,815
11	Pasadena		0.4778%	1,805,300	293,795	1,167,407	3,266,502
12	Burbank		0.1218%	460,269	74,904	297,636	832,810
13	Total		<b>5.8606%</b>	<b>\$ 22,142,011</b>	<b>\$ 3,603,397</b>	<b>\$ 14,318,250</b>	<b>\$ 40,063,657</b>
<b>Funds Allocated to Tier 2 Operators</b>							
14			<b>14.98% (2)</b>	<b>\$ 3,316,024</b>	<b>\$ 539,651</b>	<b>\$ 2,144,325</b>	<b>\$ 6,000,000</b>
<b>Actual Allocation</b>							
15	LADOT Community Dash			\$ 2,600,146	\$ 423,148	\$ 1,681,398	\$ 4,704,692
16	Glendale			376,583	61,285	243,519	681,388
17	Pasadena			270,365	43,999	174,833	489,197
18	Burbank			68,931	11,218	44,574	124,723
19	Total			<b>\$ 3,316,024</b>	<b>\$ 539,651</b>	<b>\$ 2,144,325</b>	<b>\$ 6,000,000</b>

	Prop A Incentive Allocation:	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
20	LADOT Community Dash	\$ 1,164,575	\$ (174,409)	\$ 990,166
21	Glendale	319,424	(47,837)	271,587
22	Pasadena	280,426	(41,997)	238,429
23	Burbank	131,817	(19,741)	112,076
24	Total	<b>\$ 1,896,242</b>	<b>\$ (283,984)</b>	<b>\$ 1,612,258</b>

**Notes:**

- (1) Funding Stability policy is applied on LADOT and Glendale Fare Units.
- (2) This percentage is applied as a deduction from Tier 2 operators' Incentive Programs allocation.

# **Bus Transit Subsidies FEDERAL FORMULA GRANTS**

**FEDERAL FORMULA GRANTS REVENUE ESTIMATES**

**Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA**

1	<b><u>Section 5307 Urbanized Area Formula Grants:</u></b>		
	Estimated Revenue		<b>\$ 238,529,742</b>
2		Estimated Revenue	\$ 238,529,742
3		Off the Top:	
		1% Enhancement Allocation	<u>(2,385,297)</u>
4			<u>\$ 236,144,445</u>
5		85% Formula Allocation	\$ 200,722,778
6		15% Discretionary Allocation	<u>35,421,667</u>
7			<u>\$ 236,144,445</u>
8	<b><u>Section 5339 Bus and Bus Facilities Formula Grants:</u></b>		
	Estimated Revenue		<b>\$ 22,023,612</b>
	<b><u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u></b>		
9	<b>High Intensity Fixed Guideway:</b>		
10	Directional Route Miles (DRM) Generated	\$ 28,966,276	
11	Vehicle Revenue Miles (VRM) Generated	<u>50,557,892</u>	
		<b><u>\$ 79,524,168</u></b>	
12	<b>High Intensity Motorbus:</b>		
13	Directional Route Miles (DRM) Generated	\$ 2,254,326	
14	Vehicle Revenue Miles (VRM) Generated	<u>2,489,280</u>	
		<b><u>\$ 4,743,606</u></b>	
15	<b>Section 5337 State of Good Repair Total Estimated Revenue</b>		<b>\$ 84,267,774</b>
16	<b>Total Federal Formula Funds Available</b>		<b>\$ 344,821,128</b>

**FEDERAL FORMULA GRANTS**

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY19 \$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY19 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY19 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
<b>Included Operators:</b>										
1 Metro Bus Ops	\$ 154,178,205	\$ (5,096,616)	\$ 149,081,589	\$ 14,859,009	\$ 7,164,603	\$ 22,023,612	\$80,035,762	\$ 4,232,012	\$ 84,267,774	\$ 255,372,975
<b>Municipal Operators:</b>										
2 Arcadia	369,461	40,538	409,999	40,538	(40,538)	-	-	-	-	409,999
3 Claremont	131,680	14,448	146,128	14,448	(14,448)	-	-	-	-	146,128
4 Commerce	683,524	74,997	758,521	74,997	(74,997)	-	-	-	-	758,521
5 Culver City	5,496,804	328,222	5,825,027	328,222	(328,222)	-	-	-	-	5,825,027
6 Foothill Transit	19,260,449	4,877,213	24,137,663	1,995,534	(1,995,534)	-	2,881,680	(2,881,680)	-	24,137,663
7 Gardena	3,826,622	279,004	4,105,626	279,004	(279,004)	-	-	-	-	4,105,626
8 La Mirada	136,077	14,931	151,008	14,931	(14,931)	-	-	-	-	151,008
9 Long Beach	17,571,367	1,266,315	18,837,682	1,415,981	(1,415,981)	-	150,334	(150,334)	-	18,837,682
10 Montebello	3,930,244	431,232	4,361,476	431,232	(431,232)	-	-	-	-	4,361,476
11 Norwalk	2,155,852	155,502	2,311,353	155,502	(155,502)	-	-	-	-	2,311,353
12 Redondo Beach	674,485	74,006	748,490	74,006	(74,006)	-	-	-	-	748,490
13 Santa Monica	15,464,648	(4,890,602)	10,574,046	1,018,737	(1,018,737)	-	90,661	(90,661)	-	10,574,046
14 Torrance	3,334,733	315,413	3,650,146	315,413	(315,413)	-	-	-	-	3,650,146
15 Sub-Total	73,035,947	2,981,219	76,017,166	6,158,544	(6,158,544)	-	3,122,675	(3,122,675)	-	76,017,166
<b>Eligible Operators:</b>										
16 Antelope Valley	1,274,783	488,410	1,763,193	22,119	(22,119)	-	466,292	(466,292)	-	1,763,193
17 LADOT	8,466,512	1,454,252	9,920,764	811,206	(811,206)	-	643,046	(643,046)	-	9,920,764
18 Santa Clarita	1,574,297	172,734	1,747,031	172,734	(172,734)	-	-	-	-	1,747,031
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	11,315,592	2,115,397	13,430,988	1,006,059	(1,006,059)	-	1,109,338	(1,109,338)	-	13,430,988
21 Total Excluding Metro	84,351,538	5,096,616	89,448,154	7,164,603	(7,164,603)	-	4,232,012	(4,232,012)	-	89,448,154
22 <b>Grand Total</b>	<b>\$ 238,529,743</b>	<b>\$ -</b>	<b>\$ 238,529,743</b>	<b>\$ 22,023,612</b>	<b>\$ -</b>	<b>\$ 22,023,612</b>	<b>\$84,267,774</b>	<b>\$ -</b>	<b>\$ 84,267,774</b>	<b>\$ 344,821,129</b>

Note: Totals may not add due to rounding.



**CAPITAL ALLOCATION % SHARE CALCULATION**

	OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,375,808	1,223,997	1,915,084	0.7691%	75	61	73.2	0	0.0	73.2	0.6603%
2	Arcadia DR	121,121	-	72,673	0.0292%	0	0	0.0	184	4.2	4.2	0.0377%
3	Arcadia MB	173,870	-	104,322	0.0419%	8	6	7.2	0	0.0	7.2	0.0649%
4	Claremont	61,600	-	36,960	0.0148%	0	0	0.0	222	5.0	5.0	0.0455%
5	Commerce	472,131	-	283,279	0.1138%	18	14	16.8	48	1.1	17.9	0.1614%
6	Culver City	1,843,707	-	1,106,224	0.4443%	56	47	56.0	0	0.0	56.0	0.5051%
7	Foothill	10,604,158	6,926,712	9,133,180	3.6678%	380	329	380.0	0	0.0	380.0	3.4276%
8	Gardena	1,767,897	-	1,060,738	0.4260%	58	43	51.6	0	0.0	51.6	0.4654%
9	LADOT	2,988,688	3,007,986	2,996,407	1.2033%	177	150	177.0	0	0.0	177.0	1.5966%
10	La Mirada	75,572	-	45,343	0.0182%	0	0	0.0	208	4.7	4.7	0.0426%
11	Long Beach	8,018,115	-	4,810,869	1.9320%	241	197	236.4	40	0.9	237.3	2.1405%
12	Montebello	2,427,395	78,899	1,487,997	0.5976%	72	67	72.0	40	0.9	72.9	0.6576%
13	Metro Bus Ops.	84,329,000	5,181,000	52,669,800	21.1520%	2,228	1,905	2,228.0	0	0.0	2,228.0	20.0967%
14	Norwalk	1,097,988	-	658,793	0.2646%	33	24	28.8	0	0.0	28.8	0.2598%
15	Redondo Beach	477,349	-	286,409	0.1150%	20	14	16.8	75	1.7	18.5	0.1669%
16	Santa Clarita	2,264,087	1,101,917	1,799,219	0.7226%	82	68	81.6	0	0.0	81.6	0.7360%
17	Santa Monica	5,289,000	395,000	3,331,400	1.3379%	200	162	194.4	0	0.0	194.4	1.7535%
18	Torrance	1,633,900	558,100	1,203,580	0.4834%	56	48	56.0	48	1.1	57.1	0.5150%
19	<b>TOTAL</b>	<b>126,021,386</b>	<b>18,473,611</b>	<b>83,002,276</b>	<b>33.3333%</b>	<b>3,704</b>	<b>3,135</b>	<b>3,675.8</b>	<b>865</b>	<b>19.7</b>	<b>3,695.5</b>	<b>33.3333%</b>

**Notes:**

Include only MTA Funded Programs:

(1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

(2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

(3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

**CAPITAL ALLOCATION % SHARE CALCULATION (Continued)**

OPERATOR	FARE UNITS				UNLINKED PASSENGERS		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,948,745	\$ 1.50	3,299,163	0.2851%	2,534,682	0.1115%	1.8260%	-1.7256%	0.1004%
2 Arcadia DR	6,428	0.50	12,856	0.0011%	32,609	0.0014%	0.0695%	0.0020%	0.0715%
3 Arcadia MB	5,979	0.50	11,958	0.0010%	34,619	0.0015%	0.1094%	0.0032%	0.1126%
4 Claremont	53,900	2.50	21,560	0.0019%	34,700	0.0015%	0.0637%	0.0019%	0.0656%
5 Commerce (1)	-	-	372,189	0.0322%	535,721	0.0236%	0.3309%	0.0097%	0.3405%
6 Culver City	3,188,559	1.00	3,188,559	0.2755%	5,070,970	0.2232%	1.4481%	0.0422%	1.4903%
7 Foothill	16,082,345	1.25	12,865,876	1.1118%	13,561,124	0.5968%	8.8041%	0.2568%	9.0609%
8 Gardena	2,365,626	1.00	2,365,626	0.2044%	3,069,594	0.1351%	1.2309%	0.0359%	1.2668%
9 LADOT	7,066,888	1.50	4,711,259	0.4071%	8,451,418	0.3719%	3.5789%	0.1044%	3.6833%
10 La Mirada	34,973	1.00	34,973	0.0030%	45,443	0.0020%	0.0659%	0.0019%	0.0678%
11 Long Beach	15,373,438	1.25	12,298,750	1.0628%	25,263,321	1.1118%	6.2471%	0.1822%	6.4294%
12 Montebello	4,744,970	1.10	4,313,609	0.3728%	6,239,176	0.2746%	1.9025%	0.0555%	1.9580%
13 Metro Bus Ops.	232,054,000	1.75	132,602,286	11.4586%	291,966,000	12.8489%	65.5562%	1.9124%	67.4685%
14 Norwalk	1,358,912	1.25	1,087,130	0.0939%	1,539,854	0.0678%	0.6861%	0.0200%	0.7061%
15 Redondo Beach	321,838	1.00	321,838	0.0278%	380,821	0.0168%	0.3265%	0.0095%	0.3360%
16 Santa Clarita	3,332,306	1.00	3,332,306	0.2880%	2,763,103	0.1216%	1.8682%	-1.0838%	0.7843%
17 Santa Monica	11,809,000	1.25	9,447,200	0.8164%	13,334,000	0.5868%	4.4945%	0.1311%	4.6257%
18 Torrance	2,585,000	1.00	2,585,000	0.2234%	3,860,000	0.1699%	1.3916%	0.0406%	1.4322%
19 <b>TOTAL</b>	<b>\$305,332,907</b>		<b>192,872,138</b>	<b>16.6667%</b>	<b>378,717,155</b>	<b>16.6667%</b>	<b>100.0000%</b>	<b>0.0000%</b>	<b>100.0000%</b>

**Note:**

(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) \* Commerce's Unlinked Passengers.

**FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.**

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	26,395,687	94.4999%	1.7256%	12,248,102	58.0165%	1.0838%
21 UZA number LA 2	1,536,277	5.5001%	0.1004%	8,863,293	41.9835%	0.7843%
22 <b>Total</b>	<b>27,931,964</b>	<b>100.0000%</b>	<b>1.8260%</b>	<b>21,111,395</b>	<b>100.0000%</b>	<b>1.8682%</b>

**FEDERAL SECTION 5307 CAPITAL ALLOCATION**

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LAUZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange	Total Funds Available
				Project Title	Amount	Project Title	Amount				
1	Antelope Valley	0.1004%	\$ 201,588					\$ 201,588		\$ 488,410	\$ 689,998
2	Arcadia	0.1841%	369,461					369,461		40,538	409,999
3	Claremont	0.0656%	131,680					131,680		14,448	146,128
4	Commerce	0.3405%	683,524					683,524		74,997	758,521
5	Culver City	1.4903%	2,991,410	Facility Capacity Enhancement	1,576,268	Bus Stop Improvements	348,458	5,496,804		328,222	5,825,027
				Vehicle Lift Replacement	580,668			18,187,254		4,877,213	23,064,468
6	Foothill	9.0609%	18,187,254					18,187,254		4,877,213	23,064,468
7	Gardena	1.2668%	2,542,837	Electric Charging Station	1,163,785	Bus Stop Amenities	120,000	3,826,622		279,004	4,105,626
8	LADOT	3.6833%	7,393,317					7,393,317		1,454,252	8,847,569
9	La Mirada	0.0678%	136,077					136,077		14,931	151,008
10	Long Beach Transit	6.4294%	12,905,220	Bus Fleet Replacement	1,826,609	Bus Stop Improvements	652,118	17,571,367	(1) (300,000)	1,566,315	18,837,682
				Bus Fleet Expansion	1,887,420			17,571,367		1,566,315	18,837,682
				Regional Training	300,000			3,930,244		431,232	4,361,476
11	Montebello	1.9580%	3,930,244					3,930,244		431,232	4,361,476
12	Metro Bus Ops.	67.4685%	135,424,722	Purchase 35 60' ZEB	17,560,834	Patsaouras Plaza	1,192,649	154,178,205	(1),(2) 6,300,000	(11,396,616)	149,081,589
13	Norwalk	0.7061%	1,417,240	Route 7 Electric Bus Implementation	666,539	Bus Shelter Solar Lighting	72,073	2,155,852		155,502	2,311,353
14	Redondo Beach	0.3360%	674,485					674,485		74,006	748,490
15	Santa Clarita	0.7843%	1,574,297					1,574,297		172,734	1,747,031
16	Santa Monica	4.6257%	9,284,750	Replacement of Buses	6,179,898			15,464,648	(2) (6,000,000)	1,109,398	10,574,046
17	Torrance	1.4322%	2,874,672	Bus Fleet Expansion	460,061			3,334,733		315,413	3,650,146
18	Tri Agencies			DTLA Layover (Foothill/AVTA/LADOT)	3,219,586			3,219,586		-	3,219,586
19	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 200,722,778</b>		<b>\$ 35,421,668</b>		<b>\$ 2,385,298</b>	<b>\$238,529,744</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ 238,529,744</b>

**FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION**

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available <sup>(1)</sup>
1	Antelope Valley	0.1004%	\$ 22,119	\$ (22,119)	\$ -
2	Arcadia	0.1841%	40,538	(40,538)	-
3	Claremont	0.0656%	14,448	(14,448)	-
4	Commerce	0.3405%	74,997	(74,997)	-
5	Culver City	1.4903%	328,222	(328,222)	-
6	Foothill	9.0609%	1,995,534	(1,995,534)	-
7	Gardena	1.2668%	279,004	(279,004)	-
8	LADOT	3.6833%	811,206	(811,206)	-
9	La Mirada	0.0678%	14,931	(14,931)	-
10	Long Beach	6.4294%	1,415,981	(1,415,981)	-
11	Montebello	1.9580%	431,232	(431,232)	-
12	Metro Bus Ops.	67.4685%	14,859,009	7,164,603	22,023,612
13	Norwalk	0.7061%	155,502	(155,502)	-
14	Redondo Beach	0.3360%	74,006	(74,006)	-
15	Santa Clarita	0.7843%	172,734	(172,734)	-
16	Santa Monica	4.6257%	1,018,737	(1,018,737)	-
17	Torrance	1.4322%	315,413	(315,413)	-
18	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 22,023,612</b>	<b>\$ -</b>	<b>\$ 22,023,612</b>

Note:

(1) Operators' shares of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

**FEDERAL SECTION 5337 - STATE OF GOOD REPAIR**

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available <sup>(1)</sup>
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
<b>High Intensity Fixed Guideway:</b>									
1 Metro (Including Metrolink)	462.9	99.763%	\$ 28,897,606	25,328,979	98.434%	\$ 49,765,918	\$ 78,663,524	\$ 860,644	\$ 79,524,168
2 Long Beach Transit	0.5	0.108%	31,214	60,628	0.236%	119,121	150,334	(150,334)	-
3 Santa Monica	0.6	0.129%	37,456	27,079	0.105%	53,204	90,661	(90,661)	-
4 Foothill Transit	-	0.000%	-	315,378	1.226%	619,649	619,649	(619,649)	-
5 Sub-total	464.0	100.000%	28,966,276	25,732,064	100.000%	50,557,892	79,524,168	-	79,524,168
<b>High Intensity Motorbus:</b>									
6 Antelope Valley	23.6	15.003%	338,221	118,674	5.145%	128,071	466,292	(466,292)	-
7 Foothill	39.4	25.048%	564,656	1,572,830	68.187%	1,697,374	2,262,031	(2,262,031)	-
8 Gardena		0.000%	-	-	0.000%	-	-	-	-
9 LADOT	35.1	22.314%	503,031	129,741	5.625%	140,015	643,046	(643,046)	-
10 Metro Bus Ops.	59.2	37.635%	848,418	485,385	21.043%	523,820	1,372,238	3,371,368	4,743,606
11 Sub-total	157.3	100.00%	2,254,326	2,306,630	100.000%	2,489,280	4,743,606	-	4,743,606
12 <b>Total LA County Share - UZA 2</b>	<b>621.30</b>		<b>\$ 31,220,602</b>	<b>28,038,694</b>	<b>200.000%</b>	<b>\$ 53,047,172</b>	<b>\$ 84,267,774</b>	<b>\$ -</b>	<b>\$ 84,267,774</b>

Note:

(1) Operators' shares of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

# **LOCAL SUBSIDIES**

**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS**

(In Order of Priority)

<b>PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS</b>		<b>FY19 Allocation</b>
1	Agoura Hills	\$ 68,564
2	Antelope Valley, Elderly & Disabled	399,700
3	Beverly Hills Taxi & Lift Van	22,896
4	Culver City Community Transit and LA County	62,641
5	Gardena, Hawthorne and LA County	176,583
6	Glendale Paratransit and La Canada Flintridge	256,769
7	Inglewood Transit and LA County	191,894
8	LA County (Whittier et al)	185,928
9	LA County (Willowbrook)	46,299
10	Los Angeles Taxi & Lift Van, City Ride	316,793
11	Los Angeles Dial-a-Ride, City Ride	1,102,820
12	Monrovia D.A.R. and LA County	171,933
13	Palos Verdes PTA D.A.R.	43,612
14	Palos Verdes PTA - PV Transit	394,132
15	Pasadena Community Transit, San Marino and LA County	400,592
16	Pomona Valley TA - E&D (Get About)	709,725
17	Pomona Valley TA General Public (VC)	71,157
18	Redondo Beach Community Transit and Hermosa Beach	16,254
19	Santa Clarita D.A.R.	657,930
20	West Hollywood (DAR)	284,307
21	West Hollywood (Taxi)	98,521
22	Whittier (DAR)	287,268
23	Sub-total	<u>\$ 5,966,317</u>
<b>PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION</b>		
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
25	Santa Clarita - Local Fixed Route	-
26	Antelope Valley - Local Fixed Route	-
27	Foothill - Bus Service Continuation Project	-
28	Sub-total	<u>\$ -</u>
29	<b>PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT</b>	<u>\$ -</u>
30	<b>PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES</b>	<u>\$ -</u>

**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)**

(In Order of Priority)

<b>Priority V: VOLUNTARY NTD DATA REPORTING</b>		<b>Estimate</b>	<b>Tier 2</b>	<b>FY19 Net</b>
<b>FY16 NTD Report Year</b>			<b>Deduction (1)</b>	<b>Allocation</b>
31	City of Alhambra (MB and DR)	\$ 121,747		\$ 121,747
32	City of Artesia (DR)	6,634		6,634
33	City of Azusa (DR)	42,545		42,545
34	City of Baldwin Park (MB and DR)	98,028		98,028
35	City of Bell (MB/DR)	28,307		28,307
36	City of Bell Gardens (MB and DR)	62,607		62,607
37	City of Bellflower (MB and DR)	45,760		45,760
38	City of Burbank (MB)*	131,817	21,776	110,041
39	City of Carson (MB and DT)	190,320		190,320
40	City of Cerritos (MB )	96,041		96,041
41	City of Compton (MB)	59,090		59,090
42	City of Covina (DR)	24,370		24,370
43	City of Cudahy (MB and DR)	20,232		20,232
44	City of Downey (MB and DR)	93,537		93,537
45	City of Duarte (MB)	33,231		33,231
46	City of El Monte (MB and DR)	149,205		149,205
47	City of Glendora (MB and DR)	65,830		65,830
48	City of Glendale (MB)*	319,424	52,768	266,656
49	City of Huntington Park (MB)	45,339		45,339
50	City of Los Angeles -- Community DASH* (MB)	1,164,575	192,386	972,189
51	City of Los Angeles -- Department of Aging (DR)	195,587		195,587
52	LA County Dept. of Public Works -- Avocado Heights (MB)	15,534		15,534
53	LA County Dept. of Public Works -- East Valinda (MB)	21,876		21,876
54	LA County Dept. of Public Works -- East LA (MB and DR)	140,693		140,693
55	LA County Dept. of Public Works -- Willowbrook (MB)	34,889		34,889
56	LA County Dept. of Public Works -- King Medical (MB)	7,671		7,671
57	LA County Dept. of Public Works -- Athens (MB)	15,797		15,797
58	LA County Dept. of Public Works -- Lennnox (MB)	12,967		12,967
59	LA County Dept. of Public Works -- South Whittier (MB)	66,158		66,158
60	City of Lawndale (MB)	35,163		35,163
61	City of Lynwood (MB)	59,615		59,615
62	City of Malibu (DT)	23,183		23,183
63	City of Manhattan Beach (DR)	19,414		19,414
64	City of Maywood (DR)	17,077		17,077
65	City of Monterey Park (MB and DR)	104,404		104,404
66	City of Pasadena (MB)*	280,426	46,326	234,100
67	City of Pico Rivera (DR)	17,698		17,698
68	City of Rosemead (MB and DR)	73,494		73,494
69	City of Santa fe Springs (DR)	6,250		6,250
70	City of South Gate (DT and MB)	146,031		146,031
71	City of South Pasadena (DR)	12,056		12,056
72	City of West Covina (MB and DR)	104,459		104,459
73	City of West Hollywood (MB)	38,274		38,274
74	Sub-Total	\$ 4,247,355	\$ 313,256	\$ 3,934,099



**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)**

(In Order of Priority)

<b>PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS</b>			
75	Avalon Ferry Subsidy		\$ 650,000
76	Avalon Transit Services (Jitney and Dial-a-Ride)		300,000
77	Hollywood Bowl Shuttle Service		1,057,000
78		Sub-total	\$ 2,007,000
79	Total Expenditures		\$ 11,907,416
80	Reserves for contingencies (2)		4,007,777
81		Sub-total	15,915,193
<b>82</b>	<b>Total Estimated Revenue</b>		<b>15,915,193</b>
83	Surplus (Deficit)		\$ -

**NOTES:**

(1) Tier 2 Operators' shares have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(2) 5th Priority - locally funded systems which voluntarily reported NTD data for FY16 report year. This serves as a placeholder until the FY17 report year is completed. Exact amounts are TBD and may be higher, based upon actual FY19 FTA 5307 apportionment unit values.

**PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8**

LOCAL JURISDICTION	Population DOF Report 2017 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	21,018	0.2052%	\$ 411,380	\$ 341,229	\$ 255,927	\$ 290,045	\$ 14,259		\$ -	\$ 1,312,840
2 ALHAMBRA	86,922	0.8487%	1,701,303	1,411,186	1,058,412	1,199,508	58,923			5,429,331
3 ARCADIA	57,374	0.5602%	1,122,967	931,472	698,618	791,751	38,898			3,583,706
4 ARTESIA	16,816	0.1642%	329,135	273,009	204,761	232,058	11,412			1,050,375
5 AVALON	3,718	0.0363%	72,771	60,362	45,272	51,308	5,000	3,718	148,677	383,390
6 AZUSA	49,762	0.4859%	973,979	807,890	605,930	686,707	33,739			3,108,246
7 BALDWIN PARK	75,537	0.7376%	1,478,467	1,226,349	919,781	1,042,397	51,207			4,718,202
8 BELL	36,408	0.3555%	712,605	591,087	443,325	502,424	24,689			2,274,129
9 BELLFLOWER	76,657	0.7485%	1,500,388	1,244,533	933,419	1,057,853	51,966			4,788,159
10 BELL GARDENS	42,824	0.4182%	838,184	695,251	521,449	590,964	29,037			2,674,885
11 BEVERLY HILLS	34,646	0.3383%	678,118	562,481	421,869	478,109	23,495			2,164,071
12 BRADBURY	1,107	0.0108%	21,667	17,972	13,479	15,276	5,000			73,395
13 BURBANK	105,033	1.0256%	2,055,785	1,705,219	1,278,942	1,449,437	71,197			6,560,579
14 CALABASAS	24,202	0.2363%	473,700	392,921	294,697	333,983	16,417			1,511,719
15 CARSON	93,674	0.9147%	1,833,458	1,520,805	1,140,628	1,292,684	63,499			5,851,074
16 CERRITOS	50,039	0.4886%	979,401	812,387	609,303	690,529	33,927			3,125,548
17 CLAREMONT	36,225	0.3537%	709,023	588,116	441,096	499,899	24,565			2,262,699
18 COMMERCE	13,064	0.1276%	255,698	212,095	159,075	180,281	8,869			816,018
19 COMPTON	100,050	0.9769%	1,958,254	1,624,320	1,218,266	1,380,672	67,820			6,249,331
20 COVINA	49,011	0.4786%	959,280	795,698	596,786	676,343	33,230			3,061,337
21 CUDAHY	24,411	0.2384%	477,790	396,315	297,242	336,867	16,559			1,524,774
22 CULVER CITY	40,103	0.3916%	784,926	651,076	488,317	553,414	27,193			2,504,926
23 DIAMOND BAR	57,066	0.5572%	1,116,939	926,471	694,868	787,501	38,689			3,564,468
24 DOWNEY	113,832	1.1115%	2,228,006	1,848,072	1,386,083	1,570,861	77,160			7,110,182
25 DUARTE	22,033	0.2151%	431,246	357,708	268,286	304,051	14,947			1,376,239
26 EL MONTE	114,268	1.1158%	2,236,539	1,855,150	1,391,392	1,576,878	77,455			7,137,415
27 EL SEGUNDO	16,717	0.1632%	327,198	271,402	203,556	230,692	11,345			1,044,191
28 GARDENA	60,721	0.5929%	1,188,477	985,810	739,373	837,939	41,166			3,792,766
29 GLENDALE	201,748	1.9699%	3,948,764	3,275,396	2,456,598	2,784,086	136,741			12,601,584
30 GLENORA	52,608	0.5137%	1,029,683	854,095	640,585	725,981	35,668			3,286,013
31 HAWAIIAN GARDENS	14,753	0.1441%	288,757	239,516	179,641	203,589	10,014			921,516
32 HAWTHORNE	87,662	0.8560%	1,715,787	1,423,200	1,067,422	1,209,720	59,424			5,475,553
33 HERMOSA BEACH	19,616	0.1915%	383,939	318,467	238,856	270,697	13,309			1,225,269
34 HIDDEN HILLS	1,885	0.0184%	36,895	30,603	22,953	26,013	5,000			121,463
35 HUNTINGTON PARK	59,383	0.5798%	1,162,289	964,088	723,081	819,475	40,259			3,709,192

**PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)**

LOCAL JURISDICTION	Population DOF Report 2016 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	440	0.0043%	8,612	7,143	5,358	6,072	-			27,185
37 INGLEWOOD	114,900	1.1219%	2,248,909	1,865,411	1,399,088	1,585,599	77,883			7,176,891
38 IRWINDALE	1,423	0.0139%	27,852	23,103	17,327	19,637	5,000			92,919
39 LA CANADA-FLINTRIDGE	20,497	0.2001%	401,183	332,770	249,583	282,855	13,906			1,280,298
40 LA HABRA HEIGHTS	5,463	0.0533%	106,926	88,692	66,521	75,388	5,000			342,527
41 LAKEWOOD	79,272	0.7740%	1,551,571	1,286,988	965,261	1,093,939	53,738			4,951,497
42 LA MIRADA	49,434	0.4827%	967,559	802,565	601,936	682,180	33,517			3,087,758
43 LANCASTER	157,820	1.5410%	3,088,972	2,562,221	1,921,706	2,177,888	106,971	157,820	6,310,964	16,168,721
44 LA PUENTE	40,455	0.3950%	791,816	656,790	492,603	558,272	27,432			2,526,913
45 LA VERNE	33,174	0.3239%	649,306	538,583	403,945	457,795	22,498			2,072,127
46 LAWDALE	33,365	0.3258%	653,045	541,684	406,271	460,431	22,627			2,084,058
47 LOMITA	20,403	0.1992%	399,343	331,244	248,439	281,558	13,843			1,274,426
48 LONG BEACH	480,173	4.6886%	9,398,307	7,795,649	5,846,859	6,626,301	325,430			29,992,547
49 LOS ANGELES CITY	4,041,707	39.4649%	79,107,331	65,617,449	49,214,122	55,774,832	3,106,532			252,820,266
50 LYNWOOD	71,997	0.7030%	1,409,179	1,168,877	876,676	993,546	48,808			4,497,087
51 MALIBU	12,742	0.1244%	249,396	206,867	155,154	175,837	8,651			795,905
52 MANHATTAN BEACH	35,488	0.3465%	694,598	576,151	432,122	489,728	24,066			2,216,664
53 MAYWOOD	28,016	0.2736%	548,350	454,842	341,139	386,616	19,002			1,749,949
54 MONROVIA	38,514	0.3761%	753,825	625,278	468,968	531,486	26,116			2,405,674
55 MONTEBELLO	63,917	0.6241%	1,251,032	1,037,698	778,290	882,043	43,332			3,992,394
56 MONTEREY PARK	61,606	0.6015%	1,205,799	1,000,179	750,150	850,152	41,766			3,848,045
57 NORWALK	105,526	1.0304%	2,065,434	1,713,223	1,284,945	1,456,240	71,531			6,591,373
58 PALMDALE	158,605	1.5487%	3,104,336	2,574,965	1,931,265	2,188,721	107,503	158,605	6,342,355	16,249,144
59 PALOS VERDES ESTATES	13,663	0.1334%	267,423	221,820	166,368	188,547	9,275			853,433
60 PARAMOUNT	55,923	0.5461%	1,094,567	907,915	680,950	771,727	37,915			3,493,074
61 PASADENA	143,333	1.3996%	2,805,421	2,327,023	1,745,304	1,977,970	97,153			8,952,871
62 PICO RIVERA	64,046	0.6254%	1,253,557	1,039,792	779,860	883,823	43,420			4,000,452
63 POMONA	155,306	1.5165%	3,039,766	2,521,406	1,891,094	2,143,195	105,267			9,700,728
64 RANCHO PALOS VERDES	42,884	0.4187%	839,358	696,225	522,180	591,792	29,078			2,678,633
65 REDONDO BEACH	68,907	0.6728%	1,348,700	1,118,711	839,051	950,904	46,714			4,304,079
66 ROLLING HILLS	1,922	0.0188%	37,619	31,204	23,403	26,523	5,000			123,749
67 ROLLING HILLS ESTATES	8,059	0.0787%	157,737	130,839	98,131	111,213	5,477			503,396
68 ROSEMEAD	54,984	0.5369%	1,076,188	892,670	669,516	758,769	37,278			3,434,422
69 SAN DIMAS	34,231	0.3342%	669,995	555,743	416,816	472,382	23,214			2,138,150
70 SAN FERNANDO	24,486	0.2391%	479,258	397,532	298,155	337,902	16,610			1,529,458

**PROPOSITION A, PROPOSITION C, MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)**

LOCAL JURISDICTION	Population DOF Report 2016 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	41,020	0.4005%	802,874	665,963	499,483	566,069	27,815			2,562,204
72 SAN MARINO	13,467	0.1315%	263,586	218,638	163,982	185,842	9,142			841,190
73 SANTA CLARITA	216,350	2.1125%	4,234,565	3,512,460	2,634,401	2,985,591	146,636	216,350	8,651,483	22,165,136
74 SANTA FE SPRINGS	18,291	0.1786%	358,005	296,956	222,722	252,413	12,411			1,142,507
75 SANTA MONICA	93,834	0.9162%	1,836,590	1,523,403	1,142,576	1,294,892	63,607			5,861,068
76 SIERRA MADRE	11,010	0.1075%	215,496	178,748	134,064	151,936	7,477			687,721
77 SIGNAL HILL	11,609	0.1134%	227,220	188,473	141,358	160,202	7,883			725,136
78 SOUTH EL MONTE	20,862	0.2037%	408,327	338,696	254,028	287,892	14,154			1,303,096
79 SOUTH GATE	98,633	0.9631%	1,930,519	1,601,315	1,201,011	1,361,118	66,859			6,160,823
80 SOUTH PASADENA	25,992	0.2538%	508,735	421,982	316,493	358,685	17,630			1,623,526
81 TEMPLE CITY	36,389	0.3553%	712,233	590,778	443,093	502,162	24,676			2,272,943
82 TORRANCE	147,101	1.4364%	2,879,171	2,388,197	1,791,185	2,029,967	99,706			9,188,227
83 VERNON (C)	209	0.0020%	4,091	3,393		2,884	5,000			15,368
84 WALNUT	30,134	0.2942%	589,805	489,228	366,929	415,844	20,437			1,882,243
85 WEST COVINA	107,813	1.0527%	2,110,197	1,750,353	1,312,792	1,487,800	73,081			6,734,223
86 WEST HOLLYWOOD	35,882	0.3504%	702,310	582,547	436,920	495,165	24,333			2,241,274
87 WESTLAKE VILLAGE	8,370	0.0817%	163,824	135,888	101,918	115,504	5,688			522,822
88 WHITTIER	87,708	0.8564%	1,716,687	1,423,947	1,067,982	1,210,355	59,455			5,478,426
89 UNINCORP LA COUNTY	1,053,030	10.2822%	20,610,696	17,096,030	12,822,292	14,531,625	1,571,018	109,504	4,378,886	71,010,546
90 <b>TOTAL</b>	<b>10,241,278</b>	<b>100.0000%</b>	<b>\$ 200,450,000</b>	<b>\$ 166,268,000</b>	<b>\$ 124,701,077</b>	<b>\$ 141,327,800</b>	<b>\$ 8,190,639</b>	<b>645,997</b>	<b>\$ 25,832,364</b>	<b>\$ 666,769,880</b>

**NOTES:**

(1) Population estimates are based on State of California Department of Finance's (DOF) 2017 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

**TDA Article 3 Allocation:**

- (A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.
- (B) City of Industry has opted out of the TDA Article 3 program indefinitely.
- (C) City of Vernon has opted out of the Measure R Local Return program indefinitely.



Los Angeles County Metropolitan Transportation Authority

# **Amendment to the FY18 Transit Fund Allocations – STA & SB1**

Fiscal Year 2018

**July 1, 2017 – June 30, 2018**

May 25, 2018

**Los Angeles County Metropolitan Transportation Authority  
Transit Fund Allocations  
Fiscal Year 2018**

**ATTACHMENT B**

<b>AMENDMENT TO THE FY18 REVENUE ESTIMATES (STA AND SB1 ONLY)</b>						
<b>STATE AND LOCAL</b>	<b>FY18 Estimated Revenue</b>	<b>Carryover FY16 Budget vs Actual</b>	<b>Interest FY16 Actual</b>	<b>FY18 Total Funds Available</b>	<b>NOTE</b>	<b>FY17 Total Funds Available</b>
<b>Transportation Development Act:</b>						
Planning & Administration:						
1 Planning - Metro	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2 Planning - SCAG	3,007,500	7,521		3,015,021		3,035,559
3 Administration - Metro	3,492,500	(7,521)		3,484,979		3,464,441
4 Sub-total	8,500,000	-	-	8,500,000		8,500,000
5 Article 3 Pedestrian & Bikeways 2.0000%	7,850,000	20,055		7,870,055		7,924,824
6 Article 4 Bus Transit 91.6536%	359,740,268	919,051	1,416,021	362,075,340		364,667,432
7 Article 8 Streets & Highways 6.3464%	24,909,732	63,638		24,973,370		25,188,543
8 <b>Total</b>	<b>401,000,000</b>	<b>1,002,744</b>	<b>1,416,021</b>	<b>403,418,765</b>	<b>a</b>	<b>406,280,799</b>
<b>Proposition A:</b>						
9 Administration 5.0000%	40,100,000	6,824		40,106,824		40,357,732
10 Local Return 25.0000%	190,475,000	n/a		190,475,000	<b>c</b>	188,978,750
11 Rail Development 35.0000%	266,665,000	45,377		266,710,377		268,378,917
Bus Transit: 40.0000%						
12 95% of 40% Capped at CPI 1.7500%	238,937,564	n/a		238,937,564	<b>b</b>	234,828,073
13 95% of 40% Over CPI	50,584,436			50,584,436	<b>d</b>	52,419,627
14 Sub-total	289,522,000	-		289,522,000		287,247,700
15 5% of 40% Incentive	15,238,000	2,593		15,240,593		15,335,938
16 <b>Total</b>	<b>802,000,000</b>	<b>54,794</b>		<b>802,054,794</b>	<b>a</b>	<b>800,299,037</b>
<b>Proposition C:</b>						
17 Administration 1.5000%	12,030,000	2,144		12,032,144		12,106,982
18 Rail/Bus Security 5.0000%	39,498,500	7,039		39,505,539		39,751,257
19 Commuter Rail 10.0000%	78,997,000	14,078		79,011,078		79,502,514
20 Local Return 20.0000%	157,994,000	n/a		157,994,000	<b>c</b>	156,752,900
21 Freeways and Highways 25.0000%	197,492,500	35,196		197,527,696		198,756,285
22 Discretionary 40.0000%	315,988,000	56,313		316,044,313		318,010,055
23 <b>Total</b>	<b>802,000,000</b>	<b>114,770</b>		<b>802,114,770</b>	<b>a</b>	<b>804,879,993</b>
<b>State Transit Assistance:</b>						
24 Bus (PUC 99314 Rev Base Share)	45,543,942	(14,490,130)	134,993	31,188,805	<b>e</b>	29,277,328
25 Rail (PUC 99313 Population Share)	34,257,053	(12,506,066)	41,581	21,792,568		29,665,148
26 <b>Total</b>	<b>79,800,995</b>	<b>(26,996,196)</b>	<b>176,574</b>	<b>52,981,373</b>		<b>58,942,476</b>
<b>SB1 State Transit Assistance:</b>						
27 Bus (PUC 99314 Rev Base Share)	27,137,519	-	-	27,137,519	<b>e</b>	-
28 Rail (PUC 99313 Population Share)	20,412,186	-	-	20,412,186		-
29 <b>Total</b>	<b>47,549,704</b>	<b>-</b>	<b>-</b>	<b>47,549,704</b>		<b>-</b>
<b>SB1 State of Good repair:</b>						
30 Bus (PUC 99314 Rev Base Share)	16,277,209	-	-	16,277,209	<b>e</b>	-
31 Rail (PUC 99313 Population Share)	12,243,323	-	-	12,243,323		-
32 <b>Total</b>	<b>28,520,532</b>	<b>-</b>	<b>-</b>	<b>28,520,532</b>		<b>-</b>

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<b>AMENDMENT TO THE FY18 REVENUE ESTIMATES (STA AND SB1 ONLY)</b>						
STATE AND LOCAL	FY18 Estimated Revenue	Carryover FY16 Budget vs Actual	Interest FY16 Actual	FY18 Total Funds Available	N O T E	FY17 Total Funds Available
<b>Measure R:</b>						
33 Administration	1.5000%	12,030,000	22,018	535,646		12,401,771
34 Transit Capital - "New Rail"	35.0000%	276,489,500	506,039	(1,143,270)		278,588,940
35 Transit Capital - Metrolink	3.0000%	23,699,100	43,375	1,752,117		25,063,336
36 Transit Capital - Metro Rail	2.0000%	15,799,400	28,917	(806,835)		16,099,796
37 Highway Capital	20.0000%	157,994,000	289,165	5,176,782		162,012,631
38 Operations "New Rail"	5.0000%	39,498,500	72,291	1,031,693		40,384,729
39 Operations Bus	20.0000%	157,994,000	289,165	(234,359)		158,958,494
40 Local Return	15.0000%	118,495,500	n/a	(51)	c	117,554,748
<b>41 Total</b>		<b>802,000,000</b>	<b>1,250,970</b>	<b>6,311,723</b>	<b>a</b>	<b>811,064,445</b>
<b>Measure M:</b>						
Local Return Supplemental & Administration:						
36 Administration	0.5000%	3,923,785	-	3,923,785	f	-
37 Supplemental transfer to Local Return	1.0000%	7,504,715	n/a	7,504,715	c,g	-
38 Sub-total		11,428,500		11,428,500		
39 Local Return Base	16.0000%	120,075,440	n/a	120,075,440	c,g	-
40 Metro Rail Operations	5.0000%	37,523,575	-	37,523,575		-
41 Transit Operations ( Metro & Municipal Providers)	20.0000%	150,094,300	-	150,094,300		-
42 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	15,009,430	-	15,009,430		-
43 Transit Construction	35.0000%	262,665,025	-	262,665,025		-
44 Metro State of Good Repairs	2.0000%	15,009,430	-	15,009,430		-
45 Highway Construction	17.0000%	127,580,155	-	127,580,155		-
46 Metro Active Transportation Program	2.0000%	15,009,430	-	15,009,430		-
47 Regional Rail	1.0000%	7,504,715	-	7,504,715		-
<b>48 Total</b>		<b>761,900,000</b>	<b>-</b>	<b>761,900,000</b>		<b>-</b>
<b>49 Total Funds Available</b>		<b>\$ 3,724,771,231</b>	<b>\$ (24,572,918)</b>	<b>\$ 7,904,318</b>		<b>\$ 3,708,102,632</b>
<b>Total Planning &amp; Admin Allocations:</b>						
50 (Lines 4, 9, 17, 27 and 36)		\$ 76,583,785	\$ 30,985	\$ 535,646		\$ 77,150,416
						\$ 73,366,485

**Notes:**

- a) The revenue estimate is 2.6% over the FY17 revenue estimate based on several economic forecasts evaluated by MTA.
- b) CPI of 1.75% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- c) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- d) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) STA and SB1 revenue estimate from the State Controller's office is reduced by 10% for the revenue and population based share due to anticipated shortfall of FY18 revenue.
- f) Revenues for Measure M's inaugural year are estimated to approximate 95 percent of the Proposition A, C and Measure R revenues. This is based on past history with new sales tax ordinance receipts. The remaining 5 percent will carryover to FY19.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.

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STATE AND LOCAL FUNDS													
	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1 <sup>(1)</sup>		Total State and Local Funds	
	TDA Article 4 + Interest	STA+ Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair		
<b>Included Operators:</b>													
1	Metro Bus Ops	\$ 262,223,136	\$ 23,130,313	\$ 175,614,272	\$ 460,967,721	\$ 28,586,677	\$ 19,774,680	\$ 108,667,922	\$ 6,653,343	\$ 103,730,543	\$ 18,754,807	\$ 11,099,813	\$ 758,235,505
<b>Municipal Operators:</b>													
2	Arcadia	266,793	22,981	176,060	465,834	7,164	83,478	108,213	17,288	103,062	18,634	-	803,674
3	Claremont	151,235	13,027	99,802	264,064	3,104	53,534	61,342	7,368	58,422	10,563	-	458,398
4	Commerce	416,134	35,845	274,611	726,590	40,716	1,072,350	168,786	32,878	160,753	29,065	17,202	2,248,339
5	Culver City	5,172,364	445,542	3,413,301	9,031,207	374,954	2,026,429	2,097,944	140,984	1,998,085	361,260	213,808	16,244,671
6	Foothill Transit	23,116,173	1,991,204	16,562,423	41,669,800	900,983	9,440,544	9,376,067	816,437	8,929,782	1,614,533	955,542	73,703,689
7	Gardena	5,116,125	440,698	3,376,188	8,933,011	237,924	2,403,348	2,075,133	121,059	1,976,360	357,332	211,483	16,315,650
8	La Mirada	111,396	9,596	73,511	194,503	3,413	25,750	45,183	6,658	43,032	7,780	-	326,320
9	Long Beach	22,700,848	1,929,586	14,782,570	39,413,004	1,745,933	9,620,121	9,085,927	613,168	8,653,452	1,564,571	925,973	71,622,149
10	Montebello	7,932,178	683,270	5,234,533	13,849,980	470,252	3,588,089	3,217,342	190,109	3,064,202	554,017	327,889	25,261,881
11	Norwalk	2,883,178	248,354	2,181,987	5,313,519	91,421	779,954	1,169,435	55,649	1,113,772	201,373	119,181	8,844,305
12	Redondo Beach	698,276	60,149	460,800	1,219,224	26,272	222,623	283,225	27,001	269,744	48,771	28,864	2,125,724
13	Santa Monica	25,160,976	1,650,507	12,644,542	39,456,025	1,099,488	6,710,491	7,771,814	454,854	7,401,889	1,338,285	792,048	65,024,893
14	Torrance	6,126,528	527,733	4,042,964	10,697,226	252,968	3,496,989	2,484,959	134,498	2,366,679	427,903	253,249	20,114,471
15	Sub-Total	99,852,204	8,058,493	63,323,292	171,233,989	5,254,592	39,523,700	37,945,371	2,617,952	36,139,236	6,534,087	3,845,238	303,094,164
<b>Eligible Operators:</b>													
16	Antelope Valley	-	-	4,381,932	4,381,932	201,215	1,930,436	2,382,333	186,720	2,268,938	410,231	242,790	12,004,594
17	LADOT	-	-	20,963,711	20,963,711	1,308,803	7,306,995	4,869,857	356,991	4,638,060	838,576	496,301	40,779,294
18	Santa Clarita	-	-	4,444,800	4,444,800	203,699	2,376,679	2,416,512	184,995	2,301,490	416,117	246,274	12,590,564
19	Foothill BSCP	-	-	4,592,402	4,592,402	-	903,740	1,066,812	-	1,016,034	183,702	108,722	7,871,412
20	Sub-Total	-	-	34,382,845	34,382,845	1,713,717	12,517,850	10,735,514	728,705	10,224,521	1,848,625	1,094,087	73,245,864
<b>Tier 2 Operators:</b>													
21	LADOT Community Dash	-	-	4,712,808	4,712,808	-	-	-	-	-	-	-	4,712,808
22	Glendale	-	-	674,726	674,726	-	-	-	-	-	-	-	674,726
23	Pasadena	-	-	472,954	472,954	-	-	-	-	-	-	-	472,954
24	Burbank	-	-	139,512	139,512	-	-	-	-	-	-	-	139,512
25	Sub-Total	-	-	6,000,000	6,000,000	-	-	-	-	-	-	-	6,000,000
26	Lynwood Trolley	-	-	-	-	-	215,801	-	-	-	-	-	215,801
27	Total Excluding Metro	99,852,204	8,058,493	103,706,137	211,616,833	6,968,308	52,257,351	48,680,884	3,346,657	46,363,757	8,382,712	4,939,326	382,555,829
28	Los Angeles County											238,071	238,071
29	<b>Grand Total</b>	<b>\$ 362,075,340</b>	<b>\$ 31,188,805</b>	<b>\$ 279,320,409</b>	<b>\$ 672,584,554</b>	<b>\$ 35,554,985</b>	<b>\$ 72,032,031</b>	<b>\$ 157,348,806</b>	<b>\$ 10,000,000</b>	<b>\$ 150,094,300</b>	<b>\$ 27,137,519</b>	<b>\$ 16,277,209</b>	<b>\$ 1,141,029,405</b>

Note:

(1) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.



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**ATTACHMENT B**

<b>Senate Bill 1 - Road Repair and Accountability Act of 2017</b>					
<b>Operators</b>	<b>Measure R %Share <sup>(1)</sup></b>	<b>SB1 - STA Allocation</b>	<b>SB1 - SGR</b>		<b>Total Funds</b>
			<b>% share <sup>(3)</sup></b>	<b>\$ Allocation</b>	
<b><u>Included Operators:</u></b>					
1 Metro Bus Ops	69.1102%	\$ 18,754,807	69.2045%	\$ 11,099,813	\$ 29,854,619
2 Arcadia <sup>(2)</sup>	0.0687%	18,634	0.0000%	-	18,634
3 Claremont <sup>(2)</sup>	0.0389%	10,563	0.0000%	-	10,563
4 Commerce	0.1071%	29,065	0.1072%	17,202	46,266
5 Culver City	1.3312%	361,260	1.3330%	213,808	575,068
6 Foothill	5.9494%	1,614,533	5.9576%	955,542	2,570,075
7 Gardena	1.3167%	357,332	1.3185%	211,483	568,815
8 La Mirada <sup>(2)</sup>	0.0287%	7,780	0.0000%	-	7,780
9 Long Beach	5.7653%	1,564,571	5.7732%	925,973	2,490,544
10 Montebello	2.0415%	554,017	2.0443%	327,889	881,906
11 Norwalk	0.7420%	201,373	0.7431%	119,181	320,554
12 Redondo Beach DR	0.0056%	1,512	0.0056%	895	2,406
13 Redondo Beach MB	0.1741%	47,259	0.1744%	27,970	75,229
14 Santa Monica	4.9315%	1,338,285	4.9382%	792,048	2,130,333
15 Torrance	1.5768%	427,903	1.5789%	253,249	681,152
<b><u>Eligible Operators:</u></b>					
16 Antelope Valley	1.5117%	410,231	1.5137%	242,790	653,021
17 Santa Clarita	1.5334%	416,117	1.5355%	246,274	662,390
18 LADOT Local	2.0430%	554,428	2.0458%	328,132	882,559
19 LADOT Express	1.0471%	284,148	1.0485%	168,170	452,318
20 Foothill BSCP	0.6769%	183,702	0.6779%	108,722	292,424
21 Total Municipal Operators	30.8898%	8,382,712	30.7955%	4,939,326	13,322,038
22 County of Los Angeles				238,071	238,071
23 <b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 27,137,519</b>	<b>100.0000%</b>	<b>\$ 16,277,209</b>	<b>\$ 43,176,657</b>

**Notes:**

(1) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

(2) No SB1- SGR funds are allocated because SGR projects were not submitted.

(3) SB1 - SGR percentage share are based on Measure R allocation and subject to redistribution based on submittal of eligible project listings.

## Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimate is 3.4% over FY 2018 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 2.25% represents a composite index from several economic forecasting sources and is applied to Proposition C Discretionary program for Included Operators, Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY 2018 allocation.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a new program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Proposition A 95% of 40% growth over inflation (GOI) revenue of \$60.4 million is used to fund formula equivalents for Eligible and Tier 2 operators.
- Proposition 1B PTMISEA Bridge funding allocation represents the 2nd of three installments of FY 2015 funding allocation.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

**Bus Transit Subsidies (\$1,228.1M)****Formula Allocation Procedure (\$727.2M)**

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators submitted their FY 2017 Transit Performance Measures (TPM) data for the FY 2019 FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2019 in the amount of \$6.0 million.

**Measure R Allocations (\$164.7M)**

- **Measure R 20% Bus Operations (\$164.7M)**  
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0M)**  
Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year. No allocation this year as this is an odd year.

**Measure M 20% Transit Operations (\$166.3M)**

Measure M, approved by voters of Los Angeles County in November, 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M

Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

### **Proposition C 5% Security (\$37.1M)**

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The unlinked boardings used for allocating these funds are based on the operators' TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

### **Proposition C 40% Discretionary Programs (\$75.9M)**

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. Funding is increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.

- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.
- **Proposition 1B Bridge Funding Program.** The Bridge Funding Program was established to compensate certain operators for the differences in State Proposition 1B allocation, which uses the State Transit Assistance (STA) allocation methodology, and the Los Angeles County Formula Allocation Procedure (FAP). Operators who would have received less or no funding under the State method are allocated with local funds if the FAP method is used. This program continues through the life of the bond as approved by the Board in September 2009. For FY 2019, Bridge Funding allocation for the Transit Modernization (PTMISEA) account represents the 2nd of three installments the operators earned from FY 2015 Proposition 1B allocation; Bridge Funding for the Security account represents the full funding earned from the FY 2015 allocation.

### **Federal Funds (\$344.8M)**

#### **Section 5307 Urbanized Formula Program (\$238.5M)**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY 2019, \$238.5 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 18, 2017 meeting, the BOS allocated \$300,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

#### **Section 5339 Bus and Bus Facilities (\$22.0M)**

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate

and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY 2019, \$22.0 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

### **Section 5337 State of Good Repair (\$84.3M)**

Section 5337 provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This funding program consists of two separate formula programs:

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY 2019, \$79.5 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY 2019, \$4.7 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

### **Proposition A Incentive Programs (\$15.9M)**

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will continue to receive \$650,000 in subsidy.

At its May 18, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000, and the Hollywood Bowl Shuttles subsidy remains at \$1,057,000.

### **Local Returns (\$632.7M)**

Proposition A 25% (\$200.5M)

Proposition C 20% (\$166.3M)

Measure R 15% (\$124.7M)

Measure M 17% (\$141.3M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances. The City of Vernon opted out of the Measure R Local Return program indefinitely.

### **TDA Article 3 funds (\$8.2M)**

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and split into two parts:

- The 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.
- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

### **TDA Article 8 funds (\$25.8M)**

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

Los Angeles County Metropolitan Transportation Authority  
2019 Transit Fund Allocations

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2018-2019 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

**WHEREAS**, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

**WHEREAS**, the resolution shall also specify conditions of payment and may call for a single payment, for payments as moneys become available, or for payment by installments monthly, quarterly, or otherwise; and

**WHEREAS**, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

**WHEREAS**, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.



Los Angeles County Metropolitan Transportation Authority  
2019 Transit Fund Allocations

- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

**WHEREAS**, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

**WHEREAS**, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

**WHEREAS**, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

**NOW THEREFORE,**

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2018-19 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority  
2019 Transit Fund Allocations**

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June, 2018.

\_\_\_\_\_  
MICHELE JACKSON  
Board Secretary

DATED:  
(SEAL)



Board Report

File #: 2018-0332, File Type: Program

Agenda Number: 11.

2<sup>nd</sup> REVISED  
FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 20, 2018

**SUBJECT: FY 2018-19 METROLINK ANNUAL WORK PROGRAM BUDGET**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority’s (LACMTA) share of the Southern California Regional Rail Authority’s (SCRRA) FY 2018-19 Budget Transmittal dated April 30, 2018, Annual Work Program totaling \$125,508,211 for programs as detailed in Attachment A;
- B. REPROGRAMMING the use of \$10,360,333 in Deferred Revenue to fund LACMTA’s share of costs detailed in Attachment A;
- C. REPROGRAMMING the use of \$5,000,000 in TVM funds to fund a portion of LACMTA’s share of costs detailed in Attachment A;
- D. APPROVING the Conceptual Design Study for Tunnel 25 in the amount of \$750,000.
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
  - 1. FY 2013-14 from June 30, 2018 to June 30, 2019 - \$28,750
  - 2. FY 2014-15 from June 30, 2018 to June 20, 2019 - \$1,177,032
- F. APPROVING the FY19 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.

**ISSUE**

The SCRRA Joint Exercise of Powers Agreement (JPA) requires the member agencies to annually approve their individual share of the Southern California Regional Rail Authority’s budget (Please refer to Attachment B - SCRRA FY 2018-19 Budget Transmittal dated April 30, 2018).

**DISCUSSION**

The Metrolink system provides commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, as well as northern San Diego County.

Staff is recommending an approval of LACMTA’s share of the SCRRA FY19 Metrolink budget totaling \$125,508,211 for programs detailed in Attachment A. The SCRRA overall FY19 Budget request for new programming from all Member Agencies consists of \$150.6 million for Commuter Rail operations, \$200.8 million for Rehabilitation and Renovation projects and \$24.5 million for New Capital projects (Refer to Attachment B).

It should be noted that within the FY19 Budget request for Rehabilitation and Renovation projects, SCRRA identified \$5,833,686 for 12 projects which were included in the FY 18 and FY 19 All Share and River Subdivision projects. LACMTA staff agrees with this assessment, contribution share, the need for these projects and that they should be programmed through SCRRA’s annual work program, but they should be coordinated and executed through the LINK Union Station project.

**Metrolink Operations:**

For FY 19, LACMTA’s share of SCRRA’s Operations is \$75,119,645 which is a projected increase of \$3.5 million (4.8%) over FY18 levels (refer to Table 1). This increase is attributable to reduced dispatch and rail freight traffic revenues, increased costs for train operations and equipment maintenance, contractual escalation and the new marketing initiative as well as potential costs due to legal claims. The FY19 SCRRA budget anticipates the operation of 172 weekday and 90 weekend trains, no new service and no fare increase.

LACMTA staff continues to work with SCRRA to control and maintain an efficient level of operating and maintenance costs.

<b>TABLE 1 - METROLINK OPERATIONS BUDGET SUMMARY (\$000)</b>				
	<b>FY18</b>	<b>FY19</b>	<b>DIFF.</b>	<b>CHANGE *</b>
Expenses	\$ 243,045	\$ 251,356	\$ 8,311	3.4%
Revenues	\$ 100,646	\$ 100,806	\$ 160	0.2%
Member Agency	\$ 142,399	\$ 150,550	\$ 8,151	5.7%
Metro Subsidy	\$ 71,659	\$ 75,120	\$ 3,461	4.8%
Metro Share of	50.3%	49.9%		

\* Numbers may be subject to minor rounding

**KEY HIGHLIGHTS OF THE PROPOSED FY 19 BUDGET ARE AS FOLLOWS:**

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Right-of-Way (ROW) Security Services Provided by L.A. Sheriffs (LASD) - \$2,449,478

SCRRA contracts with the LASD to provide core security and fare enforcement services on board trains and at stations. In addition to core security services, LACMTA provides additional funding to SCRRA for 9.5 LASD full time equivalents (FTEs) to provide a dedicated LASD presence along LACMTA owned ROW resulting in quicker LASD responses to incidents along the ROW within Los Angeles County.

Regional Rail has been meeting with LACMTA's Systems Security and Law Enforcement Chief and SCRRA to determine the feasibility of including the 9.5 ROW FTE function in LACMTA's LASD contract to realize a more efficient deployment of LASD officers along LACMTA owned ROW since the LASD officers for both LACMTA and SCRRA are from the same LASD command. These combined efficiencies would also assist with deterring homeless encampments and reduce incidents as a result of the enhanced security presence. Although Regional Rail would fund these services, Regional Rail staff is proposing that LACMTA's Security and Law Enforcement administer this program to provide oversight, coordination and collaboration of SCRRA's Metrolink's security and law enforcement services.

Antelope Valley Line Contract Security & LASD Program - \$1,657,895

Working with SCRRA, LACMTA modified the former AVL 100% Fare Enforcement Program due to Amtrak not being able to fully staff the program. As a result, the Antelope Valley Line (AVL) Contract Security and LASD Program (formerly the AVL 100% Fare Enforcement Program) was implemented in October 2017. The new blended approach of utilizing security officer deployments to achieve an increased security presence and enhanced fare enforcement coverage along the AVL has been very successful. SCRRA is reporting that fare evasion is lower, down an estimated 3.5% from prior to the program's implementation. The new security officer deployments supplement the existing LASD and Amtrak conductor security and fare enforcement functions.

Special Event Services - \$250,000

An additional \$250,000 in funding to provide commuter rail service for these large scale events which usually occur during peak commuter hours is requested for the following special events:

1. Los Angeles County Fair Trains
2. L.A. Rams Games
3. CicLAvia Events
4. Dodgers/Angels Trains
5. Any other special services/events which may occur.

Additional Funds for Enhanced LACMTA ROW Maintenance - \$2,500,000

LACMTA owns approximately 150 miles of ROW in Los Angeles County which is maintained by SCRRA. This SCRRA is responsible for maintenance includes the within first 20 feet of from the centerline of each side of the Metrolink tracks LACMTA ROW and is funded through LACMTA's

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operating subsidy outlined in Attachment A. Anything beyond the 20 feet of the ROW is also maintained by SCRRA but is funded and managed by LACMTA's Operations department under a separate MOU. The LACMTA Operations department maintenance MOU with SCRRA includes all LACMTA ROW clean up beyond 20 feet and any requests originating from customer, resident and city official complaints. However, each year SCRRA demands exceed the allotted budget provided by LACMTA resulting in maintenance delays and deferrals until new funding becomes available in the next fiscal year. With the increase of safety concerns which sometimes result in trespasser fatalities on LACMTA owned ROW, Regional Rail is requesting that the LACMTA Board approve augmenting the LACMTA Operations department MOU funding of \$2 million with \$500,000 of Deferred Revenue surplus funds already in SCRRA's possession to enhance safety and accessibility and keep LACMTA ROW properly maintained. An additional one-time request of up to \$500,000 for homeless encampment enforcement to include dedicated law enforcement deputy personnel to work homeless encampment issues along the ROW and mental health practitioners to assist in providing reentry services to this at risk population. ~~In addition, a one-time \$1,500,000 will go towards ROW clean up within the LACMTA ROW to enhance safety and accessibility to complete State of Good Repair projects.~~

#### Rehabilitation & Capital - \$41,731,193

SCRRA's FY 2018-19 LACMTA budget request is \$124M for LACMTA FY 18 back log state of good repair and new FY19 rehabilitation and capital requests (Refer to Attachment B). To aid LACMTA in becoming familiar and understand the asset condition of the rehabilitation projects, LACMTA along with our consultant WSP partnered with SCRRA to conduct site visits on 20 projects that were a representative sampling of the range of rehabilitation projects consisting of Tunnel 25, culverts, rail and ties, signals/communications, trenching, draining and grading projects. On the Metrolink San Bernardino Line projects, San Bernardino County Transportation Authority staff joined us on the site visits as well. In general, staff is working with SCRRA to prioritize state of good repair projects especially on tracks and structures to maintain safety and service. In the last two years, LACMTA has provided at total of \$48.5 million for over 71 rehabilitation and capital projects in FY 17 and FY 18. Of the FY 17 and FY 18 rehabilitation projects, SCRRA staff was able to achieve a cost savings of at least 25% mainly due to the economy of scale factor by lumping groups of culvert projects together. Therefore, LACMTA staff is requesting SCRRA to consider redirecting these cost savings to more urgent track and structure projects listed in Attachment D. Attachment D is a representative sampling of tracks and structure rehabilitation projects.

Staff is recommending programming funds in the amount of \$41,731,193 for up to 72 rehabilitation projects that consists of FY 18 and FY 19 All Share, FY 18 and FY 19 River, FY 18 and FY 19 Line Specific and FY 19 Special projects listed in Attachment C. In addition, some rehabilitation projects in the FY 18 and FY 19 All Share and River include tracks, turnouts, signals and communications at Los Angeles Union Station which is a part of the Link Union Station Project and therefore, funding for approximately 12 rehabilitation projects will be covered under the Link Union Station project.

SCRRA requested of \$10,792,750 for rehabilitation of Tunnel 25. Tunnel 25 is a 1.3 mile long section

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in North Los Angeles County within the City of Santa Clarita on the Antelope Valley Line. The tunnel was built in 1875 with a timber support structure and retrofitted in 1921 with a concrete liner. LACMTA staff joined a site condition assessment conducted by SCRRA staff on April 29 - 30, 2018. Upon review, staff identified \$750,000 of immediate rehabilitation work based on the existing conditions of the drainage system and track structure in the tunnel. SCRRA and LACMTA staff concur that the immediate rehabilitation work on the drainage system, tracks and ties should be funded through the annual work program and long term improvements will be determined through a conceptual design study led by LACMTA staff as highlighted in recommendation D above.

Since SCRRA's project delivery schedule of completing these projects is approximately 4 years with a projected cash flow of 5 % first year, 30% second year, 30% third year and 35% the final year, LACMTA staff will budget accordingly on an annual basis.

#### Metrolink Infrastructure Rehabilitation Plan (MIRP)

SCRRA embarked upon an age based 25 year comprehensive infrastructure rehabilitation plan that did not include rolling stock or facilities. Per the Federal Transit Administration (FTA) latest update dated March 6, 2018, FTA's Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets (rolling stock, equipment, facilities and infrastructure) in order to achieve or maintain a state of good repair. As such, the age of an asset does not necessarily mean the asset is in poor condition that is in need of immediate repair. SCRRA staff is working on updating their MIRP to exclude projects that Metro already programmed for funding.

#### Extend Lapsing Date of Rehabilitation/Renovation Funds

This recommended board action extends SCRRA's FY 2013-14 and FY 2014-15 funding in the amount of \$1,205,782 from expiring on June 30, 2018 to June 30, 2019. SCRRA rehabilitation and renovation projects span over multiple years to maximize economy of scale and take advantage of matching federal funds. As a result, funds programmed over multiple years may not be completely invoiced prior to lapsing and LACMTA does not recognize project completion until we are invoiced. In FY15 LACMTA extended the lapsing period to four years and extended the lapsing dates of several MOUs. SCRRA has reassured staff that their work is in progress and will be completed and invoiced within a year.

#### Reprogramming TVM funds

SCRRA awarded Innovation in Transportation Inc. \$12,650,000 on March 23, 2018 (in lieu of SCRRA's estimated cost of \$30,700,000 in May 2015) to proceed with implementation of their TVM replacement project of which Metro's share of the cost is approximately up to \$8,100,000. Since Metro's share has been reduced from \$13,100,000 to up to \$8,100,000, ~~the original LACMTA board approved programmed amount was \$31,074,000, there~~ staff is requesting to reprogram an identified surplus excess of \$5,000,000 for SCRRA's FY 19 tracks and structure rehabilitation projects (listed in Attachment C) available for LACMTA reprogramming during this implementation process.

#### Transfers to Other Operators Payment Rate to LACMTA

SCRRA reimburses LACMTA for Metrolink riders who transfer to and from LACMTA services for free, including the rail system at Union Station, through the EZ Transit Pass Program. For FY19, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY18, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

LACMTA's total FY19 Annual Work Program programming authority recommendation is \$125,508,211 for programs which consist of funding from \$75,116,685 Prop C 10%/ Measure M 1%, \$35,031,193 Measure R 3%, \$5,000,000 Previous Programming and \$10,360,333 Deferred Revenue funds as described in Attachment A.

SCRRA has a delivery schedule of four years and if it exceeds the projected cash flow of 5 % first year, 30% second year, 30% third year and 35% the final year, LACMTA will need to consider other funding sources which may include debt service against Measure R 3%.

Although LACMTA staff is recommending funding SCRRA's closed session claims, LACMTA will pay remit payment on a reimbursable basis upon receiving proper documentation of proof of payment once claim are actually paid. Therefore, LACMTA will not include \$1,565,250 in the quarterly Operations subsidy payments.

This is a programming action. The Cost Center Manager will be responsible for annual budget funding allocations.

### **ALTERNATIVES CONSIDERED**

As a member of the JPA, LACMTA is required to approve its annual share of the SCRRA budget. However, the LACMTA Board could elect to authorize a higher capital/rehabilitation budget amount. LACMTA staff does not recommend this option since the recently completed APTA Peer Review on Metrolink Infrastructure Rehabilitation Plan initiated by SCRRA identified an annual average rehabilitation budget of \$57 million with LACMTA's share estimated at approximately \$30 million. Staff is recommending an FY19 LACMTA funding allocation of \$41 million.

### **NEXT STEPS**

Staff is working collaboratively with SCRRA staff to prioritize urgent track and structure rehabilitation projects to maintain safety and service. Staff will provide progress reports on SCRRA's rehabilitation and capital projects through the Regional Rail Quarterly Report. The SCRRA Board is scheduled to adopt its FY19 Budget on June 29, 2018. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.



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Staff will continue to work with SCRRA to determine a long term capital rehabilitation approach towards bringing Tunnel 25 to an optimized State of Good Repair.

**ATTACHMENTS**

Attachment A - LACMTA Share of Metrolink Programming for FY 19

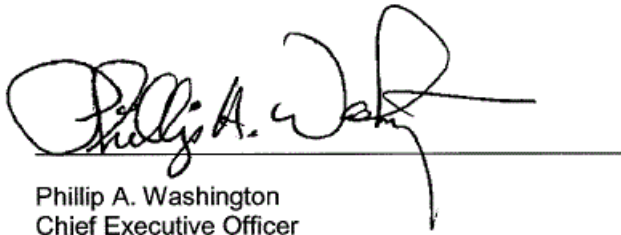
Attachment B - SCRRA FY 2018-19 Budget Transmittal dated April 30, 2018

Attachment C - FY 19 List of Programming Funds for Rehabilitation and Capital Projects

Attachment D - List of Representative Sampling of Tracks and Structures

Prepared by: Yvette Reeves, Principal Transportation Planner (213) 418-3176  
Jeanet Owens, Sr. Executive Officer, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Mgmt. Officer, (213) 922-7557



Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A - LACMTA Share of Metrolink Programming for FY 19**

<b>Operations</b>	<b>Recommended Amount</b>
Commuter Rail Operations	\$71,643,540
New Marketing Initiative <sup>1</sup>	\$ 1,910,855
Closed Session Claims <sup>3</sup>	\$ 1,565,250
<b>Subtotal Operations</b>	<b>\$75,119,645</b>
<b>Enhanced Operations</b>	
Enhanced L.A. County ROW Security <sup>1</sup>	\$ 2,449,478
Antelope Valley Line Contract Security & LASD Program	\$ 1,657,895
One-Time Special Events	\$ 250,000
Enhanced L.A. County ROW Maintenance Outside 20 ft <sup>1</sup>	\$ 2,500,000
San Bernardino Line 25% Fare Subsidy <sup>1,2</sup>	\$1,800,000
<b>Subtotal Enhanced Operations</b>	<b>\$8,657,373</b>
<b>Total Operations</b>	<b>\$83,777,018</b>
<b>Rehabilitation &amp; Capital</b>	<b>Recommended Amount</b>
FY 18 All Share, River and Line Specific	\$10,616,499
FY 19 All Share, River, Special and Line Specific	\$29,414,694
Tunnel 25 Urgent Track, Ties and Drainage Rehab <sup>1</sup>	\$750,000
FY 19 Capital <sup>1,2</sup>	\$950,000
<b>Subtotal Rehabilitation &amp; Capital</b>	<b>\$41,731,193</b>
<b>Total FY 19 Annual Work Program Programming</b>	<b>\$125,508,211</b>
<b>Operations Funding Sources</b>	<b>Amount</b>
Prop C 10% and Measure M 1%	\$75,116,685
Deferred Revenue Reprogramming	\$8,660,333
<b>Total Operations Funding Sources</b>	<b>\$83,777,018</b>
<b>Rehabilitation &amp; Capital Funding Sources</b>	<b>Amount</b>
Measure R 3%	\$35,031,193
Deferred Revenue Reprogramming	\$1,700,000
TVM Reprogramming	\$5,000,000
<b>Total Rehabilitation &amp; Capital Funding Sources</b>	<b>\$ 41,731,193</b>

NOTES - 1 See funding sources for deferred revenue reprogramming

2 These items were previously Board Approved under a separate Board Item, but are included in total FY 19 Annual Work Program for clarification

3 Although LACMTA staff is recommending funding SCRRA's closed session claims, LACMTA will pay remit payment on a reimbursable basis upon receiving proper documentation of proof of payment once claim are actually paid.

# ATTACHMENT B



**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

[metrolinktrains.com](http://metrolinktrains.com)

April 30, 2018

To: Darrell Johnson, Chief Executive Officer, OCTA  
Darren Kettle, Executive Officer, VCTC  
Anne Mayer, Executive Director, RCTC  
Phil Washington, Chief Executive Officer, Metro  
Dr. Raymond Wolfe, Executive Director, SBCTA

From: Arthur T. Leahy, Chief Executive Officer, SCRRA

Subject: SCRRA Preliminary FY2018-19 Budget

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On April 13, 2018, the SCRRA Board of Directors authorized the transmittal of the Preliminary FY2018-19 (FY19) Budget to its Member Agencies for their consideration and approval. After the respective Member Agency Boards have acted on the Preliminary FY19 Budget, staff will return to the SCRRA Board in June 2018 for adoption of the Final FY19 Budget.

## **Background**

In keeping with a “back to basics” approach for the budget development, requests were compiled and submitted by all Cost Center managers and their respective Chief in a series of one-on-one meetings. The meetings provided for justification of each budget line item, taking into consideration such factors as:

- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of fiscal sustainability and operational efficiency.

These meetings began in October 2017 and concluded by mid-January 2018.

The FY19 Preliminary Budget for Operations and Rehabilitation/New Capital was reviewed with the Technical Advisory Committee (TAC) Members throughout November and December of 2017. Capital Budgets were presented to and discussed with the Member Agencies, both jointly and individually, to review the requested Line Specific and All Share projects for FY19. This was followed by an overview of the FY19

Preliminary Budget for Operations and Rehabilitation/New Capital detailing the Total Request for Funding presented to Member Agency CEOs, mid-January and February.

On February 23, 2018, the FY19 Preliminary Budget was presented to the Board at its Budget Workshop. Upon conclusion of the Budget Workshop, staff further analyzed FY19 requests considering trending estimated actuals and workload capacity. At its April 13, 2018 meeting, the SCRRA Board approved the transmission of the attached FY19 Preliminary Budget to its Member Agencies for review and approval in compliance with the JPA requirements.

### **Priorities for the FY19 Preliminary Budget**

- Metrolink is the best investment to reduce freeway traffic and clean the air in Southern California.
  - 82% of Metrolink riders can choose to drive.
  - Metrolink removes one to two lanes of parallel freeway traffic in each direction during peak hours on the 5, 10, 60, 91, 101 and 134 freeways.
  - Metrolink accomplishes this while requiring a subsidy only half of most other transit systems in Southern California.
- The FY19 Preliminary Budget reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:
  - Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of our efforts.
  - Improved reliability and on-time performance.
  - Targeted marketing program designed to increase farebox revenues and farebox recovery ratio.
  - Continued cost containment of expenditures.
  - Enhanced customer experience through:
    - Implementation of upgrades to the mobile ticketing application and a modernized ticket vending system
    - Rehabilitation of aging passenger cars
  - Investment in existing assets to maintain a state-of-good repair by:
    - Funding critical rehabilitation projects
    - Improving processes to accelerate project delivery
  - Ongoing workforce development by training and engaging employees.

**Overall Summary**

The FY19 Preliminary Budget includes new budgetary authority of \$476.7M consisting of Operating Budget authority of \$251.4M, an increase of 3.4% as compared to the FY18 Adopted Budget. Capital Program authority totals \$225.3M: \$123.8m for Rehabilitation Projects, \$77.0M for Special Projects and \$24.5M for New Capital Projects. With the closing of the third quarter, carryover of Rehabilitation Projects and New Capital Projects are still being calculated. This information is expected to be available in the next couple of weeks.

**FY19 Preliminary Operating Budget**

(\$ millions)	<b>FY18 Adopted Budget</b>	<b>FY19 Preliminary Budget</b>	<b>FY19 vs FY18</b>	
Revenues	\$100.6	\$100.8	\$0.2	0.2%
Expenditures	\$243.0	\$251.4	\$8.3	3.4%
Net Local Subsidy	\$142.4	\$150.6	\$8.2	5.7%

**FY19 Preliminary Operating Subsidy by Member Agency**

(\$ millions)	<b>FY18 Adopted Budget</b>	<b>FY19 Preliminary Budget</b>	<b>FY19 vs FY18</b>	
Metro	\$71.7	\$75.1	\$3.5	4.9%
OCTA	\$28.2	\$29.4	\$1.2	4.1%
RCTC	\$17.7	\$19.7	\$2.0	11.0%
SBCTA	\$15.0	\$16.1	\$1.2	7.7%
VCTC	\$9.8	\$10.3	\$0.4	4.3%
Total Subsidy	\$142.4	\$150.6	\$8.2	5.7%

**Rehabilitation**

The Rehabilitation requirements Preliminary Budget for FY2018-19 and the Forecast for FY2019-20 and FY2020-21 are shown below:

- FY2018-19: \$200.8M
- FY2019-20: \$160.3M
- FY2020-21: \$200.3M

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY19, FY20 and FY21 requests are viewed as each having a four-year funding commitment which would have the following estimated cash flow impact over the next six fiscal years:

	<u>From FY19 Budget</u>	<u>From FY20 Forecast</u>	<u>From FY21 Forecast</u>	<u>Total by Year</u>
FY2018-19	\$ 14.0M	\$ 0.0M	\$ 0.0M	\$ 14.0M
FY2019-20	68.8M	8.0M	0.0M	76.8M
FY2020-21	49.2M	56.1M	10.0M	115.3M
FY2021-22	68.8M	40.1M	70.1M	179.0M
FY2022-23	0.0M	56.1M	50.1M	106.2M
FY2023-24	<u>0.0M</u>	<u>0.0M</u>	<u>70.1M</u>	<u>70.1M</u>
<b>Total</b>	<b>\$ 200.8M</b>	<b>\$ 160.3M</b>	<b>\$ 200.3M</b>	<b>\$ 561.4M</b>

**New Capital**

New Capital projects are proposed for FY19 are in the amounts below:

- FY2018-19: \$24.5M
- FY2019-20: \$54.4M
- FY2020-21: \$65.1M

Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation Projects described above.

*Note: Applies to all tables – numbers may not foot or cross due to rounding.*

## **Operating Budget**

### **Major Assumptions for the FY19 Preliminary Operating Budget**

- No increase to base fare revenue.
- Assumes the operation of a total of 2.8 million revenue service miles through the operation of 172 weekday trains and 90 weekend trains.
- No incremental services were requested for FY19.
- Operating Revenues reflect a projected net increase of \$0.2m or 0.2% increase from the FY18 Adopted Budget.
- Reflects the use of a Fuel Hedging Program to purchase fuel more efficiently and stabilize the fuel costs from year to year.
- Reflects a 2.0% Cost of Living Adjustment and a 3.0% Pool for Performance Based Merit Adjustment.
- Operating Expenditures reflect an increase of \$8.3M or 3.4% from the FY18 Adopted Budget.

All operational budget descriptions below are detailed in Attachments A through E.

### **Operating Revenues**

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$100.8M for FY19, an increase of \$0.2M or 0.2% compared to the FY18 Adopted Budget.

Farebox Revenues, the largest operating revenue of the budget, are projected to increase \$0.5M or 0.6% compared to the FY18 Adopted Budget to a total of \$85.6M. (Details as described in Major Budget Assumptions above.)

Dispatching and MOW Revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The FY19 Dispatch Revenue projection of \$2.1M estimates a decrease of \$5K or 0.2% from the FY18 Adopted Budget. This decrease is primarily the result of lower on-time bonuses from Amtrak. The FY19 MOW Revenues are projected to decrease \$0.8M or 5.9%. Reduced rail freight traffic for the largest segment of our MOW Revenue (Saugus-Union Pacific Railroad (UPRR)) translates to a reduction of revenue which is calculated based on 'car miles'. Staff is currently in negotiation with UPRR to review this and other reciprocal agreements with that freight line.

### **Operating Expenditures**

Train Operations, Maintenance-of-Way (MOW), Administration, and Insurance

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY19 Preliminary Budget for Expenditures related to Train Operations is \$152.3M.

Ordinary MOW Expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY19 budgeted amount for expenditures related to MOW is \$41.3M.

The FY19 Preliminary Budget for Expenditures related to Administration & Services is \$41.1M and Insurance/Claims is \$16.6M.

Overall, the total FY19 Preliminary Budget for Expenditures have increased from the FY18 Adopted Budget by \$8.3M or 3.4%. The components of this change are as described below.

- Total Train Operations have increased by \$8.8M. The primary drivers of this increase are:
  - Train Operations Services have increased by \$2.2M: \$1.5M service contractor; 3.0% contract rate increase and new service; \$0.7M in reassignment of positions.
  - Equipment Maintenance increased by \$1.4M due to Equipment Maintenance vendor's 3.5% contract rate increase and incentives.
  - Fuel costs are down by \$0.9M due to a combination of fuel hedging offset by higher diesel prices.
  - TVM Maintenance/Revenue Collections has increased by \$1.5M, which includes \$0.8M for new optic reader maintenance and increases; tickets increased by \$0.5M; bank fees increased by \$0.2M.
  - Marketing increased by \$4.0M primarily due to a new marketing initiative expected to increase revenue by \$2.8M.
- MOW has decreased by \$0.3M: expenses are expected to remain flat with last year as a result of increased rehabilitation activities.
- Administration and Services have increased by \$0.8M. The primary drivers of this increase are:
  - An increase in salary and benefits reflecting 2% cost of living adjustment (COLA) and 3% Merit Pool, Classification and Compensation Study and two added positions \$0.9M; PTC maintenance and support increase of \$0.4M offset by a decrease in Operations Consultants for \$0.5M.
- Total Insurance Expense decreased by \$1.0M. The primary reason for this decrease is a reduction in insurance premiums due to a more favorable insurance market.



### **Member Agency Operating Subsidy**

- Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. The FY19 Preliminary Budget estimates total Member Agency contributions to equal \$150.6M, an increase of \$8.2M or 5.7% from the FY18 Adopted Budget.
- Attachment E – Compares the actual net local subsidies from Member Agencies for years FY15, FY16, and FY17, the budgeted subsidies in the FY18 Adopted Budget and in the FY19 Preliminary Budget. It provides variance analysis between FY19 Preliminary Budget and FY18 Adopted Budget. In response to Member Agency requests, this schedule reflects the FY19 Preliminary Member Subsidy in whole dollars which are required to create Member Agency Board requests.

### **Operating Budget Attachments**

The attachments as listed below provide additional detail on the FY19 Preliminary Budget as described:

Attachment A – **FY19 Preliminary Operating Budget** – details the Operating Revenues, Expenses and Subsidy adopted for FY18, and proposed for FY19. This attachment also shows variances in dollars and percentages.

Attachment B – **Historical Actual and Budgeted Operating Statements** – details Actual Operating Results for FY15, FY16 and FY17, Adopted Operating Budget for FY18 and Preliminary Operating Budget for FY19, with variance comparison between FY18 Adopted Budget and FY19 Preliminary Budget.

Attachment C – **FY19 Preliminary Operating Budget by Member Agency.**

Attachment D – **FY19 Preliminary Operating Budget by Line.**

Attachment E – **History of Actual and Budgeted Operating Subsidy with Variances and Analysis of FY19 vs FY18.**

### **Capital Budget**

#### **Carryforward from Prior Years**

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. With the closing of the third quarter, carryover of Rehabilitation Projects

and New Capital Projects are still being calculated. This information is expected to be available in the next couple of weeks.

#### Capital Rehabilitation

The Capital Rehabilitation authorization request for FY19 was identified as necessary investments to maintain a state-of-good repair. These projects total \$200.8M and are represented in detail (including a separate section for Special Projects) in Attachment H.

The total Rehabilitation Program by asset type includes:

Structures upgrades	\$ 62.1M
Track upgrades	52.8M
Rolling Stock upgrades	42.2M
Signal system improvements	20.2M
Grade Crossings improvements	10.8M
Fleet and Facility projects	6.8M
Communications	3.0M
Business Systems improvements	1.1M
Non-Revenue Fleet Vehicles	1.0M
Stations	0.6M
TVD	<u>0.2M</u>
Total	<b><u>\$200.8M</u></b>

As part of the FY18 budget transmission, a detailed list of projects were included for the two forward projected years. For FY19 Budget, the forecast for FY20 and FY21 will be based on the Metrolink Infrastructure Rehabilitation Plan (MIRP). Over a number of years, a significant backlog of deferred maintenance has accrued. Projections in the MIRP include increased amounts in the first six years to fund that backlog. The MIRP will be used for all forward looking estimates effective FY19 Budget. The Rehabilitation forecast for FY20 & FY21 is currently in process.

#### New Capital

The New Capital authorization request for FY19 was identified as necessary for safe and efficient rail operations. These projects total \$24.5M and are represented in detail in Attachment I.

The summarized New Capital Project projections for FY20 and FY21 are based on actual projects but may be significantly impacted by the Southern California Optimized Rail Expansion (SCORE) and therefore subject to change.

**FY20 and FY21 Operating Budget Projections**

At the April 13, 2018 meeting, the Board approved transmission of the FY20 and FY21 Operating Budget Projections to Member Agencies. FY20 and FY21 Operating Budget Projections are included in this report for informational purposes only as detailed in Attachments J and K, respectively.

FY20 and FY21 Operating Budget Projections are based upon known contractual changes in combination with a projected increase factor based on the trends of each category of expense.

**Next Steps**

May - June	Staff present at Member Agencies' Committee and Board meetings as requested
June 22	FY19 Proposed Budget to Board for Adoption

We thank you for your continued support and active participation in the development of the FY19 Preliminary Budget. SCRRA staff remain available to address any questions or concerns you may have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2018. Should you have any questions, please contact me directly at (213) 452-0258 or Ronnie Campbell, Chief Financial Officer, at (213) 452-0285.

# FY 19 Preliminary Operating Budget

# Attachment A

	FY 17-18 Budget	FY 18-19 Preliminary Budget	Variance FY18 vs FY19 Preliminary Budget	% Variance
<b>Operating Revenue</b>				
Farebox Revenue	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy	1,262	-	(1,262)	(100.0%)
<b>Subtotal-Pro Forma FareBox</b>	<b>85,159</b>	<b>85,636</b>	<b>477</b>	<b>0.6%</b>
Dispatching	2,125	2,120	(5)	(0.2%)
Other Revenues	12	490	478	3979.2%
MOW Revenues	13,350	12,561	(789)	(5.9%)
<b>Subtotal Operating Revenue</b>	<b>100,646</b>	<b>100,806</b>	<b>160</b>	<b>0.2%</b>
<b>Operating Expenses</b>				
<b><u>Operations &amp; Services</u></b>				
Train Operations	44,642	46,872	2,229	5.0%
Equipment Maintenance	36,691	38,133	1,442	3.9%
Fuel	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	100	260	160	160.0%
Operating Facilities Maintenance	1,652	1,684	33	2.0%
Other Operating Train Services	470	482	12	2.5%
Rolling Stock Lease	151	336	185	122.2%
Security - Sheriff	5,845	5,889	44	0.8%
Security - Guards	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	690	690	-	0.0%
Public Safety Program	277	389	113	40.7%
Passenger Relations	1,795	1,732	(63)	(3.5%)
Holiday Trains	-	-	-	N/A
TVM Maintenance/Revenue Collection	7,510	9,055	1,545	20.6%
Marketing	1,364	5,380	4,016	294.5%
Media & External Communications	443	458	15	3.5%
Utilities/Leases	3,289	3,473	183	5.6%
Transfers to Other Operators	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	2,177	2,400	223	10.2%
Station Maintenance	1,687	1,806	119	7.0%
Rail Agreements	5,366	5,400	33	0.6%
<b>Subtotal Operations &amp; Services</b>	<b>143,234</b>	<b>152,129</b>	<b>8,895</b>	<b>6.2%</b>
<b><u>Maintenance-of-Way</u></b>				
MoW - Line Segments	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,001	591	(410)	(41.0%)
<b>Subtotal Maintenance-of-Way</b>	<b>41,607</b>	<b>41,301</b>	<b>(306)</b>	<b>(0.7%)</b>
<b><u>Administration &amp; Services</u></b>				
Ops Salaries & Fringe Benefits	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	7,374	7,635	261	3.5%
Indirect Administrative Expenses	15,870	17,096	1,226	7.7%
Ops Professional Services	3,084	2,579	(505)	(16.4%)
<b>Subtotal Admin &amp; Services</b>	<b>40,289</b>	<b>41,093</b>	<b>804</b>	<b>2.0%</b>
<b><u>Contingency (Non-Train Ops)</u></b>	<b>252</b>	<b>204</b>	<b>(48)</b>	<b>(19.0%)</b>
<b>Total Operating Expenses</b>	<b>225,382</b>	<b>234,727</b>	<b>9,345</b>	<b>4.1%</b>
<b>Insurance Expense/(Revenue)</b>				
Liability/Property/Auto	12,475	11,418	(1,057)	(8.5%)
Claims / SI	4,000	4,000	-	0.0%
Claims Administration	1,187	1,211	24	2.0%
PLPD Revenue	-	-	-	N/A
<b>Net Insurance Expense</b>	<b>17,663</b>	<b>16,629</b>	<b>(1,033)</b>	<b>(5.9%)</b>
<b>Total Expense</b>	<b>243,045</b>	<b>251,356</b>	<b>8,311</b>	<b>3.4%</b>
<b>Loss</b>	<b>(142,399)</b>	<b>(150,550)</b>	<b>(8,151)</b>	<b>5.7%</b>
<b>Member Subsidies</b>				
Operations	124,736	133,920	9,184	7.4%
Insurance	17,663	16,629	(1,033)	(5.9%)
<b>Total Member Subsidies</b>	<b>142,399</b>	<b>150,550</b>	<b>8,151</b>	<b>5.7%</b>

Numbers may not foot due to rounding.

# Historical Actual and Budgeted Operating Statements

# Attachment B

(\$000's)	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY18-19 Prelim. Budget vs. FY17-18 Budget	
	Actual	Actual	Actual	Budget	Preliminary Budget	Variance	%
<b>Operating Revenue</b>							
Farebox Revenue	83,134	83,652	82,883	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy		873	490	1,262	-	(1,262)	(100.0%)
<b>Subtotal-Pro Forma FareBox</b>	<b>83,134</b>	<b>84,524</b>	<b>83,373</b>	<b>85,159</b>	<b>85,636</b>	<b>477</b>	<b>0.6%</b>
Dispatching	2,493	2,120	2,016	2,125	2,120	(5)	(0.2%)
Other Revenues	372	429	762	12	490	478	3979.2%
MOW Revenues	13,207	12,434	12,384	13,350	12,561	(789)	(5.9%)
<b>Subtotal Operating Revenue</b>	<b>99,207</b>	<b>99,507</b>	<b>98,535</b>	<b>100,646</b>	<b>100,806</b>	<b>160</b>	<b>0.2%</b>
<b>Operating Expenses</b>							
<b>Operations &amp; Services</b>							
Train Operations	40,569	41,887	41,616	44,642	46,872	2,229	5.0%
Equipment Maintenance	32,649	33,751	35,422	36,691	38,133	1,442	3.9%
Fuel	24,454	17,381	18,207	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	2	136	1	100	260	160	160.0%
Operating Facilities Maintenance	1,120	1,149	1,475	1,652	1,684	33	2.0%
Other Operating Train Services	293	239	449	470	482	12	2.5%
Rolling Stock Lease	105	638	230	151	336	185	122.2%
Security - Sheriff	5,136	4,912	5,511	5,845	5,889	44	0.8%
Security - Guards	1,591	1,685	1,283	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	81	-	520	690	690	-	0.0%
Public Safety Program	177	217	203	277	389	113	40.7%
Passenger Relations	1,639	1,748	1,868	1,795	1,732	(63)	(3.5%)
TVM Maintenance/Revenue Collection	5,984	6,554	7,934	7,510	9,055	1,545	20.6%
Marketing	949	1,137	716	1,364	5,380	4,016	294.5%
Media & External Communications	234	343	249	443	458	15	3.5%
Utilities/Leases	2,622	2,046	2,614	3,289	3,473	183	5.6%
Transfers to Other Operators	7,081	6,488	6,003	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	800	1,287	1,307	2,177	2,400	223	10.2%
Station Maintenance	1,121	1,418	1,196	1,687	1,806	119	7.0%
Rail Agreements	4,997	5,207	5,155	5,366	5,400	33	0.6%
<b>Subtotal Operations &amp; Services</b>	<b>131,602</b>	<b>128,223</b>	<b>131,960</b>	<b>143,234</b>	<b>152,129</b>	<b>8,895</b>	<b>6.2%</b>
<b>Maintenance-of-Way</b>							
MoW - Line Segments	33,043	37,936	37,355	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,235	1,518	1,260	1,001	591	(410)	(41.0%)
<b>Subtotal Maintenance-of-Way</b>	<b>34,278</b>	<b>39,453</b>	<b>38,615</b>	<b>41,607</b>	<b>41,301</b>	<b>(306)</b>	<b>(0.7%)</b>
<b>Administration &amp; Services</b>							
Ops Salaries & Fringe Benefits	11,535	12,892	13,808	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	3,651	5,322	5,046	7,374	7,635	261	3.5%
Indirect Administrative Expenses	11,791	12,417	14,090	15,870	17,096	1,226	7.7%
Ops Professional Services	969	2,019	1,963	3,084	2,579	(505)	(16.4%)
<b>Subtotal Admin &amp; Services</b>	<b>27,946</b>	<b>32,651</b>	<b>34,907</b>	<b>40,289</b>	<b>41,093</b>	<b>804</b>	<b>2.0%</b>
<b>Contingency (Non-Train Ops)</b>	<b>14</b>	<b>47</b>	<b>2</b>	<b>252</b>	<b>204</b>	<b>(48)</b>	<b>(19.0%)</b>
<b>Total Operating Expenses</b>	<b>193,839</b>	<b>200,374</b>	<b>205,484</b>	<b>225,382</b>	<b>234,727</b>	<b>9,345</b>	<b>4.1%</b>
<b>Insurance Expense/(Revenue)</b>							
Liability/Property/Auto	12,597	11,634	11,061	12,475	11,418	(1,057)	(8.5%)
Claims / SI	1,884	3,876	5,116	4,000	4,000	-	0.0%
Claims Administration	1,145	421	704	1,187	1,211	24	2.0%
PLPD Revenue	(1)	(22)	(1)	-	-	-	n/a
<b>Net Insurance Expense</b>	<b>15,625</b>	<b>15,909</b>	<b>16,880</b>	<b>17,663</b>	<b>16,629</b>	<b>(1,033)</b>	<b>(5.9%)</b>
<b>Total Expense Before BNSF</b>	<b>209,464</b>	<b>216,283</b>	<b>222,364</b>	<b>243,045</b>	<b>251,356</b>	<b>8,311</b>	<b>3.4%</b>
<b>Loss Before BNSF</b>	<b>(110,257)</b>	<b>(116,776)</b>	<b>(123,829)</b>	<b>(142,399)</b>	<b>(150,550)</b>	<b>(8,151)</b>	<b>5.7%</b>
<b>Member Subsidies</b>							
Operations	92,252	109,003	119,148	124,736	133,920	9,184	7.4%
Insurance	17,678	18,079	16,787	17,663	16,629	(1,033)	(5.9%)
<b>Total Member Subsidies</b>	<b>109,930</b>	<b>127,082</b>	<b>135,934</b>	<b>142,399</b>	<b>150,550</b>	<b>8,151</b>	<b>5.7%</b>
<b>Surplus / (Deficit) Before BNSF</b>	<b>(328)</b>	<b>10,306</b>	<b>12,106</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>BNSF LEASED LOCOMOTIVE COSTS</b>							
Total BNSF Lease Loco Expenses	-	10,397	5,669	-	-	-	n/a
Member BNSF Lease Subsidies	-	11,545	6,055	-	-	-	n/a
<b>Surplus / (Deficit) - BNSF Lease</b>	<b>-</b>	<b>1,148</b>	<b>386</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>TOTAL EXPENSE</b>	<b>209,464</b>	<b>226,680</b>	<b>228,032</b>	<b>243,045</b>	<b>251,356</b>	<b>8,311</b>	<b>3.4%</b>
<b>Net Loss</b>	<b>(110,257)</b>	<b>(127,173)</b>	<b>(129,498)</b>	<b>(142,399)</b>	<b>(150,550)</b>	<b>(8,151)</b>	<b>5.7%</b>
<b>All Member Subsidies</b>	<b>109,930</b>	<b>138,627</b>	<b>141,989</b>	<b>142,399</b>	<b>150,550</b>	<b>8,151</b>	<b>5.7%</b>
<b>Surplus / (Deficit)</b>	<b>(328)</b>	<b>11,454</b>	<b>12,491</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>

Numbers may not foot due to rounding.

# FY19 Preliminary Operating Budget by Member Agency

# Attachment C

(\$000s)	FY2018-19 PRELIMINARY BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
<b>Operating Revenue</b>						
Farebox Revenue	42,204	22,684	7,778	10,567	2,402	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>42,204</b>	<b>22,684</b>	<b>7,778</b>	<b>10,567</b>	<b>2,402</b>	<b>85,636</b>
Dispatching	1,099	696	12	58	256	2,120
Other Revenues	237	108	56	62	27	490
MOW Revenues	7,377	2,523	660	1,526	475	12,561
<b>Subtotal Operating Revenue</b>	<b>50,917</b>	<b>26,010</b>	<b>8,507</b>	<b>12,213</b>	<b>3,159</b>	<b>100,806</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	24,798	10,407	4,823	5,073	1,770	46,872
Equipment Maintenance	18,921	8,659	4,549	4,344	1,661	38,133
Fuel	9,606	4,677	1,860	1,997	605	18,744
Non-Scheduled Rolling Stock Repairs	136	61	26	29	8	260
Operating Facilities Maintenance	879	398	167	186	55	1,684
Other Operating Train Services	227	83	72	49	50	482
Rolling Stock Lease	159	66	37	48	24	336
Security - Sheriff	3,094	1,168	912	593	121	5,889
Security - Guards	1,155	422	367	250	256	2,450
Supplemental Additional Security	340	183	63	85	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	832	488	165	200	47	1,732
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,852	1,960	1,487	1,216	541	9,055
Marketing	2,636	1,442	527	615	159	5,380
Media & External Communications	216	79	69	47	48	458
Utilities/Leases	1,637	599	519	355	363	3,473
Transfers to Other Operators	3,642	1,466	491	689	208	6,496
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,114	254	111	246	81	1,806
Rail Agreements	1,910	1,547	1,231	359	353	5,400
<b>Subtotal Operations &amp; Services</b>	<b>76,102</b>	<b>35,542</b>	<b>17,534</b>	<b>16,422</b>	<b>6,528</b>	<b>152,129</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	21,177	8,371	3,061	5,695	2,406	40,711
MoW - Extraordinary Maintenance	346	76	57	64	47	591
<b>Subtotal Maintenance-of-Way</b>	<b>21,524</b>	<b>8,447</b>	<b>3,118</b>	<b>5,759</b>	<b>2,453</b>	<b>41,301</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	6,497	2,387	2,055	1,410	1,433	13,782
Ops Non-Labor Expenses	3,866	1,685	841	861	382	7,635
Indirect Administrative Expenses	8,059	2,947	2,558	1,747	1,785	17,096
Ops Professional Services	1,216	445	386	264	269	2,579
<b>Subtotal Admin &amp; Services</b>	<b>19,638</b>	<b>7,464</b>	<b>5,840</b>	<b>4,282</b>	<b>3,870</b>	<b>41,093</b>
<b><u>Contingency (Non-Train Ops)</u></b>	<b>96</b>	<b>35</b>	<b>31</b>	<b>21</b>	<b>21</b>	<b>204</b>
<b>Total Operating Expenses</b>	<b>117,360</b>	<b>51,489</b>	<b>26,522</b>	<b>26,484</b>	<b>12,872</b>	<b>234,727</b>
<b>Insurance Expense/(Revenue)</b>						
Liability/Property/Auto	5,958	2,695	1,129	1,263	373	11,418
Claims / SI	2,087	944	396	443	131	4,000
Claims Administration	632	286	120	134	40	1,211
PLPD Revenue	-	-	-	-	-	-
<b>Net Insurance Expense</b>	<b>8,677</b>	<b>3,925</b>	<b>1,645</b>	<b>1,840</b>	<b>543</b>	<b>16,629</b>
<b>Total Expense</b>	<b>126,037</b>	<b>55,413</b>	<b>28,167</b>	<b>28,324</b>	<b>13,415</b>	<b>251,356</b>
<b>Loss</b>	<b>(75,120)</b>	<b>(29,403)</b>	<b>(19,660)</b>	<b>(16,111)</b>	<b>(10,256)</b>	<b>(150,550)</b>
<b>Member Subsidies</b>						
Operations	66,443	25,478	18,015	14,271	9,713	133,920
Insurance	8,677	3,925	1,645	1,840	543	16,629
<b>Total Member Subsidies</b>	<b>75,120</b>	<b>29,403</b>	<b>19,660</b>	<b>16,111</b>	<b>10,256</b>	<b>150,550</b>

Numbers may not foot due to rounding.

**FY19 Preliminary Operating Budget  
by Line**

(\$000s)	FY2018-19 PRELIMINARY BUDGET - LINE ALLOCATION								
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	Total
<b>Operating Revenue</b>									
Farebox Revenue	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>21,148</b>	<b>6,613</b>	<b>12,200</b>	<b>8,386</b>	<b>22,505</b>	<b>885</b>	<b>7,704</b>	<b>6,196</b>	<b>85,636</b>
Dispatching	157	528	362	6	1,000	15	18	35	2,120
Other Revenues	108	63	86	48	75	10	61	36	490
MOW Revenues	3,303	1,492	3,928	269	1,467	248	1,136	718	12,561
<b>Subtotal Operating Revenue</b>	<b>24,715</b>	<b>8,696</b>	<b>16,576</b>	<b>8,709</b>	<b>25,047</b>	<b>1,159</b>	<b>8,919</b>	<b>6,986</b>	<b>100,806</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	10,920	4,430	11,033	3,105	7,015	929	5,386	4,054	46,872
Equipment Maintenance	8,494	4,406	7,501	2,638	5,260	1,317	4,434	4,084	38,133
Fuel	4,035	1,565	4,228	1,283	3,131	612	2,383	1,507	18,744
Non-Scheduled Rolling Stock Repairs	61	27	54	17	39	8	31	23	260
Operating Facilities Maintenance	395	175	351	110	253	55	198	147	1,684
Other Operating Train Services	70	80	87	72	37	13	54	68	482
Rolling Stock Lease	74	51	53	46	57	-	45	10	336
Security - Sheriff	1,293	385	1,630	242	759	121	639	821	5,889
Security - Guards	355	406	444	368	190	67	275	344	2,450
Supplemental Additional Security	170	53	98	68	185	-	65	50	690
Public Safety Program	56	65	71	58	30	11	44	55	389
Passenger Relations	410	148	273	135	404	16	226	120	1,732
Holiday Trains	-	-	-	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	1,734	1,261	1,464	867	935	384	1,272	1,137	9,055
Marketing	1,269	501	795	464	1,256	53	634	408	5,380
Media & External Communications	66	76	83	69	36	13	51	64	458
Utilities/Leases	503	576	630	522	269	95	390	487	3,473
Transfers to Other Operators	1,387	568	1,428	645	1,739	-	195	534	6,496
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	529	244	387	161	281	12	34	157	1,806
Rail Agreements	-	603	-	1,843	860	11	1,040	1,043	5,400
<b>Subtotal Operations &amp; Services</b>	<b>31,822</b>	<b>15,929</b>	<b>30,611</b>	<b>12,715</b>	<b>24,826</b>	<b>3,717</b>	<b>17,397</b>	<b>15,111</b>	<b>152,129</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	11,918	6,437	8,416	1,131	4,877	788	3,937	3,207	40,711
MoW - Extraordinary Maintenance	131	91	101	76	96	-	75	20	591
<b>Subtotal Maintenance-of-Way</b>	<b>12,049</b>	<b>6,528</b>	<b>8,517</b>	<b>1,207</b>	<b>4,973</b>	<b>788</b>	<b>4,013</b>	<b>3,227</b>	<b>41,301</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,005	2,278	2,505	2,063	1,081	378	1,546	1,926	13,782
Ops Non-Labor Expenses	1,642	824	1,580	677	1,039	242	904	728	7,635
Indirect Administrative Expenses	2,477	2,836	3,100	2,570	1,327	470	1,918	2,399	17,096
Ops Professional Services	374	428	468	388	200	71	289	362	2,579
<b>Subtotal Admin &amp; Services</b>	<b>6,498</b>	<b>6,365</b>	<b>7,652</b>	<b>5,698</b>	<b>3,647</b>	<b>1,160</b>	<b>4,658</b>	<b>5,414</b>	<b>41,093</b>
<b>Contingency (Non-Train Ops)</b>	<b>30</b>	<b>34</b>	<b>37</b>	<b>31</b>	<b>16</b>	<b>6</b>	<b>23</b>	<b>29</b>	<b>204</b>
<b>Total Operating Expenses</b>	<b>50,398</b>	<b>28,856</b>	<b>46,816</b>	<b>19,651</b>	<b>33,462</b>	<b>5,671</b>	<b>26,091</b>	<b>23,781</b>	<b>234,727</b>
<b>Insurance Expense/(Revenue)</b>									
Liability/Property/Auto	2,680	1,184	2,381	746	1,716	371	1,346	996	11,418
Claims / SI	939	415	834	261	601	130	471	349	4,000
Claims Administration	284	126	253	79	182	39	143	106	1,211
PLPD Revenue	-	-	-	-	-	-	-	-	-
<b>Net Insurance Expense</b>	<b>3,903</b>	<b>1,724</b>	<b>3,467</b>	<b>1,086</b>	<b>2,499</b>	<b>540</b>	<b>1,960</b>	<b>1,451</b>	<b>16,629</b>
<b>Total Expense</b>	<b>54,301</b>	<b>30,580</b>	<b>50,284</b>	<b>20,737</b>	<b>35,961</b>	<b>6,211</b>	<b>28,051</b>	<b>25,232</b>	<b>251,356</b>
<b>Loss</b>	<b>(29,586)</b>	<b>(21,883)</b>	<b>(33,708)</b>	<b>(12,028)</b>	<b>(10,914)</b>	<b>(5,053)</b>	<b>(19,131)</b>	<b>(18,247)</b>	<b>(150,550)</b>
<b>Member Subsidies</b>									
Operations	25,683	20,160	30,240	10,942	8,415	4,512	17,172	16,796	133,920
Insurance	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
<b>Total Member Subsidies</b>	<b>29,586</b>	<b>21,883</b>	<b>33,708</b>	<b>12,028</b>	<b>10,914</b>	<b>5,053</b>	<b>19,131</b>	<b>18,247</b>	<b>150,550</b>

Numbers may not foot due to rounding.

# History of actual and budgeted Operating Subsidy with variances, and analysis of FY19 vs FY18

Attachment E

## Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY 15 ACTUAL	\$110,257,381	\$59,029,731	\$22,251,609	\$9,387,630	\$11,605,317	\$7,983,094
FY16 ACTUAL	\$127,172,992	\$66,468,865	\$24,974,739	\$13,799,263	\$13,057,846	\$8,872,279
FY17 ACTUAL	\$129,497,641	\$66,497,200	\$24,867,125	\$15,676,155	\$13,167,603	\$9,289,558
FY18 BUDGET	\$142,398,818	\$71,658,558	\$28,238,881	\$17,705,400	\$14,959,772	\$9,836,207
Estimated FY19 BUDGET	\$150,549,696	\$75,119,645	\$29,403,103	\$19,659,705	\$16,111,084	\$10,256,160

YEAR OVER YEAR CHANGE	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
<b>FY15 vs FY16</b>						
\$ Increase	\$16,915,611	\$7,439,134	\$2,723,130	\$4,411,633	\$1,452,529	\$889,185
% Increase	15.3%	12.6%	12.2%	47.0%	12.5%	11.1%
<b>FY16 vs FY17</b>						
\$ Increase	\$2,324,649	\$28,335	(\$107,614)	\$1,876,892	\$109,757	\$417,279
% Increase	1.8%	0.0%	-0.4%	13.6%	0.8%	4.7%
<b>FY17 vs FY18</b>						
\$ Increase	\$12,901,177	\$5,161,358	\$3,371,756	\$2,029,245	\$1,792,169	\$546,649
% Increase	10.0%	7.8%	13.6%	12.9%	13.6%	5.9%
<b>FY18 vs FY19</b>						
\$ Increase	\$8,150,878	\$3,461,087	\$1,164,222	\$1,954,305	\$1,151,312	\$419,953
% Increase	5.7%	4.8%	4.1%	11.0%	7.7%	4.3%

### Analysis of 18 vs 19 variance:

(millions')

Revenue	Increase in Farebox Revenue (Adv.)	\$	2.8
	Trending Decrease in Revenue	\$	(0.9)
	Decrease -Sunday Service on Holidays	\$	(0.1)
	Decrease -a/v Fare Subsidy	\$	(1.3)
	Slight decrease in all other Revenues	\$	(0.3)
	<u>Revenue increase</u>	\$	0.2
Expense	Fuel	\$	(0.9)
	Big Five Train Operations	\$	2.9
	Car Maintenance	\$	0.4
	TVM Maintenance	\$	1.5
	Marketing	\$	4.0
	Wabtec & PTC upgrades	\$	0.4
	2% COLA/ 3% Merit & Class & Comp (Ops)	\$	0.9
	Amtrak transfers	\$	0.2
	Insurance	\$	(1.0)
	<u>Expense increase</u>	\$	8.4
Change to Subsidy		\$	<u>8.2</u>

Numbers may not foot due to rounding.





PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
1	0	LABRECHEP	1155	Rehab	River	140.80	Worn	High	Signals	Replace Worn Electric Switch Lock at 140.80 West Bank	Replace worn Electric Switch Lock. NOTE: Total Project = \$100,600 / Unfunded = \$47,785	A	47,785	47,785	-	-	-	-	-
2	0	MAXEYD	1274	Rehab	All		Worn	High	Business Systems	Perform State of Good Repair Engineering, Track Measurements, and Prioritization to support and populate the annual SOGR/Rehab/TAM Program	Perform continuing State of Good Repair Engineering, Condition Assessments, Track Measurements, and Prioritization to support and populate the annual State of Good Repair (SOGR)/Rehabilitation and Transit Asset Management Programs. NOTE: Total Project = \$750,000 / Unfunded = \$356,250	A	356,250	356,250	-	-	-	-	-
3	0	LABRECHEP	312	Rehab	River	All	Worn	High	Signals	Phase 1 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines	Rehab M23A Power Switch machines at all key Control Points - \$50,000 / switch. Replace dual control power switch machine with in kind rebuilt machine. NOTE: Total Project = \$1,000,000 / Unfunded = \$475,000	A	475,000	475,000	-	-	-	-	-
4	0	HARRINGTONG	1058	Rehab	All	N/A	Worn	High	Facilities	Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks. Jacks must be replaced in pairs. This request is for 2 jacks. NOTE: Total Project = \$279,620 / Unfunded = \$132,820	A	132,820	132,820	-	-	-	-	-
5	0	HARRISW	247	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system. NOTE: Total Project = \$840,400 / Unfunded = \$399,190	A	399,190	399,190	-	-	-	-	-
6	0	TRIPOLIR	1091	Rehab	All		Worn	High	Business Systems	Condition Based Maintenance Tools, PC and Analysis Software	Purchase all CBM test equipment to include but not limited to; Frequency analyzer, Ultrasound analyzer, Vibration accelerometers, Thermograph cameras, Oscilloscopes, Spectrographic oil analyzer. These tools will be utilized to test, measure and analyze locomotive and railcar functions with a comparative analysis of component performance over time. The results of the testing determine actual condition of components and systems that will determine maintenance actions. NOTE: Total Project = \$76,125 / Unfunded = \$36,159	A	36,159	36,159	-	-	-	-	-
7	0	LABRECHEP	1167	Rehab	River	1.60	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Capital	Replace worn or defective signal system control units with new, reliable and efficient models. NOTE: Total Project = \$335,940 / Unfunded = \$159,572	A	159,572	159,572	-	-	-	-	-
8	0	PETERSONJ	1223	Rehab	All	All	Worn	High	Signals	SCRRA Production Back office Systems Upgrades and Testing Support	This work is to support SCRRA replacement and upgrade of existing and implementation of minor new train control software versions, hardware modifications, testing against production systems both in the office and in the field. This replacement work rises to the level that it is not typically included in the annual Operating Budget and annual Vendor maintenance and service agreement and is not included in the recent programmed Federal Grant. Vendors will furnish software and then local and remote support technicians to test the software. Testing may include brake test trains, configuring simulators, upgrading test equipment and software for all segments including, TMDS, BOS, MDM, ITCM, ITCSM, Key Services, Interoperable testing and associated upgrades. NOTE: Total Project = \$597,500 / Unfunded = \$283,813	A	283,813	283,813	-	-	-	-	-



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
9	0	AQUINOL	1099	Rehab	Valley, Ventura - LA County	Various	Worn	High	Track	Station Pedestrian Crossing Rehab	Replace pedestrian crossing panels at Downtown Burbank, Burbank Airport and Chatsworth Stations.	A	250,800	250,800	-	-	-	-	-
10	0	HARRINGTONG	1055	Rehab	Valley	MP76.4- MP76.5	Marginal	High	Facilities	Replace Expand Lancaster Crew Base	Lease parcel and install new modular building and portable weather resistant communication shelter for train operations and mechanical crews.	A	950,000	950,000	-	-	-	-	-
11	0	HARRINGTONG	485	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW VEHICLE REPLACEMENT	Replace heavy and light duty specialized rail maintenance vehicles. This includes 3 Track and Structures crew cab maintenance heavy duty by rail trucks @\$210,000 each; 2 bridge crew heavy duty hi rail trucks @ \$130,000 each; 3 hy-rail track inspection light duty trucks @ \$64,000 each and 2 existing Signal maintainer utility vehicles@ \$40,000 each. Estimated amounts including staff time and contingency. NOTE: Total Project = \$1,163,100 / Unfunded = \$552,473	A	552,473	552,473	-	-	-	-	-
12	0	LABRECHP	1164	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Monte Vista Avenue, & Central Avenue. (2 crossings @ \$250K each FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.) NOTE: Total Project = \$548,600 / Unfunded = \$329,160	A	329,160	329,160	-	-	-	-	-
13	0	HARRINGTONG	1039	Rehab	All	N/A	Worn	Low	Facilities	REPLACE PUBLIC ADDRESS SYSTEM	Replace existing non-functional public address system at CMF. The system is critical for work place safety especially during earthquake or other emergency. NOTE: Total Project = \$119,700 / Unfunded = \$56,858	A	56,858	56,858	-	-	-	-	-
14	0	PETERSONJ	1222	Rehab	All	All	Worn	High	Signals	Back office Hardware & Software Replacement (DOC & MOC)	Hardware and software version upgrades, technology refreshes to any hardware or software for CAD, BOS, ITCM, MDM, WSRS, NMS, CIS, PTC, CM, backup systems, or other MOC / DOC PTC or other train traffic control data center support systems to keep current and in compliance with ITC and Federal requirements. NOTE: Total Project = \$1,130,000 / Unfunded = \$536,750	A	536,750	536,750	-	-	-	-	-
15	0	HURSTJ	1247	Rehab	All	ALL	Worn	High	Rolling Stock	PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives.	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove automatic train stop (ATS) because it is creating warning system overload. Average estimated cost if \$10,000 per unit x 110 units. (This could be less by 40 units depending on the delivery of the F-125 Tier 4 program which includes new onboard equipment and software. However, ATS installed on F-125's must be removed). Multiyear recurring program. NOTE: Total Project = \$1,100,000 / Unfunded = \$522,500	A	522,500	522,500	-	-	-	-	-
16	0	LABRECHP	305	Rehab	Ventura - LA County	All	Worn	High	Grade Crossing	Grade Crossing Rehab 2 Locations per Year	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	531,800	531,800	-	-	-	-	-
17	0	AZEVEDOA	1216	Rehab	Valley	3-67.5	Worn	High	Track	Valley Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	4,065,250	4,065,250	-	-	-	-	-
18	0	AZEVEDOA	1217	Rehab	San Gabriel 60 / 40	1.08-56	Worn	High	Track	San Gabriel Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track. NOTE: Total Project = \$2,110,250 / Unfunded = \$1,266,150	A	1,266,150	1,266,150	-	-	-	-	-
19	0	AZEVEDOA	1218	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	1,535,250	1,535,250	-	-	-	-	-
20	0	LABRECHP	1162	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Harold	Replace worn or defective signal system control units with new, reliable and efficient models.	A	335,940	335,940	-	-	-	-	-



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

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ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
21	0	PETERSONJ	1221	Rehab	All	All	Worn	High	Signals	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Software and Hardware Lab not included in the annual operating budget or the production software upgrades in Project 1221. The project will include lab testing of the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation. NOTE: Total Project = \$947,500 / Unfunded = \$450,063	A	450,063	450,063	-	-	-	-	-
22	0	YANGJ	1276	Rehab	Valley	MP3.67- MP76.6 3	Worn	High	Structures	Valley Sub Struct	BRIDGES:MP 25.71; CULVERTS: MP 38.64, MP 32.92, MP 43.55, MP 66.86, MP 66.90, MP 28.58, MP 53.61, MP 46.24	A	3,638,713	3,638,713	-	-	-	-	-
23	0	YANGJ	1285	Rehab	River	0-1.1	Worn	High	Track	LA Union Station Track Rehabilitation	Track rehabilitation of Leads, Turnouts, Ties for track heading into Union Station. Approximately 6,200 Ft of Rail (leads and station), and 6 Turnouts. NOTE: Total Project = \$1,882,000 / Unfunded = \$893,950	A	893,950	893,950	-	-	-	-	-
24	0	YANGJ	1287	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the San Gabriel Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Azusa, Irwindale, and North Garey Avenues. NOTE: Total Project = \$1,965,220 / Unfunded = \$1,179,132	A	1,179,132	1,179,132	-	-	-	-	-
25	0	YANGJ	1288	Rehab	Valley	3.5 to 76.6	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Valley Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Drayton Street, Aliso Canyon Road, Doran Street, and Arvilla Avenue.	A	1,048,700	1,048,700	-	-	-	-	-
26	0	LABRECHP	1160	Rehab	Ventura - LA County	All	Worn	High	Signals	Rehab Signal and Grade Crossing Cables - Ven Sub	Replace worn and defective signal and grade crossing cables.	A	513,480	513,480	-	-	-	-	-
27	0	LABRECHP	311	Rehab	River	All	Worn	High	Signals	Signal System Rehab - River Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location). NOTE: Total Project = \$1,017,030 / Unfunded = \$483,089	A	483,089	483,089	-	-	-	-	-
28	0	HURSTJ	1237	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20	Marginal	High	Communications	Wayside Communication System Replacement Parts - River	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$47,500	A	47,500	47,500	-	-	-	-	-
29	0	LABRECHP	352	Rehab	Valley	All	Worn	High	Signals	Rehab Worn or Defective Cables - Valley Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems.	A	511,940	511,940	-	-	-	-	-
30	0	HURSTJ	1235	Rehab	San Gabriel 60 / 40	1.08 - 33.7	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$60,000	A	60,000	60,000	-	-	-	-	-



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31	0	HURSTJ	1233	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - SB County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 15 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$75,000 / Unfunded = \$45,000	A	45,000	45,000	-	-	-	-	-
32	0	HURSTJ	1240	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	-
33	0	LABRECHP	308	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Benson Avenue and Euclid Avenue. (2 crossings @ \$250K each for FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K each). NOTE: Total Project = \$509,600 / Unfunded = \$305,760	A	305,760	305,760	-	-	-	-	-
34	0	HURSTJ	1244	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	A	50,000	50,000	-	-	-	-	-
35	0	LABRECHP	310	Rehab	River	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 grade crossings - River Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Approximate cost per crossing = \$250K. NOTE: Total Project = \$531,800 / Unfunded = \$252,605	A	252,605	252,605	-	-	-	-	-
36	0	HARRISW	178	Rehab	San Gabriel 60 / 40	33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in San Bernardino County	Replace turnouts at CP Central, CP Locust, and CP Rancho with a new turnout. These replacements will include three #20, one #14, and one #10 turnouts. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$2,341,900 / Unfunded = \$917,940	A	917,940	917,940	-	-	-	-	-
37	0	LABRECHP	317	Rehab	San Gabriel 60 / 40	All	Worn	High	Signals	Rehab Worn or Defective Cables - SG Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems. NOTE: Total Project = \$511,940 / Unfunded = \$307,164	A	307,164	307,164	-	-	-	-	-
38	0	LABRECHP	1163	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace Track Turnout and Power Switch at CP Harold	Replace worn or defective track turnout panel and power switch machine.	A	505,560	505,560	-	-	-	-	-
39	0	LABRECHP	318	Rehab	Valley	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - Valley Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	557,480	557,480	-	-	-	-	-
40	0	HARRISW	164	Rehab	Ventura - LA County	441.97 to 462.39	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Ventura Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Tampa Avenue, Roscoe Boulevard, Balboa Boulevard, Lindley Avenue, and De Soto Avenue.	A	2,296,800	2,296,800	-	-	-	-	-
41	0	HARRISW	162	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in Los Angeles County	Replace turnouts at CP Barranca and CP Irwin. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$1,000,324 / Unfunded = \$600,194	A	600,194	600,194	-	-	-	-	-



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42	8	HURSTJ	1517	Rehab	Valley	03.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	-
43	9	HURSTJ	1520	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	49,999	-	-	-	-	-
44	10	HURSTJ	1519	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - Ventura County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	-	-	-	-	49,999	-
45	11	HURSTJ	1460	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - Orange	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	74,855	-	74,855	-	-	-	-
46	12	HURSTJ	1518	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Replacement Parts - River (According to the Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	100,000	35,522	14,807	8,301	10,769	5,384	25,217
47	13	HURSTJ	1516	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - PVL	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	-	-	49,999.0	-	-	-
48	14	HURSTJ	1255	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - SB County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	22,500	-	-	15,000	-	-
49	15	HURSTJ	1254	Rehab	San Gabriel 60 / 40	1.08 - 33.70	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - LA County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	22,500	-	-	15,000	-	-
50	16	HURSTJ	1245	Rehab	Ventura - LA County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - LA County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	37,500	-	-	-	-	-



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51	17	HURSTJ	1243	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - Ventura County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	-	-	-	-	37,500	-	
52	18	HURSTJ	1241	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Valley	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	75,000	-	-	-	-	-	
53	19	HURSTJ	1239	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - River (According to Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	26,641	11,105	6,226	8,077	4,038	18,913	
54	20	HURSTJ	1227	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - PVL	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	-	-	75,000.0	-	-	-	
55	21	HURSTJ	1230	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Orange	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	125,000	-	125,000	-	-	-	-	
56	1	HARRINGTONG	1349	Rehab	River	N/A	Worn	Low	Facilities	LAUS WEST PORTAL TICKET BOOTH EXPANSION	Expand ticket booth to mirror adjacent Amtrak information booth. The existing ticket booth is too small for staff to safely and comfortably perform their duties.	A	605,000	287,375	119,790	67,155	87,120	43,560	-	
57	2	HOLMANS	1313	Rehab	All	N/A	Worn	High	Facilities	Phase 2 - Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks.	A	559,240	265,639	110,730	62,076	80,531	40,265	-	
58	3	HARRINGTONG	1060	Rehab	Ventura - VC County	N/A	Worn	Low	Facilities	Replace Moorpark Trailer (Crew Base)	Replace trailer and possibly connect to city sewer system.	A	1,666,500	-	-	-	-	1,666,500	-	
59	5	HARRINGTONG	1054	Rehab	All	N/A	Marginal	Low	Facilities	Renovate restrooms, partitions & gates at CMF and MOC	Replace tile, lighting, RR fixtures, and partitions at CMF and MOC, Replace corroding fence, gates, and automatic gate mechanisms at MOC	A	910,800	432,630	180,338	101,099	131,155	65,578	-	
60	6	LABRECHP	300	Rehab	All	All	N/A	N/A	Facilities	Purchase Hy-Rail Bucket Truck	Purchase one Hy-Rail bucket to allow for maintenance of any signal, communications or SCRRRA infrastructure system.	A	197,890	93,998	39,182	21,966	28,496	14,248	-	
61	7	HARRINGTONG	1347	Rehab	River Sub - East Bank	N/A	N/A	N/A	Facilities	CMF Drainage Re-direction Phase II	Change site conditions (deteriorated condition) of existing Industrial Oil Water Separator. Project is needed to comply with NPDES Storm Water permit.	A	800,000	380,000	158,400	88,800	115,200	57,600	-	
62	00	LABRECHP	357	Rehab	Ventura - VC County	434.31; 433.27; 430.83; 429.51	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.); Locations (1) Erringer Rd 434.31; (2) 1st Street 433.27; (3) Quimisa Dr 430.83; (4) E. Los Angeles Ave 429.51; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	A	1,018,320	-	-	-	-	-	1,018,320	-
63	2	LABRECHP	335	Rehab	Orange	165.4 - 207.4	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Locations: (1) Ball Road MP 169.12; (2) Santa Clara Ave MP 174.16; (3) Rancho Capistarno MP 194.3; (4) Avenida Aeropuerto MP 198.75	A	1,030,320	-	1,030,320	-	-	-	-	-
64	3	SAKODAK	1305	Rehab	San Gabriel 60 / 40	47.1	Worn	High	Grade Crossing	Rehabilitation of Beech Ave crossing on the San Gabriel Subdivision	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossing will be replaced at Beech Avenue.	A	462,000	277,200	-	-	184,800	-	-	
65	1	CHAKLADARA	133	Rehab	All	N/A	Worn	High	Information Technology	Switch Rehab Project	Replace critical aging, end-of-life switch equipment for SCRRRA's business network.	A	249,700	118,608	49,441	27,717	35,957	17,978	-	



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66	1	HARRINGTONG	1798	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	Vehicle Replacements (Trucks & Hi-Rail Truck)	Replace MOW vehicles that have outlived useful life (includes 2 trucks for Mass Electric Signal Maintenance; 1 truck for T&S Maintenance; 1 hi-rail truck for MOW Mechanic).	A	458,975	218,013	90,877	50,946	66,092	33,046	-
67	1	HWONGD	1348	Rehab	All	N/A	Worn	High	Other	TVM End of Life components	The Ticket Vending Machines (TVM) have surpassed their standard lifespan. Conduent, our maintenance vendor has reviewed the Bill of materials for all existing TVMs and have identified (4) items that are at their end of life and needs replacement: BNA, Note boxes, ADA Panels and Displays. The purpose of this proposal is to procure the (4) items mentioned to maintain system performance.	A	200,000	95,000	39,600	22,200	28,800	14,400	-
68	1	DUNGOK	999/424	Rehab	San Gabriel - SB County	51.00 - 53.00	Worn	Low	Right of Way	San Gabriel SB Sub ROW Maint	ROW grading/ditching, correcting drainage issues near Meridian Avenue.	A	44,490	26,694	-	-	17,796	-	-
69	2	DUNGOK	422	Rehab	Orange	0 to 5 Olive & 178.00 to 179.00	Worn	Low	Right of Way	Orange/Olive Sub ROW Maint	Orange/Olive SUB ROW grading/ditching: Olive SUB between MP 0 and MP 5; Orange SUB between MP 178 and MP 179	A	209,750	-	209,750	-	-	-	-
70	3a	DUNGOK	998/418	Rehab	Valley	47.3-47.4; 49.5-52.0; 57.97-58.30; 67.50-67.92	Worn	Low	Right of Way	Valley Sub Row Maint	ROW grading/ditching  MP47.3 to MP47.4 0.1 mi South Side LA County Main Track Slide Fence Area MP49.5 to MP52.0 2.5 mi South Side LA County Main Track 4 Locations between Mp 50-52.0 MP57.97 to MP58.30 0.3 mi South Side LA County Main Track Alsio Canyon Road going west MP67.50 to MP67.92 0.4 mi South Side LA County Main Track Cp Harold to Ave R South side only	A	223,850	223,850	-	-	-	-	-
71	3b	DUNGOK	998/420	Rehab	Ventura - LA County	442.80-442.90; 443.07-443.17; 443.80-443.90; 444.0-444.10	Worn	Low	Right of Way	Ventura (LA) Sub ROW Maint	ROW grading/ditching  MP442.80 to MP442.9 0.1 mi North/South LA County Main Track Outside Tunnel 27 going west on North/South sides MP443.07 to MP443.17 0.1 mi North/South LA County Main Track Outside Tunnel 27 going east on North/South sides MP443.80 to MP443.9 0.1 mi North/South LA County Main Track Outside Tunnel 28 going west on North/South sides MP444.00 to MP444.1 0.1 mi North/South LA County Main Track Outside Tunnel 28 going east on North/South sides	A	223,850	223,850	-	-	-	-	-
72	1	TRIPOLIR	1061	Rehab	All	All	Worn	Low	Rolling Stock	Locomotive and Cab Car Camera & DVR replacements	Replace the DVR'S and cameras on 15 locomotives and 57 cab cars with new model	A	1,099,875	522,441	217,775	122,086	158,382	79,191	-
73	2	KAKARIST	1344	Rehab	All	ALL	Adequate	High	Rolling Stock	Overhaul side door motors in 50 Rotem passenger rail cars	Every passenger rail car in the fleet has four (4) side doors and each side door has two (2) panels with one door motor per each panel (8 door motors per rail car). The door motor has to be overhauled to function properly when rail car is in passenger service. Malfunction of door motors create train delays due to doors not opening or closing when requested by conductor. There are 137 Rotem passenger rail cars in the Metrolink fleet. Request will be made until all 137 are complete.	A	577,500	274,313	114,345	64,103	83,160	41,580	-
74	5	KAKARIST	1343	Rehab	All	ALL	Adequate	Low	Rolling Stock	HVAC Overhaul in forty (40) Rotem railcars	Complete overhaul the HVAC units (2 per rail car) in forty (40) Rotem railcars. Per OEM vendor the HVAC units must be overhauled every 6 years.	A	1,112,100	528,248	220,196	123,443	160,142	80,071	-
75	6	KAKARIST	1342	Rehab	All	ALL	Adequate	Low	Rolling Stock	Replace rubber window gaskets in fifty (50) Rotem passenger railcars	The rubber window gaskets with time became hard and brittle. With this project a vendor will be selected to replace all rubber window gaskets in emergency and non-emergency windows in 50 Rotem passenger rail cars.	A	665,500	316,113	131,769	73,871	95,832	47,916	-
76	00	LABRECHP	1399	Rehab	San Gabriel - LA County	15.13	Worn	High	Signals	Temple Ave 15.13 - Grade Crossing Warning Equipment Rehab - SG Sub	Temple Ave MP 15.13 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	-



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77	00	LABRECHP	1411	Rehab	River Sub - West Bank	0.70	Worn	High	Signals	CP Mission MP 0.7 - Rehab Control Point Remote Control Protocol to ATCS Standards	Replace existing Bi-Polar type Control Point remote control system at CP Mission, MP 0.7, River Subdivision.	A	87,560	41,591	17,337	9,719	12,609	6,304	-
78	00	LABRECHP	1414	Rehab	River	0.70	Worn	High	Signals	CP Dayton MP 0.7 - Signal System Rehab and Reliability	Replace existing signal relay logic system with new logic controllers that will provide system reliability and operation efficiency by eliminating a single point of failure. Replace old, worn and damaged signal cables. Replace Dual Control power switch machines.	A	1,807,800	858,705	357,944	200,666	260,323	130,162	-
79	00	LABRECHP	1421	Rehab	Valley	28.00	Worn	High	Signals	CP Portal MP 28.00 - Replace Equipment Shelter and Logic Controller	CP Portal MP 28.0, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	A	668,910	668,910	-	-	-	-	-
80	00	LABRECHP	1426	Rehab	Valley	76.64	Worn	High	Signals	Intermediate Signal 761 - MP 76.64 Valley Subdivision - Install Electrical Power Supply	Intermediate Signal 761 MP 76.64, Valley Subdivision - Replace existing temporary electrical power supply with new solar panel power supply.	A	144,980	144,980	-	-	-	-	-
81	00	LABRECHP	1428	Rehab	Ventura - LA County	458.06	Worn	High	Signals	Intermediate Signals 4581-4584 MP 458.06 - Replace Signal Equipment	Intermediate Signal 4581-4584 MP 458.06, Ventura Subdivision - Replace existing equipment shelter, signal logic controller, back up battery system and supporting equipment with new, modern and reliable components.	A	358,710	358,710	-	-	-	-	-
82	00	LABRECHP	1440	Rehab	Orange	166.20	Worn	High	Signals	Orangethorpe Ave 166.20 - Orange Sub - Replace Defective Grade Crossing Cables	Orangethorpe Ave MP 166.20 - Replace underground grade crossing cable for control of grade crossing.	A	265,320	-	265,320	-	-	-	-
83	1	LABRECHP	1166	Rehab	River	ALL	Worn	High	Signals	Rehab Worn and/or Defective Battery Cells - River Sub	Replace worn and defective signal and grade crossing battery cells	A	64,240	30,514	12,720	7,131	9,251	4,625	-
84	2	LABRECHP	1154	Rehab	River Sub - East Bank	481.68	Worn	High	Signals	Replace AC Meter Service @ N. Main Street - East Bank Zone 1	Replace worn AC Electrical Meter Service which feed power to the grade crossing	A	130,600	2,742	1,143	641	831	416	124,827
85	3	LABRECHP	1175	Rehab	Orange	196.1 - 207.4	Worn	High	Signals	C&S Corrosion Mitigation	Rehabilitate signal and/or grade crossing equipment due to the ongoing extremely damaging effects of salt air. This condition not only affects the physical condition of these systems, but also the operating characteristic. If left unattended, may cause an unsafe condition for the public, or passengers and train operations. Requests each year is relatively small, just to replace signals, gate mechanisms, gate arms, bells, etc. These are signal and grade crossing warning equipment that is directly exposed to salt air. Requests for 2021 may be significantly higher due to the need to replace signal and grade crossing enclosures and electronic equipment in the area. Locations: (1) Intermediate Signal Mast and Heads 2011-2; (2) Intermediate Signal Mast and Heads 2031-2; (3) Intermediate Signal Mast and Heads 2061-2	A	216,615	-	216,615	-	-	-	-
86	4	LABRECHP	1401	Rehab	San Gabriel - LA County	16.43	Worn	High	Signals	Amar Rd 16.43 - Grade Crossing Warning Equipment Rehab - SG Sub	Amar Rd MP 16.43 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	-
87	1	AQUINOL	1109	Rehab	All	Various	Worn	High	Stations	Miscellaneous annual repair and replacement of operating envelope station signage, pedestrian crossing repair, fence repair and striping, and detectable warning tile	Replace damaged and worn out detectable warning panels and painted pavement markings placed at station platform edges throughout the Metrolink system to comply with Americans with Disabilities Act (ADA) requirements, ensure passenger safety at station platforms and to conform with the current SCRRRA Engineering Standards. Replace damaged passenger information signage and displays at stations throughout the Metrolink system.	A	600,000	272,700	130,920	54,540	87,300	54,540	-
88	4	LUNE	237	Rehab	All	480.82	N/A	N/A	Structures	Arroyo Seco (480.82) Bridge Replacement (DESIGN ONLY)	<b>Design Only.</b> This bridge is a 240 ft. span through plate girder bridge built in 1930 and is 84 years old. Rebar are exposed and corroded on the bridge deck. The soffit of the superstructure and deck needs to be repaired. Performing Engineering and Design including Environmental Contract Packaging. The Design phase being requested is \$1,250,000. The Construction phase, currently estimated at \$9,212,125 will be requested in a future fiscal year.	A	1,250,000	593,750	247,500	138,750	180,000	90,000	-





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89	00	AZEVEDOA	1536	Rehab	River	N/A	Worn	High	Track, Signals	LA Union Station Track and Signal Rehabilitation	Rehabilitate LA Union Station leads, switch points, frogs, and signal and communication systems. Install ballast, new insulated joints, frogs, stock rails, OTM, signal wires, signal and communication conduits. Rehabilitation existing signals, signal houses, switch machines, and communication lines to increase the reliability of the union station leads and prevent impacts to our customers. Rehabilitate CP Mission, including the signal bridge, relays, power switch machines, rod packages, and power crossovers. This is the first year of a multi-year program.	A	5,025,000	2,386,875	994,950	557,775	723,600	361,800	-
90	4	AZEVEDOA	1389	Rehab	All	Various	Worn	High	Track	System Wide Track Asset Condition Assessments	This task will perform data collection and asset condition assessments for Crossties (Machine Vision Tie inspection), and ballast (ground penetrating radar and mobile lidar ballast scanning) systemwide.	A	724,900	344,328	143,530	80,464	104,386	52,193	-
<b>Total Amount of Tier A:</b>													<b>\$ 53,261,857</b>	<b>\$ 38,598,898</b>	<b>\$ 5,326,259</b>	<b>\$ 2,014,671</b>	<b>\$ 3,135,856</b>	<b>\$ 4,017,215</b>	<b>\$ 168,958</b>
91	0	TRIPOLIR	1041	Rehab	All		Marginal	High	Business Systems	Trapeze Maintenance Management System Software Upgrade	Baseline Services: (\$690K) - Business Process Workflow Optimization - System Configuration - Detailed labor capture, Out-of-Use Credit, Report Scheduler, etc. - Data Loader Training - Enterprise Purchasing Migration - Testing Services - Training - Go Live Support Optional Services: - Data Load Assistance (\$48K) - Interfaces (Fuel / Intelli-Train) (\$65K) - Report Development (\$30K) - State of Good Repair (100k) NOTE: Total Project = \$992,775 / Unfunded = \$471,568	B	471,568	471,568	-	-	-	-	-
92	0	YANGJ	1278	Rehab	Ventura - LA County	MP461.65	Worn	Low	Structures	Ventura Sub (LA CO) Struct	BRIDGES: MP 461.65	B	450,360	450,360	-	-	-	-	-
93	0	YANGJ	1283	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Tie Rehabilitation	Rehabilitation of 7,500 Ties using a production tie gang on the Ventura Subdivision.	B	3,010,440	3,010,440	-	-	-	-	-
94	0	LABRECHEP	1161	Rehab	Valley	76.64	Worn	High	Signals	Replace Temporary AC Power Feed with Permanent Solar System - Valley Sub	Replace temporary AC electrical power supply to signal 761 with a permanent and sustainable solar power supply.	B	307,560	307,560	-	-	-	-	-
95	2	HURSTJ	1459	Rehab	San Gabriel 60 / 40	1.08 - 56.52	Marginal	Low	Communications	Rehab Update CIS at Stations - San Gabriel Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	90,000	-	-	60,000	-	-
96	3	HURSTJ	1457	Rehab	Ventura - VC County	462.39; 404.47	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	-
97	4	HURSTJ	1456	Rehab	Valley	03.67 - 76.63	Marginal	Low	Communications	Rehab Update CIS at Stations - Valley	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	-
98	5	HURSTJ	1253	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - LA County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	-
99	6	HURSTJ	1250	Rehab	Orange	165.55 - 207.40	Marginal	Low	Communications	Rehab Update CIS at Stations - Orange	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	150,000	-	-	-	-
100	7	HURSTJ	1249	Rehab	Ventura - VC County	402.81-404.47; 403.14-403.50; 426.40-442.0	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - Ventura County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	-
101	4	HARRINGTONG	1064	Rehab	SB Shortway	N/A	Worn	Low	Facilities	Purchase electric train car mover for EMF	Purchase car mover to move equipment without running locomotives.	B	889,240	455,157	189,728	106,362	137,983	-	-



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102	1	LABRECHP	292	Rehab	Ventura - VC County	437.31; 436.83; 436.08; 435.32	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.). Locations: (1) Tapo St. MP 437.31; (2) Tapo Canyon Rd MP 436.83; (3) Sequoia Ave MP 436.08; (4) Sycamore Dr MP 435.32; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	B	1,028,160	-	-	-	-	1,028,160	-
103	3	KAKARIST	1346	Rehab	All	ALL	Marginal	High	Rolling Stock	Rotem passenger rail cars Push Back Coupler Overhaul	There are two (2) Push Back Couplers in every Rotem passenger rail car and there are 137 Rotem passenger cars in the Metrolink fleet. Per OEM instructions the Push Back Couplers have to be overhauled every 6 years. The Push Back Couplers are an important component for the CEM function of the Rotem rail cars.	B	3,487,000	1,656,325	690,426	387,057	502,128	251,064	-
104	00	LABRECHP	349	Rehab	River	0.7	Worn	High	Signals	Signal System Rehab - 50% West Bank, 50% East Bank Zone 2	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = approx. \$250,000 / location).	B	1,006,320	313,330	130,609	73,220	94,989	47,494	346,677
105	00	LABRECHP	1405	Rehab	San Gabriel - SB County	35.73	Worn	High	Signals	Mountain Ave 35.73 - Grade Crossing Warning Equipment Rehab - SG Sub	Mountain Ave MP 35.73 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	-
106	00	LABRECHP	1407	Rehab	San Gabriel - SB County	36.81	Worn	High	Signals	Euclid Ave 36.81 - Grade Crossing Warning Equipment Rehab - SG Sub	Euclid Ave MP 36.81 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	-
107	00	LABRECHP	1408	Rehab	SB Shortway	0.66	Worn	High	Signals	Rialto Ave 0.66 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Rialto Ave MP 0.66 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	-
108	00	LABRECHP	1409	Rehab	SB Shortway	0.97	Worn	High	Signals	Walnut St 0.97 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Walnut St MP 0.97 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	-
109	00	LABRECHP	1417	Rehab	Valley	34.96	Worn	High	Signals	Golden Oak Rd 34.96 - Grade Crossing Warning Equipment Rehab - Valley Sub	Golden Oak Rd MP 34.96 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
110	00	LABRECHP	1418	Rehab	Valley	32.35	Worn	High	Signals	Drayton St 32.35 - Grade Crossing Warning Equipment Rehab - Valley Sub	Drayton St MP 32.35 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
111	00	LABRECHP	1419	Rehab	Valley	30.39	Worn	High	Signals	13th St 30.39 - Grade Crossing Warning Equipment Rehab - Valley Sub	13th St MP 30.39 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
112	00	LABRECHP	1422	Rehab	Valley	30.20	Worn	High	Signals	CP Hood MP 30.20 - Replace Equipment Shelter and Logic Controller	CP Hood MP 30.2, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	B	668,910	668,910	-	-	-	-	-
113	00	LABRECHP	1423	Rehab	Valley	42.0	Worn	High	Signals	CP Humphreys MP 42.0 - Replace Signal Logic Controller and supporting Equipment	CP Humphreys MP 42.0, Valley Subdivision - Replace existing signal logic controller, local control panel, backup battery system and supporting equipment with new, modern and reliable controller.	B	327,910	327,910	-	-	-	-	-
114	00	LABRECHP	1429	Rehab	Ventura - LA County	451.78	Worn	High	Signals	Balboa Ave 451.78 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Balboa Ave MP 451.78 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-



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115	00	LABRECHEP	1435	Rehab	Ventura - LA County	450.33	Worn	High	Signals	Lindley Ave 450.33 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Lindley Ave MP 450.33 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
116	00	LABRECHEP	1436	Rehab	Ventura - LA County	448.79	Worn	High	Signals	Tampa Ave 448.79 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Tampa Ave MP 448.79 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
117	00	LABRECHEP	1437	Rehab	Ventura - LA County	446.73	Worn	High	Signals	DeSoto Ave 446.73 - Grade Crossing Warning Equipment Rehab - Ventura Sub	DeSoto Ave MP 446.73 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
118	00	LABRECHEP	1438	Rehab	Ventura - LA County	447.76	Worn	High	Signals	Winnetka Ave 447.76 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Winnetka Ave MP 447.76 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
119	00	LUNE	221	Rehab	Ventura - VC County	427.70	n/a	n/a	Structures	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	Bridge 427.70 has experienced significant scour at the right (Railroad East, Geographic West) abutment. During 2011 flooding, a sink hole was identified behind the abutment where ballast was washed away. This project will provide scour protection to the bridge. Replace Bridge Ties, Approach Ties (100 feet), Fastening (Pandrol E Clips) and Ballast on all 4 Simi Bridges including 427.70, 428.15, 428.83, 429.26 @\$100,000 each.	B	1,519,955	-	-	-	-	1,519,955	-
120	1	QUINNT	1384	Rehab	San Gabriel - LA County	29.096	Worn	High	Structures	San Gabriel (LA) SUB Bridge Replacement - Design & Construction	At MP 29.096 replacement of 14 ft. span (10'x4.5') reinforced concrete box / rail top bridge.	B	774,000	464,400	-	-	309,600	-	-
121	2	QUINNT	1381	Rehab	Orange	200.2	Worn	High	Structures	Orange SUB Bridge Replacement - Design only	At MP 200.2 replace 81.50' span steel thru girder (ballast deck) bridge. (DESIGN ONLY)	B	999,900	-	999,900	-	-	-	-
122	00	AZEVEDOA	1212	Rehab	Valley	26.50	Worn	High	Track	Tunnel 25 Track Renovation	Complete Rehabilitation of the Track Structure in Tunnel 25 (Rail, Ties, Ballast, Drainage, water pumps)	B	10,792,750	10,792,750	-	-	-	-	-
123	00	AZEVEDOA	1496	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	B	996,600	473,385	197,327	110,623	143,510	71,755	-
124	1	QUINNT	1388	Rehab	River	0.68 to 3.7	Worn	High	Track	River Subdivision Track Rehabilitation	Replacement due to degradation: 13,357 ft. of rail and 2 turnouts. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail. Locations: (1) River SUB (non-East Bank) worn rail sections only within MP 0.68 to MP 3.7; (2) River West Bank MP worn rail sections only within 143.0 to MP 143.4; (3) 2 Turnouts at CP Chavez	B	2,829,000	1,343,775	560,142	314,019	407,376	203,688	-



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125	2	QUINNT	1386	Rehab	San Gabriel 60 / 40	Various	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	Replacement due to degradation: 13,000 ft. of rail, 4 crossings, 2 turnouts, and 20,000 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	5,163,500	3,098,100	-	-	2,065,400	-	-
126	3	QUINNT	1387	Rehab	Orange and Olive	Various	Worn	High	Track	Orange / Olive Subdivision Track Rehabilitation	Replacement due to degradation: 4,000 ft. of rail, 9,000 ties, 1 crossing, and 35,700 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail (see sample attached).	B	5,221,000	-	5,221,000	-	-	-	-
127	5	AZEVEDOA	1394	Rehab	All	N/A	Worn	High	Track	Enterprise Asset Management Migration - Systemwide	This task will advertise and award an enterprise asset management tool so that all of Metrolink infrastructure assets, conditions, work order assignments, progress tracking, and inspections, for both linear assets (track) and singular assets (crossings, structures, turnouts, etc.). This task will include a selection of a vendor from the two vendors we have existing asset condition databases with currently.	B	1,177,000	559,075	233,046	130,647	169,488	84,744	-
128	6	AZEVEDOA	1379	Rehab	Ventura - LA County	Various	Worn	High	Track	Ventura (LA County) Track Rehabilitation	Track Rehabilitation includes 6500 ft. of worn rail replacement, 3 crossing replacements, 2 turnout replacements, and 18000 ft. of undercutting and ballast cleaning. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	3,747,000	3,747,000	-	-	-	-	-
<b>Total Amount of Tier B:</b>													<b>\$ 52,516,893</b>	<b>\$ 34,312,352</b>	<b>\$ 8,604,340</b>	<b>\$ 1,252,078</b>	<b>\$ 4,494,566</b>	<b>\$ 3,506,860</b>	<b>\$ 346,677</b>
129	0	LABRECHEP	319	Rehab	Valley	All	Worn	High	Signals	Signal System Rehab - Rehab Logic Controllers and Supporting Equipment - Valley Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location).	C	1,131,460	1,131,460	-	-	-	-	-
130	1	PETERSONJ	272	Rehab	All	All	Worn	High	Communications	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Lab. The project will include upgrading the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation.	C	847,500	402,563	167,805	94,073	122,040	61,020	-
131	3	QUINNT	1378	Rehab	Valley	Varies	Worn	High	Structures	Valley SUB Bridge Replacement Design & Construction	At MP 8.12 replace 95' span deck plate girder ballast deck bridge. At MP 47.83 replace 13' span I-beam ballast deck bridge. At MP 44.94 replace 173' (2 spans @ 86.5') steel thru girder open deck bridge. At MP 19.42 replace 6' span rail top bridge. At MP 28.49 replace 8' railtop bridge deck and 10' concrete slab bridge.	C	15,299,760	15,299,760	-	-	-	-	-
132	00	QUINNT	1696	Rehab	Pasadena	n/a	Worn	Low	Track, Grade Crossing, Structures	Pasadena Subdivision Rehab	Replacement may include rail, ties, grade crossings, bridges, and/or culverts. Rehab work is needed to extend asset life since the Foothill Gold Line Extension relocation and rebuild is going to be several years away.	C	750,000	750,000	-	-	-	-	-
<b>Total Amount of Tier C:</b>													<b>\$ 18,028,720</b>	<b>\$ 17,583,783</b>	<b>\$ 167,805</b>	<b>\$ 94,073</b>	<b>\$ 122,040</b>	<b>\$ 61,020</b>	<b>\$ -</b>
133	SP	YANGJ	503	Rehab	METRO ONLY		N/A	N/A	Equipment	Refurbish 10 passenger cars for expanded service	Refurbish 10 passenger cars for expanded service. Cost is \$1.45M per unit for mid-life overhaul. Service for 2 round trips from LA to Chatsworth and 2 round trips from LA to Lancaster. Rail cars to be refurbished: 2 Second Generation Bombardier Coaches 6 First Generation Bombardier Cab Cars 2 Second Generation Bombardier Cab Cars	SP	14,500,000	14,500,000	-	-	-	-	-
134	SP	BENINGH	1203	Rehab	Orange	197.9	N/A	N/A	Structures	Orange Sub Struct - San Juan Creek Bridge	BRIDGES: MP 197.9 Construction of replacement for 300-ft span thru-plate girder bridge (San Juan Creek Bridge-MP 197.9).	SP	38,261,522	-	38,261,522	-	-	-	-



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
135	SP	AZEVEDOA	1209	Rehab	San Jacinto (PVL)	64.5	Worn	Low	Track	Perris Valley Subdivision Rail Rehab Program	Upgrade aged and work rail from 1977 to new 136 lb Head-Hardened Rail between the limits of 69.81-71.09 and 71.24-71.66 (8,976 Track ft, 17,952 ft of Rail). Upgrade Cut Spike fastening to resilient (pandrol clip) fastening (8,976 Track Ft). Replace approximately 50% of wood Ties (about 2800).	SP	3,256,250	-	-	3,256,250	-	-	-
136	SP	LABRECHEP	1425	Rehab	Valley	14.14	Worn	High	Signals	Arvilla St 14.14 - Grade Crossing Warning Equipment Rehab - Valley Sub	Arvilla St MP 14.14 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables. NOTE: Project 1288 funding is in the Rehab FY18 Backlog	SP	571,560	571,560	-	-	-	-	
137	SP	LUNE	1818	Rehab	San Jacinto (PVL)	68.0	Worn	Low	Track	Box Springs Area Drainage Assessment	Perform hydrology and hydraulics study for Box Springs Area to determine drainage solutions to capture and convey flows away from railroad tracks.	SP	199,638	-	-	199,638	-	-	
138	SP	KAKARIST	1120	Rehab	All	ALL	Marginal	High	Rolling Stock	Bombardier (Sentinel) passenger rail cars Midlife Overhaul	The current fleet of 121 Bombardier passenger rail cars includes three generations of rail cars with delivery dates of 1992, 1997 and 2002. The purpose of this midlife overhaul is to improve passenger comfort and safety, reliability, appearance and upgrade to current standards. The overhaul will replace and upgrade worn and marginal running gear, hardware, systems and components and will extend the useful life of the rail cars. The midlife overhaul as recommended by the OEM manufacturer is about 15 years after the cars initial in service date. The Metrolink Bombardier car fleet has not gone through a midlife overhaul yet. About fourteen (14) first generation Bombardier coach cars will be overhauled. The Overhaul Specification and also a breakdown on the costs per each system is the same as is shown on the previous year 2018.	SP	20,250,000	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	-
<b>Total Amount of Special Projects:</b>													<b>\$ 77,038,970</b>	<b>\$ 24,690,310</b>	<b>\$42,271,022</b>	<b>\$ 5,703,638</b>	<b>\$ 2,916,000</b>	<b>\$ 1,458,000</b>	<b>\$ -</b>
<b>Final Requested:</b>													<b>\$ 200,846,440</b>	<b>\$115,185,342</b>	<b>\$56,369,426</b>	<b>\$ 9,064,459</b>	<b>\$10,668,461</b>	<b>\$ 9,043,095</b>	<b>\$ 515,635</b>



NEW CAPITAL PROJECT PROPOSALS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 01.10.18

CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
CHAKLADARA	1119	Capital	All	N/A	N/A	N/A	Business Systems	Laptop and Server Upgrade	Replace old laptops and servers to support Windows 10 rollout. NOTE: Total project = \$208,000 / Unfunded = \$98,800	98,800	98,800	-	-	-	-
LUNE	219	Capital	All	3.35	N/A	N/A	Track	Central Maintenance Facility West Entrance	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. NOTE: Total Project = \$2,000,000 / Unfunded = \$950,000	950,000	950,000	-	-	-	-
PETERSONJ	1238	Capital	All	All	N/A	N/A	PTC Systems	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	Perform a System wide upgrade to all PTC systems and subsystems to achieve a federal certification of compliance for a vital control system. The upgrade is to include onboard systems, communication systems, back office systems, wayside systems, documentation, laboratory and field testing, updating and submitting the SCRRRA's PTC Implementation Plan and PTC Safety Plan to the FRA for approval. NOTE: Total Project = \$3,070,000 / Unfunded = \$1,458,250	1,458,250	1,458,250	-	-	-	-
LUNE	215	Capital	Valley	68.50 - 69.80	N/A	N/A	Track	Palmdale Passing Siding (DESIGN ONLY)	<b>Design Only.</b> Construct 2,000 feet of passing siding near Palmdale Station for operational flexibility. The Design phase being requested is \$1,000,000. The Construction phase, currently estimated at \$8,360,400, will be requested in a future fiscal year.	1,000,000	1,000,000	-	-	-	-
LUNE	366	Capital	Orange	183.5	N/A	N/A	Facilities	Irvine Maintenance Facility Phase I (DESIGN & ENVIRONMENTAL ONLY)	<b>Perform Design and Environmental.</b> Build a first phase new maintenance facility in Irvine on the property acquired by OCTA to maintain Metrolink vehicles and locomotives. The first phase will include layover tracks, car wash, S&I tracks, sanding and fueling system. <b>Perform Design Only</b> of EMF Phase 2 and 3 Build Out including Railroad West (south) main track connection. The Design phase being requested is \$10,000,000. The Construction phase, currently estimated at \$40,100,000, will be requested in a future fiscal year.	10,000,000	-	10,000,000	-	-	-
FORNELLIJ	374	Capital	All	Systemwide	N/A	N/A	Track	6 Automatic Equipment Identification (AEI) and 2 Automated Wheel and Brake Inspection (WILD) - wheel impact and loaded detection	Wheel scan system provide immediate feedback on the wheel wear and wheel profile of every axles of each train that passes wayside measurement system. Wheel scan systems take wheel profile images and perform dimensional measurements on each wheel in real time. Wheel scan systems are designed to measure wheel profile, flange height, flange width, flange cross dimension, flange angle, rim thickness, back-to-back gauge, and wheel diameter. Other railroad specific wheel parameters may also be calculated using the collected data. Data is collected in real-time and at track speeds. Wheel scan systems are designed to be installed in mainline track, yards, or in maintenance workshops for the real-time evaluation of wheel parameters. The system can also be integrated with other track-based measurement and detection systems including wheel impact, brake and truck monitoring equipment and maintenance management systems. In a typical installation, each wheel image is synchronized with vehicle identification information, and transferred to offsite computers to a web-based data management application for fleet analysis and reporting. Some systems have are compatible with enterprise resource planning (ERP) systems.	500,000	237,500	99,000	55,500	72,000	36,000
HARRINGTONG	1079	Capital	All	N/A	N/A	N/A	Facilities	Electric Vehicle Charging Stations	Install EV charging stations at CMF, MOC, DOC, and Melbourne.	804,320	382,052	159,255	89,280	115,822	57,911



NEW CAPITAL PROJECT PROPOSALS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 01.10.18

CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
LUNE	1358	Capital	All	3.35	N/A	N/A	Facilities	Clear Utilities and Property. Central Maintenance Facility West Entrance. (CONSTRUCTION PHASE)	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. (Design project #219 is part of the FY18 budget request, in an amount of \$2,000,000).	9,698,500	4,606,788	1,920,303	1,076,534	1,396,584	698,292
<b>Final Requested</b>										<b>\$ 24,509,870</b>	<b>\$ 8,733,390</b>	<b>\$ 12,178,558</b>	<b>\$ 1,221,313</b>	<b>\$ 1,584,406</b>	<b>\$ 792,203</b>

**ATTACHMENT J – Operating Budget Projection for FY2019 – 2020**

(\$000s)	Projected EY 19-20 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	42,190	22,817	7,783	10,341	2,370	85,501
Metro Fare Reduction Subsidy	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>42,190</b>	<b>22,817</b>	<b>7,783</b>	<b>10,341</b>	<b>2,370</b>	<b>85,501</b>
Dispatching	1,099	696	12	59	256	2,122
Other Revenues	126	58	32	37	17	270
MOW Revenues	7,426	2,549	668	1,544	475	12,663
<b>Subtotal Operating Revenue</b>	<b>50,841</b>	<b>26,121</b>	<b>8,496</b>	<b>11,981</b>	<b>3,118</b>	<b>100,556</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	25,587	10,725	4,984	5,206	1,824	48,327
Equipment Maintenance	19,439	8,960	4,641	4,503	1,704	39,248
Fuel	9,998	4,828	1,943	2,067	634	19,471
Non-Scheduled Rolling Stock Repairs	94	43	18	20	6	180
Operating Facilities Maintenance	901	411	169	194	56	1,731
Other Operating Train Services	233	85	74	51	52	495
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,180	1,216	926	617	126	6,066
Security - Guards	1,179	431	374	256	261	2,500
Supplemental Additional Security	340	184	63	83	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	823	490	166	203	57	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,972	2,021	1,533	1,254	557	9,338
Marketing	800	446	163	193	59	1,661
Media & External Communications	216	79	68	47	48	458
Utilities/Leases	1,666	609	529	361	369	3,535
Transfers to Other Operators	3,753	1,519	508	699	212	6,691
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,159	264	115	255	84	1,877
Rail Agreements	1,948	1,594	1,265	357	360	5,525
<b>Subtotal Operations &amp; Services</b>	<b>76,238</b>	<b>35,489</b>	<b>17,599</b>	<b>16,406</b>	<b>6,589</b>	<b>152,320</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	22,643	8,891	3,296	6,018	2,567	43,414
MoW - Extraordinary Maintenance	366	80	60	64	50	620
<b>Subtotal Maintenance-of-Way</b>	<b>23,009</b>	<b>8,971</b>	<b>3,356</b>	<b>6,082</b>	<b>2,617</b>	<b>44,035</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	6,818	2,504	2,157	1,480	1,504	14,464
Ops Non-Labor Expenses	3,930	1,717	855	871	381	7,754
Indirect Administrative Expenses	8,375	3,063	2,658	1,816	1,855	17,767
Ops Professional Services	1,241	454	394	269	275	2,633
<b>Subtotal Admin &amp; Services</b>	<b>20,365</b>	<b>7,738</b>	<b>6,064</b>	<b>4,435</b>	<b>4,016</b>	<b>42,618</b>
<b><u>Contingency (Non-Train Ops)</u></b>	<b>96</b>	<b>35</b>	<b>31</b>	<b>21</b>	<b>21</b>	<b>204</b>
<b>Total Operating Expenses</b>	<b>119,708</b>	<b>52,233</b>	<b>27,049</b>	<b>26,945</b>	<b>13,242</b>	<b>239,177</b>

**Insurance Expense/(Revenue)**

Liability/Property/Auto	6,195	2,829	1,164	1,331	387	11,906
Claims / SI	520	238	98	112	33	1,000
Claims Administration	648	296	122	139	41	1,246
PLPD Revenue	-	-	-	-	-	-
<b>Net Insurance Expense</b>	<b>7,363</b>	<b>3,363</b>	<b>1,384</b>	<b>1,582</b>	<b>460</b>	<b>14,152</b>
<b>Total Expense</b>	<b>127,071</b>	<b>55,596</b>	<b>28,433</b>	<b>28,527</b>	<b>13,702</b>	<b>253,329</b>
<b>Loss</b>	<b>(76,230)</b>	<b>(29,475)</b>	<b>(19,937)</b>	<b>(16,546)</b>	<b>(10,584)</b>	<b>(152,773)</b>

**Member Subsidies**

Operations	68,866	26,113	18,553	14,964	10,124	138,621
Insurance	7,363	3,363	1,384	1,582	460	14,152
<b>Total Member Subsidies</b>	<b>76,230</b>	<b>29,475</b>	<b>19,937</b>	<b>16,546</b>	<b>10,584</b>	<b>152,773</b>



**ATTACHMENT K – Operating Budget Projection for FY2020 – 2021**

(\$000s)	Projected EY 20-21 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	42,435	23,045	7,782	10,241	2,365	85,868
Metro Fare Reduction Subsidy	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>42,435</b>	<b>23,045</b>	<b>7,782</b>	<b>10,241</b>	<b>2,365</b>	<b>85,868</b>
Dispatching	1,099	697	13	59	256	2,124
Other Revenues	127	58	32	37	17	270
MOW Revenues	7,493	2,576	677	1,563	475	12,784
<b>Subtotal Operating Revenue</b>	<b>51,154</b>	<b>26,376</b>	<b>8,503</b>	<b>11,900</b>	<b>3,112</b>	<b>101,045</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operations	26,404	11,031	5,128	5,376	1,892	49,831
Equipment Maintenance	19,959	9,196	4,761	4,772	1,754	40,441
Fuel	10,148	4,886	1,969	2,099	645	19,747
Non-Scheduled Rolling Stock Repairs	93	43	18	21	6	180
Operating Facilities Maintenance	924	422	174	207	58	1,785
Other Operating Train Services	240	88	76	52	53	508
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,265	1,254	941	656	132	6,248
Security - Guards	1,202	440	381	261	266	2,550
Supplemental Additional Security	341	185	63	82	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	834	489	162	200	54	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	4,097	2,084	1,581	1,293	575	9,630
Marketing	984	538	192	229	68	2,011
Media & External Communications	219	80	70	48	49	465
Utilities/Leases	1,697	621	538	368	376	3,599
Transfers to Other Operators	3,867	1,575	524	710	216	6,892
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,205	274	120	266	88	1,952
Rail Agreements	1,988	1,642	1,295	362	367	5,654
<b>Subtotal Operations &amp; Services</b>	<b>78,413</b>	<b>36,431</b>	<b>18,050</b>	<b>17,041</b>	<b>6,777</b>	<b>156,711</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	23,623	9,248	3,445	6,257	2,675	45,248
MoW - Extraordinary Maintenance	385	84	64	68	52	653
<b>Subtotal Maintenance-of-Way</b>	<b>24,007</b>	<b>9,332</b>	<b>3,508</b>	<b>6,325</b>	<b>2,728</b>	<b>45,901</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	7,155	2,628	2,264	1,553	1,579	15,179
Ops Non-Labor Expenses	4,036	1,764	876	894	390	7,961
Indirect Administrative Expenses	8,722	3,190	2,768	1,891	1,932	18,503
Ops Professional Services	1,267	464	402	275	281	2,689
<b>Subtotal Admin &amp; Services</b>	<b>21,181</b>	<b>8,045</b>	<b>6,311</b>	<b>4,613</b>	<b>4,181</b>	<b>44,332</b>
<b><u>Contingency (Non-Train Ops)</u></b>	<b>96</b>	<b>35</b>	<b>31</b>	<b>21</b>	<b>21</b>	<b>204</b>
<b>Total Operating Expenses</b>	<b>123,698</b>	<b>53,844</b>	<b>27,899</b>	<b>28,000</b>	<b>13,707</b>	<b>247,148</b>

**Insurance Expense/(Revenue)**

Liability/Property/Auto	6,372	2,910	1,198	1,430	399	12,309
Claims / SI	518	236	97	116	32	1,000
Claims Administration	664	303	125	149	42	1,282
PLPD Revenue	-	-	-	-	-	-
<b>Net Insurance Expense</b>	<b>7,554</b>	<b>3,449</b>	<b>1,420</b>	<b>1,695</b>	<b>473</b>	<b>14,591</b>
<b>Total Expense</b>	<b>131,252</b>	<b>57,293</b>	<b>29,319</b>	<b>29,695</b>	<b>14,180</b>	<b>261,739</b>
<b>Loss</b>	<b>(80,098)</b>	<b>(30,917)</b>	<b>(20,815)</b>	<b>(17,795)</b>	<b>(11,067)</b>	<b>(160,694)</b>

**Member Subsidies**

Operations	72,544	27,468	19,396	16,100	10,595	146,103
Insurance	7,554	3,449	1,420	1,695	473	14,591
<b>Total Member Subsidies</b>	<b>80,098</b>	<b>30,917</b>	<b>20,815</b>	<b>17,795</b>	<b>11,067</b>	<b>160,694</b>

**Attachment C - FY 19 List of Programming for Rehabilitation and Capital Projects**

RANK	PROJECT No.	METRO COST	DESCRIPTION	COMMENTS
FY 18 All Share	247	\$ 399,190	Rail Grinding Systemwide	
FY 18 All Share	485	\$ 552,473	MOW Vehicle Replacement	Purchase of a total 10 hy-rail trucks and MOW vehicles
FY 18 All Share	1039	\$ 56,858	Replace Public Address System	
FY 18 All Share	1058	\$ 132,820	Replace Car shop Jacks at CMF	
FY 18 All Share	1221	\$ 450,063	PTC Lab Systems Support and Testing	
FY 18 All Share	1223	\$ 283,813	Back Office Systems Upgrades and Testing Support	
FY 18 All Share	1247	\$ 522,500	PTC On-Board Software Upgrades, Hardware Repair	
FY 18 All Share	1091	\$ 36,159	Condition Based Maintenance Tools, PC and Analysis Software	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 18 All Share	1222	\$ 536,750	Back Office Hardware & Software Replacement	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 18 All Share	1041	\$ 471,568	Trapeze Maintenance Management System Software Upgrade	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 18 All Share	1274	\$ 356,250	Preform SOGR Engineering, Track Measurements and Prioritization	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY18 River	310	\$ 252,605	Grade Crossing Rehab - 2 Locations on River Sub	Coordination and execution should be through the LINK US project.
FY18 River	311	\$ 483,089	Signal System Rehab	Coordination and execution should be through the LINK US project.
FY18 River	312	\$ 475,000	Phase 1 - Signal System Rehab at CP Terminal	Coordination and execution should be through the LINK US project.
FY18 River	1155	\$ 47,785	Replace Worn Electrical Switch Lock at 140.080 West Bank	Coordination and execution should be through the LINK US project.
FY18 River	1167	\$ 159,572	Signal System Rehab at CP Capital	
FY18 River	1237	\$ 47,500	Wayside Communication System Replacement Parts	Coordination and execution should be through the LINK US project.
FY18 River	1285	\$ 893,950	LA Union Station Track Rehabilitation	Coordination and execution should be through the LINK US project.
<b>FY 18 ALL SHARE &amp; RIVER SUBTOTAL</b>		<b>\$ 6,157,945</b>		
FY18 Line	178	\$ 917,940	Replacement of the turnouts on the San Gabriel Sub	
FY18 Line	318	\$ 557,480	Grade Crossing Rehab - 2 Locations on Valley Sub	
FY18 Line	1233	\$ 45,000	Wayside communication System Replacement Parts	
FY18 Line	1235	\$ 60,000	Wayside communication System Replacement Parts	
FY18 Line	1240	\$ 100,000	Wayside communication System Replacement Parts	
FY18 Line	1244	\$ 50,000	Wayside communication System Replacement Parts	
FY18 Line	1164	\$ 329,160	Grade Crossing Rehab - 2 Locations on San Gabriel Sub	
FY18 Line	308	\$ 305,760	Grade Crossing Rehab - San Gabriel Sub	
FY18 Line	1099	\$ 250,800	Station Pedestrian Crossing Rehab	
FY18 Line	1218	\$ 1,535,250	Ventura Track Rehab	
FY18 Line	317	\$ 307,164	Rehab Worn or Defective Cables on the San Gabriel Sub	
<b>FY 18 LINE SUBTOTAL</b>		<b>\$ 4,458,554</b>		
FY 19 All Share	1348	\$ 95,000	TVM End of Life Components	
FY 19 All Share	1408	\$ 278,477	Rialto Avenue - Grade Crossing Warning Equip Rehab	
FY 19 All Share	1409	\$ 278,477	Walnut Street- Grade Crossing Warning Equip Rehab	
FY 19 All Share	1342	\$ 316,113	Replace rubber window gaskets in 50 ROTEM Cars	
FY 19 All Share	1343	\$ 528,248	HVAC Overhaul in 40 ROTEM Cars	
FY 19 All Share	1344	\$ 274,313	Overhaul side door motors in 50 ROTEM Cars	
FY 19 All Share	1496	\$ 473,385	Rail Grinding Systemwide	
FY 19 All Share	1109	\$ 272,700	ADA enhancements	
FY 19 All Share	272	\$ 402,563	PTC Lab Systems Support and Testing	
FY 19 All Share	1064	\$ 455,157	Purchase Electric Train Car mover for EMF	
FY 19 All Share	1389	\$ 344,328	Systemwide Track Asset Condition Assessment	
FY 19 All Share	1346	\$ 1,656,325	ROTEM Passenger Rail Cars Push Back Coupler Overhaul	
FY 19 All Share	1061	\$ 522,441	Locomotive and Cab car Camera & DVR Replacement	
FY 19 All Share	1313	\$ 265,639	Phase 2 - Replace Car Shop Jacks at CMF	
FY 19 All Share	133	\$ 118,608	Switch Rehab Projects for SCRRA's business network on age base assessment	
FY 19 All Share	300	\$ 93,998	Purchase Hy-Rail Bucket Truck	
FY 19 All Share	1054	\$ 432,630	Renovate Restrooms, partitions & gates at CMF and MOC	
FY 19 All Share	1798	\$ 218,013	Vehicle Replacements (Trucks & Hy-Rail Truck)	
FY 19 All Share	1394	\$ 559,075	Enterprise Asset Management Migration - Systemwide	
FY 19 All Share	237	\$ 593,750	Arroyo Seco Bridge Replacement	
<b>FY 19 ALL-SHARE SUBTOTAL</b>		<b>\$ 8,179,240</b>		
FY 19 River	1518	\$ 35,522	Wayside Communications Software	
FY 19 River	1166	\$ 30,514	Signal Replace Battery Cells	Coordination and execution should be through the LINK US project.
FY 19 River	1411	\$ 41,591	Signal Replace Control Point System	Coordination and execution should be through the LINK US project.
FY 19 River	1414	\$ 858,705	Signal System Rehab	Coordination and execution should be through the LINK US project.
FY 19 River	1388	\$ 1,343,775	Replace Worn Rail Sections and Turnouts	
FY 19 River	1239	\$ 26,641	Wayside Communications System Design and Slot Planning	
FY 19 River	1349	\$ 287,375	LAUS West Portal Ticket Booth Expansion	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 19 River	1347	\$ 380,000	CMF Drainage Re-direction Phase II	
FY 19 River	1536	\$ 2,386,875	Union Station Track & Signal Rehab	Coordination and execution should be through the LINK US project.
FY 19 River	349	\$ 313,330	Signal System Rehab	Coordination and execution should be through the LINK US project.
FY 19 River	1154	\$ 2,742	Signal Replace AC Meter	Coordination and execution should be through the LINK US project.
<b>FY 19 RIVER SUBTOTAL</b>		<b>\$ 5,707,070</b>		
FY 19 Line	1399	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1401	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1426	\$ 144,980	Signal Replace Power Supply	
FY 19 Line	1428	\$ 358,710	Signal Replacement Equipment Shelter	
FY 19 Line	998/418	\$ 223,850	ROW Grading and Ditching	
FY 19 Line	998/420	\$ 223,850	ROW Grading and Ditching	
FY 19 Line	1459	\$ 90,000	Communications Upgrade CIS	
FY 19 Line	1386	\$ 3,098,100	Track Rehab	
FY 19 Line	1405	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1407	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1384	\$ 464,400	Structures Bridge Replacement	
<b>FY 19 LINE SUBTOTAL</b>		<b>\$ 5,909,634</b>		
FY 19 Special	1120	\$ 9,618,750	Bombardier (Sentinel) Passenger Rail Cars Midlife Overhaul	
<b>FY 19 LINE SUBTOTAL</b>		<b>\$ 9,618,750</b>		
<b>SUBTOTAL</b>		<b>\$ 40,031,193</b>	(\$10,616,499 for FY 18 and \$29,414,694 for FY 19)	

DEFERRED REVENUE REPROGRAMMING UNDER SEPARATE BOARD ACTION				
RANK	PROJECT No.	METRO COST	DESCRIPTION	COMMENTS
FY 19 Line	1212	\$ 750,000	Tunnel 25 Urgent Track, Ties and Drainage Rehab	Through field assessment and SCRRA coordination
FY 19 Capital	219	\$ 950,000	CMF Tail Tracks (Design Only)	
<b>SUBTOTAL</b>		<b>\$ 1,700,000</b>		
<b>TOTAL</b>		<b>\$ 41,731,193</b>		

## Attachment D - List of Representative Sampling of Tracks and Structures

RANK	PROJECT No.	METRO COST	DESCRIPTION
FY 19 Line Specific	1425	\$ 571,560	Arvilla Street - Grade Crossing Warning Equipment Rehab
FY 18 Line Specific	1288	\$ 1,048,700	Rehab of grade crossings on the Valley Sub in LA County
FY 18 Line Specific	162	\$ 600,194	Replace turnouts on the San Gabriel Sub in LA County
FY 19 All Share	244	\$ 605,910	Customer Information System Replacement at Stations
FY 19 All Share	191	\$ 147,488	Station Signage Rehab
FY 19 River	282	\$ 112,547	Rehab worn or defective cables
FY 19 River	347	\$ 164,797	Signal System Rehab - Replace EC4 Unit at CP Mission
FY 18 Line Specific	1287	\$ 1,179,132	Rehab of grade crossings on the San Gabriel Sub in LA County
FY 19 Line Specific	1696	\$ 750,000	Replace rail, ties, grade crossing on the Pasadena Sub in LA County
FY 18 Line Specific	164	\$ 2,296,800	Rehab fo Grade Crossings on the Ventura Subdivision
FY 18 Line Specific	1055	\$ 950,000	Right-of-way impacts and facilities requests
FY 18 Line Specific	319	\$ 1,131,460	Signal System rehab work
FY 18 Line Specific	1278	\$ 450,360	Rehab work
FY 18 Line Specific	1283	\$ 3,010,440	Tie rehab work
FY 18 Line Specific	1161	\$ 307,560	Switching from electrical to solar
FY 18 Line Specific	162	\$ 600,194	Repalcement of turnouts on the San Gabriel Sub
FY 18 Line Specific	305	\$ 531,800	Grade Crossing Rehab - 2 locations
FY 18 Line Specific	352	\$ 511,940	Rehab Worn or Defective Cables on the Valley Sub
FY 18 Line Specific	1160	\$ 513,480	Rehab Signal and Grade Crossing Cables on the Venture Sub
FY 18 Line Specific	1162	\$ 335,940	Signal System Rehab at CP Harold
FY 18 Line Specific	1163	\$ 505,560	Signal System Rehab at CP Harold
FY 18 Line Specific	1276	\$ 3,638,713	Valley Sub Structure work at one bridge and eight culverts
FY 18 Line Specific	1216	\$ 4,065,250	Track rehab work
FY 18 Line Specific	1217	\$ 1,266,150	Track rehab work
FY 19 Line Specific	1241	\$ 75,000	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1245	\$ 37,500	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1254	\$ 22,500	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1255	\$ 22,500	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1520	\$ 49,999	Wayside Communication System Replacement Parts
FY 19 Line Specific	1305	\$ 277,200	Rehabilitation of Beech Ave Crossing
FY 19 Line Specific	1421	\$ 668,910	CP Portal Equipment Replacement
FY 19 Line Specific	1517	\$ 100,000	Wayside Communication System Replacement Parts
FY 19 Line Specific	999/424	\$ 26,694	San Gabriel Sub ROW Maintenance
FY 19 Line Specific	1456	\$ 150,000	Rehab Update CIS at Stations
FY 19 Line Specific	1253	\$ 150,000	Rehab Update CIS at Stations
FY 19 Line Specific	1417	\$ 571,560	Golden Oak Road Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1419	\$ 571,560	13th Street Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1422	\$ 668,910	CP Hood Equipment Replacement
FY 19 Line Specific	1423	\$ 327,910	CP Humphreys Equipment Replacement
FY 19 Line Specific	1429	\$ 571,560	Balboa Ave Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1435	\$ 571,560	Lindley Ave Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1436	\$ 571,560	Tampa Ave Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1437	\$ 571,560	De Soto Avenue Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1438	\$ 571,560	Winnetka Avenue Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1212	\$ 10,792,750	Tunnel 25 Rehab
FY 19 Line Specific	1378	\$ 15,299,760	Valley Sub Bridge Replacement Design and Construction
FY 19 Line Specific	1696	\$ 750,000	Pasdena Sub Rehab

**Board Report**

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**File #:** 2018-0336, **File Type:** Plan**Agenda Number:** 13.

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**REVISED**  
**FINANCE, BUDGET AND AUDIT COMMITTEE**  
**JUNE 20, 2018**

**SUBJECT: FY19 AUDIT PLAN****ACTION: ADOPT THE FY19 PROPOSED AUDIT PLAN****RECOMMENDATION**

ADOPT the FY19 Proposed Audit Plan.

**ISSUE**

At its January 2008 meeting, the Board adopted modifications to the FY07 Financial Stability Policy. The Financial Stability Policy requires Management Audit Services (Management Audit) to develop a risk assessment and an audit plan each year and present it to the Board. It also requires that the Finance, Budget and Audit Committee, as the audit committee for the agency, provide input and approval of the audit plan.

**DISCUSSION**

Instrumental to the development of the FY19 Audit Plan was completion of the FY18 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The risk assessment continues to place a strong emphasis on the agency's internal control framework and vulnerability to fraud. We believe this year's risk assessment portrays the agency's risks in light of the changes to our risk environment and the challenges the agency faces in the next few years. The result is the FY19 Proposed Audit Plan (Attachment A).

This is the fourteenth year an audit plan has been developed and presented to the Board for input and adoption.

**Policy Implications**

An audit plan defines the work that will be completed or directed by Management Audit each fiscal year. It indicates both the depth and breadth of audit activities addressing financial, operational and compliance risks for the agency. The audit plan also identifies the extent to which controls are being

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assessed by routine audit activities, addressed proactively through advisory services, or as a result of concerns from management.

The annual audit plan is driven by two key factors: (1) risk assessment results, and (2) audit resources. The goal in drafting the audit plan is to address the highest risk areas at the agency given the resources available to complete the audits.

In developing the plan, the hours included for each audit are an estimate. There are occasions where some reviews may take longer and therefore absorb more hours than proposed and in other cases, the audit will be completed in fewer hours than estimated. In addition, urgent requests arise that need audit support. When this occurs, the plan must be reassessed and Management Audit may supplement internal resources with outside consultants as long as there are funding and consultants available for the task. Therefore, not all planned audit work may be completed and the audit plan may be reassessed and adjusted during the year for unanticipated risks and work.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro patrons or employees.

### **FINANCIAL IMPACT**

Funding for the annual audit plan has already been included in the FY19 budget in Management Audit's cost center and the appropriate projects throughout the agency.

### **ALTERNATIVES CONSIDERED**

One option would be not to complete an annual audit plan. This is not recommended since the audit plan is a management tool to systematically assign resources to areas that are a concern or high risk to the agency. Communicating the audit plan to the Board is required by audit standards.

### **NEXT STEPS**

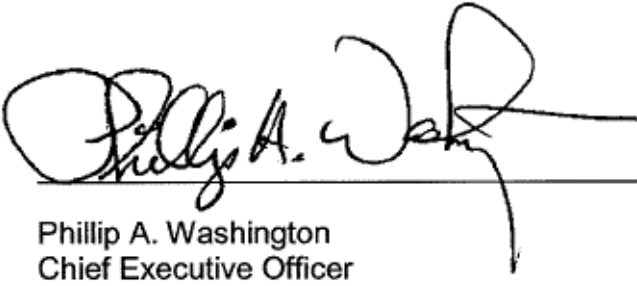
Upon Board approval, Management Audit will develop the audit schedule for FY19. Management Audit will report to the Board quarterly on its progress in completing the annual audit plan.

### **ATTACHMENT**

Attachment A - FY19 Annual Business Plan and Proposed Audit Plan

Prepared by:           Monica Del Toro, Audit Support Manager, (213) 922-7494  
                                  Amanda Hall, Sr. Director, Audit, (213) 922-4554

Reviewed by:           Diana Estrada, Chief Auditor, (213) 922-2161



Phillip A. Washington  
Chief Executive Officer

**FISCAL YEAR 2019  
ANNUAL BUSINESS PLAN  
AND  
PROPOSED AUDIT PLAN**



**Metro**

Management Audit Services

Fiscal Year 2019 Annual Business Plan  
And Proposed Audit Plan

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# Executive Summary

## OVERVIEW

Annually, the Board requires Management Audit Services (Management Audit) to complete an agency-wide risk assessment and submit an audit plan to the Board for its input and approval.

An agency-wide risk assessment is the process of understanding an organization's strategic, operational, compliance and financial objectives to identify and prioritize threats/risks that could inhibit successful achievement of these objectives. Risk assessments provide management with meaningful information needed to understand factors that can negatively influence operations and outcomes.

An audit plan is driven by two key factors: 1) risk assessment results, and 2) audit resources. The goal of preparing an audit plan is to address the highest risk areas at the Agency given the resources available to complete the audits.

## RISK ASSESSMENT

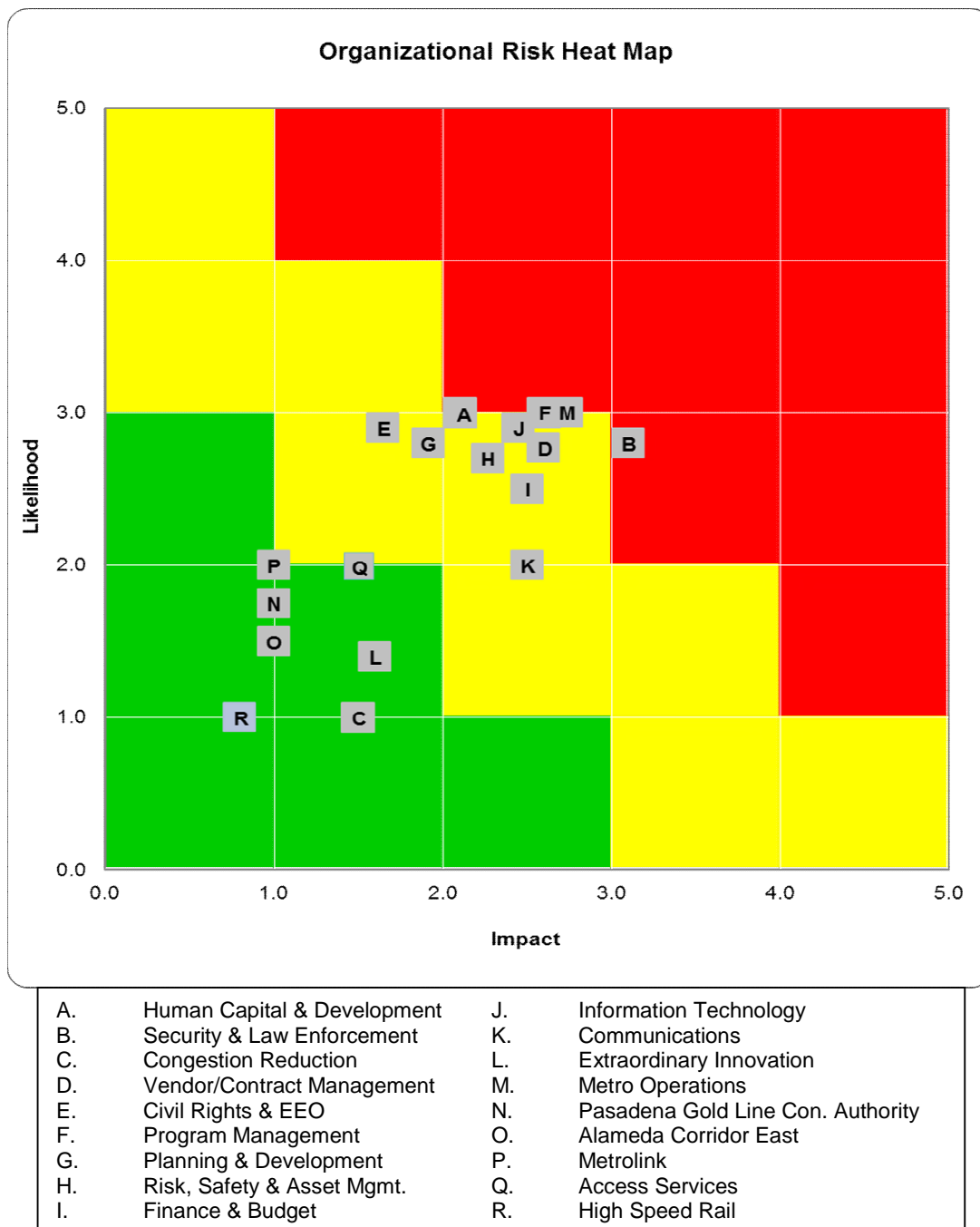
Instrumental to the development of the FY19 Audit Plan was completion of the FY18 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The categorization of risks used corresponds with the current nine CEO goals identified in the Budget document:

1. Advance safety and security for our customers, the public, and Metro employees.
2. Exercise fiscal discipline to ensure financial stability.
3. Plan and deliver capital projects on time and on budget, while increasing opportunities for small business development and innovation.
4. Improve the customer experience and expand access to transportation options.
5. Increase transit use and ridership.
6. Implement an industry-leading state of good repair program.
7. Invest in workforce development.
8. Promote extraordinary innovation.
9. Contribute to the implementation of agency-wide and departmental Affirmative Action and Equal Employment Opportunity (EEO) goals.

The risk assessment continues to place a strong emphasis on the Agency's internal control framework and vulnerability to fraud. We believe this year's risk assessment portrays the agency's risks in light of the changes to our risk environment and the challenges the agency faces in the next few years.

The risk environment continues to evolve with the focus this year on safety and security, state of good repair, capital projects delivery, strategic financing alternatives, integration, replacement and upgrades of key information systems, and the agency's ability to achieve all of its goals successfully with available funding and staffing.

The agency-wide risk assessment process began by reviewing and analyzing key documents such as the annual budget, the Comprehensive Annual Financial Report (financial statements), Draft Strategic Plan, Annual Program Evaluation, Board/Committee Reports, status reports on major construction projects, and past audit reports. We conducted interviews with key personnel to obtain additional information. All of this information was used to identify risks and concerns specific to individual cost centers as well as risks impacting the entire agency. In addition, similar to last year we evaluated risks related to five outside agencies that receive significant funding from Metro: Access Services, Metrolink, High Speed Rail, Pasadena Foothill Extension Authority (Foothill), and Alameda Corridor East (ACE). Risks were then scored using two factors, magnitude of impact and likelihood of occurrence. As in prior years, a heat map is still being used to display the overall risk assessment of the agency.



## High Risk Areas

The top internal risks continue to be acquisition of qualified staff and contractors, aging infrastructure and deferred maintenance, completion of multiple capital projects, safety and security, lengthy procurement process, declining ridership, dated information systems, and fiscal discipline.

- 1) The ability to hire qualified technical staff and contractors to complete projects, while improving overall performance, continues to be a pervasive concern throughout the Agency. The right number of staff and consultants with the right skillset is critical given the aging workforce and growing initiatives that are underway. Management is addressing these concerns by exploring Talent Acquisition policy changes that will improve the overall hiring process. In addition, Metro is employing a combination of long and short term strategies such as: partnering with local institutions, expanding the veteran hiring initiative, promoting internal and external leadership training opportunities, implementing the Workforce Initiative Now (WIN-LA) Program, establishing the Women and Girls Governing Council, Transportation School and Career Pathways to develop tomorrow's workforce. To address the shortage of qualified contractors Metro has instituted various programs that target small, medium and large contractors and continuously reviews policies to improve all aspects of contracting opportunities.
- 2) Operations' overall risk score is impacted by aging infrastructure coupled with a significant amount of deferred maintenance that is being addressed, but is still considered a risk to achieving some of the agency's key goals. Additionally, competing priorities such as technological upgrades and short and long-term maintenance work pose challenges to Operations' resources. Condition assessments of equipment, rolling stock, infrastructure, and facilities are ongoing to keep up with State of Good Repair and comply with regulatory requirements. In addition, management is actively pursuing ways to expedite acquisition of rolling stock to replace aging assets. Also, the Agency is in the process of replacing outdated/unsupported key systems including the Material and Maintenance Management System (M3).
- 3) Metro is currently undertaking the largest transportation capital program in the nation. Given the increased number of projects, including the completion of 28 key projects in time for the 2028 Summer Olympics, our ability to attract qualified contractors, small businesses and staff to support completion of these projects is vital. In addition, there is a growing level of uncertainty due to constant regulatory policy changes that impact our purchasing ability. To address the shortage of qualified contractors the Agency has employed efforts including Small Business Prime (Set-Aside), Medium-Size Business Enterprise, and Contracting, Outreach & Mentorship Plan (COMP). Management is closely monitoring regulatory changes and potential impacts to Metro. To address the schedule and cost challenges associated with the completion of multiple capital projects, management is taking mitigating measures including conducting an Annual Program Evaluation (APE) of our capital program to ensure that current factors are always considered when assessing project risks associated with costs and schedules. In addition, Program Management is implementing various strategic initiatives to improve the planning and consistency of project delivery including: implementing a systematic approach to

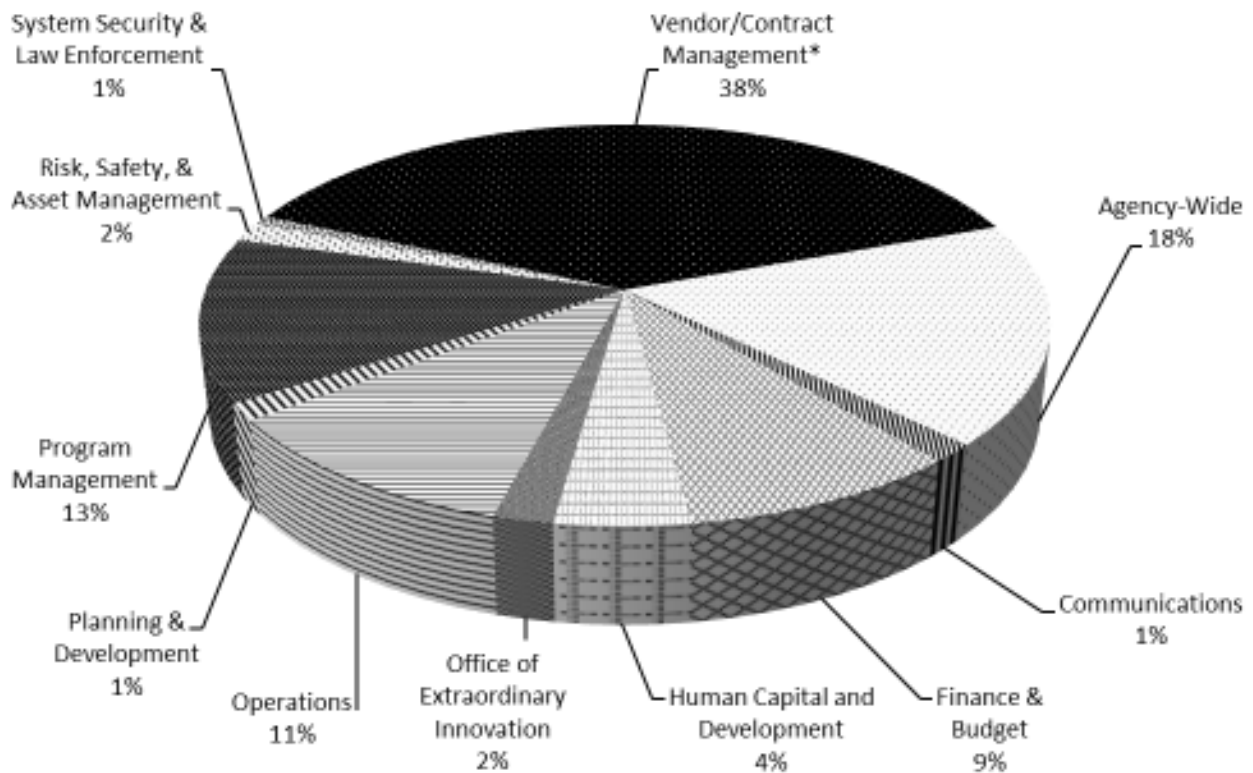
quality assurance, enhancing its project management procedures, establishing a new training program and employing best practices.

- 4) Terrorism and other crimes continue to be potential threats to the Agency and ridership. System Security and Law Enforcement has started to implement innovative ways to use technology and has partnered with the Sheriff's Department, Los Angeles Police Department, Long Beach Police Department, and the community to secure high risk areas. Increased law enforcement visibility, since the multi-agency contracts began, has resulted in a significant reduction in crime. In addition, System Security is exploring the use of various technological improvements such as motion detection lasers, "dark screen" monitoring and drones to assist them in improved monitoring and intrusion detection throughout our system. Systems Security has completed, through use of experts, a risk assessment of physical security of Metro facilities to create a prioritization plan to ensure the safety and security of staff and assets.
- 5) Procurement of goods and services is expected to increase due to our expansive capital program projects. Management has prioritized streamlining the procurement process such as expediting the change order process to improve the timely awarding of contracts to meet agency needs. This streamlining effort also includes simplifying the process for Small and Disadvantaged Businesses. In addition, Vendor / Contract Management is continuously reviewing policies and processes to improve the procurement process.
- 6) Although economic conditions continue to improve, the Agency has suffered from a steady decline in ridership. To address the declining ridership, management has undertaken a comprehensive analysis (NextGen) of all existing bus service to identify the needs of current and potential riders in order to restructure routes and schedules most effectively. Also, the Agency is evaluating all aspects of conditions to improve the overall customer experience and is employing various strategies such as utilization of digital signage, systemwide Wi-Fi, expansion of Transit Oriented Development, First/Last Mile Program, MicroTransit Pilot Program, Universal TAP, and U-Pass Program. The Agency is also heavily partnering with local jurisdictions to address the challenge of homelessness which impacts the customer experience. Metro is undertaking an extensive modernization of the Blue Line which will extend the service life of the Blue Line, improve reliability and resiliency, and enhance safety.
- 7) Information Technology risk continues to be driven by the need to integrate key systems and upgrade and replace aging systems. Having reliable, complete and timely information is becoming more critical in order to achieve efficiencies and allow informed decision-making. Management has developed a plan to upgrade and/or replace aging systems. Concerns over cyber security vulnerabilities require a more robust approach to monitor and keep up with our security strategy in ensuring system reliability and data integrity. Information Technology and Risk, Safety and Asset Management are collaborating on the business continuity disaster recovery plan to resume operations in the aftermath of a catastrophic event. Also, management has established an Information Technology governance framework to ensure the administering of IT resources by the processes of strategic planning, prioritization, decision-making, and performance measurement.

8) Metro’s ability to provide a world-class transportation system necessitates both effective fiscal management and prioritization of financial resources. This is heightened as we strive to deliver multiple complex mega projects on-time and within budget given the regulatory uncertainties and market conditions related to material and labor which impact the costs of construction and operations. In addition, a continued decline in ridership could jeopardize our share of valuable state and federal funds. Management has implemented several fiscal management tools such as the 10-year budget process, Performance Management System, and Long Range Transportation Plan Update in order to effectively plan, allocate resources, monitor performance, strengthen fiscal discipline, and ensure accountability.

**AUDIT PLAN**

For purposes of the audit plan, the agency has been organized into 13 departmental functions and 5 other agencies funded by MTA. The audits in the FY19 proposed audit plan are distributed across the organizational structure as follows:



\* Audit requests generated by Vendor / Contract Management that support various business units.

A detailed list of audits is included in Appendix A.

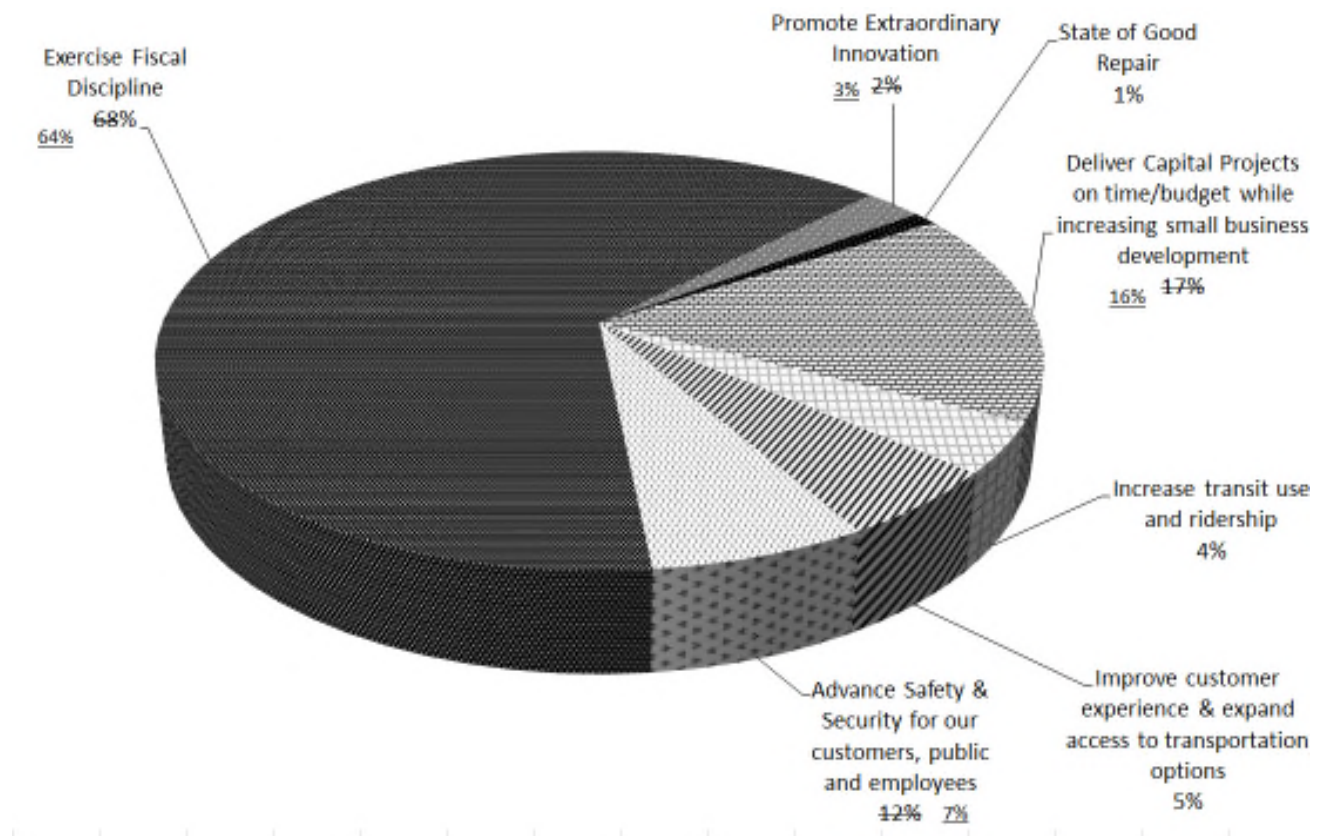
Audit Plan Strategy

The audit plan is based on the information obtained during the agency-wide risk assessment process and includes audits in those areas identified as high risk to the agency.

The projects proposed in the audit plan directly or indirectly support the nine CEO Goals for the agency:

1. Advance safety and security for our customers, the public and Metro employees.
2. Exercise fiscal discipline to ensure financial stability.
3. Plan and deliver capital projects on time and on budget, while increasing opportunities for small business development and innovation.
4. Improve the customer experience and expand access to transportation options.
5. Increase transit use and ridership.
6. Implement an industry-leading state of good repair program.
7. Invest in workforce development.
8. Promote extraordinary innovation.
9. Contribute to the implementation of agency-wide and departmental Affirmative Action and Equal Employment Opportunity (EEO) goals.

The following chart summarizes the audits by the primary agency strategic goal.



### ALLOCATION OF AUDIT RESOURCES

Our FY19 proposed audit plan is based on 24,700 audit hours to be provided by staff and contracted subject matter experts. The audit hours are allocated as follows:

- 22,200 hours for audits identified in the plan, and
- 2,500 hours for CEO requested projects.

In developing the plan, the hours included for each audit are an estimate. There are occasions where some audits may take more or fewer hours than estimated. In

addition, urgent requests from the CEO or Executive Management may arise that require audit support. When this occurs, Management Audit will reassess the plan and may supplement internal resources with outside consultants, pending available funding. Management Audit may also use external consultants to provide subject matter expertise when necessary.

The FY19 proposed audit plan included in Appendix A attempts to provide a balanced and effective review of the entire agency constrained by Management Audit resource limitations.

The CEO has the discretion based on agency need or Board direction to reprioritize audit resources. We are dedicated to completing our audit plan while continuing to be flexible and responsive to the agency's needs.

## **AUDIT PLAN AREAS**

### Internal Audits

The internal audits were selected based on the results of the FY18 agency-wide risk assessment. Areas identified as critical or high risk during the agency-wide risk assessment were given priority when identifying potential audits for the FY19 proposed audit plan. Since there are more risks than available resources, we selected the risk areas based on available resources. The audits identified for the FY19 proposed audit plan were selected based on one of the following four strategic audit objectives:

1. Support agency-wide goals and objectives
2. Evaluate governance, risk and internal control environment
3. Review efficiency and effectiveness of operations
4. Validate compliance to regulatory requirements

We strive to identify business process improvements and innovative ways to support the agency's strategic initiatives on every audit. This is in addition to our traditional assurance work on "hard controls", such as segregation of duties, safeguarding agency assets, reliability of financial and operational information, and compliance with regulations, contracts, and memorandums of understanding (MOUs). Since the agency is currently undertaking numerous major IT system enhancements and development, audit resources will also provide assurance that the internal controls of critical systems are adequate and working effectively.

### Contract Pre-Award & Incurred Cost Audits

Incurred Cost Audits review costs associated with MOUs issued under the Call for Projects program or contract incurred costs. Contract Pre-award Audits review costs proposed for contracts and change orders issued by Vendor/Contract Management. The audits included in the FY19 proposed plan are based on discussions with project managers and contract administration staff. The grant audit work was completely outsourced in FY18 and will continue to be outsourced in FY19 due to a shortage of permanent staff.

The highest priority for FY19 are contract audits for large construction, corridor, and rolling stock regulatory projects followed by pre-award audits for all other projects. This

is followed by incurred cost and closeout audits in the priority list. External resources will be used if there are available funds to meet critical project deadlines.

#### External Financial and Compliance Audits

In 2009, Management Audit assumed the responsibility for managing the agency's planned audits by external auditors. The FY19 proposed audit plan includes hours to ensure that these audits are completed within the scope and schedule of the contracts.

#### Special Request Audits

The FY19 proposed audit plan also includes 2,500 hours for special projects requested by the CEO. These hours provide some flexibility in the audit plan to respond to emerging issues where the CEO may need audit resources to address an unanticipated issue or heightened concern.

In order to comply with Government Accountability Office's Generally Accepted Government Auditing Standards and the Institute of Internal Auditor's (IIA) International Standards for the Professional Practice of Internal Auditing Standards, internal audit must adopt a process to monitor and assess the overall effectiveness of the audit quality process. This self-assessment measures compliance to the Standards and to Management Audit's Charter, mission statement, objectives, audit policy manual, supervision, and staff development. In addition, the internal quality assurance review assesses our effectiveness and promotes continuous improvement within Management Audit.

### **OTHER PLANNED ACTIVITIES**

#### Audit Tracking and Follow-up

In compliance with the Standards, Management Audit tracks and follows up on the implementation of all audit recommendations from both internal and external audit groups including OIG, State of California, FTA, etc. Management Audit also reports all outstanding audit issues to the CEO and Board of Directors on a quarterly basis to ensure that any significant risks to the agency are addressed in a timely manner.

#### Small and Disadvantaged Business Enterprises Training

In our continuous audit streamlining efforts to support SBE/DBE goals, Management Audit Services will continue to provide ongoing training in conjunction with Vendor/Contract Management. A minimum of two half-day training sessions will be conducted annually.

### **MANAGEMENT AUDIT SERVICES FRAMEWORK**

Metro's vision is excellence in service and support. Management Audit is committed to providing essential support to achieve this vision. To do this we have developed our department vision which is to deliver value by driving positive change through partnership and trust. In order to ensure the reliability, independence and objectivity of our work, Management Audit follows the framework of our Board approved Audit Charter. The Audit Charter includes Management Audit's mission, the standards we must comply with, and our department's objectives and core function.



## Mission

Our mission is to provide highly reliable, independent, objective assurance and consulting services designed to add value and improve operations. The department accomplishes this by bringing a systematic, disciplined approach to evaluating and recommending improvements to the effectiveness of risk management, controls and governance processes.

## Standards

The Institute of Internal Auditors (IIA) defines internal auditing as: “independent, objective assurance and consulting activity designed to add value and improve an organization's operations. It helps an organization accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes.”

To meet our client's expectations and for us to function with reliability and credibility, Management Audit must ensure our audits are independent, objective and accurate. Therefore, Management Audit follows the ethical and professional standards promulgated by the Government Accountability Office, Generally Accepted Government Auditing Standards (GAGAS) and the Institute of Internal Auditors International Professional Practices Framework. Depending on the type of audit being done, Management Audit also follows the standards promulgated by the American Institute of Certified Public Accountants (AICPA) and by the Information Systems Audit and Control Association (ISACA).

## Objectives and Core Functions

As summarized in our Audit Charter, the primary objective of Management Audit is to assist the CEO and his management team with their important business and financial decisions by:

- Monitoring and verifying key regulatory and legislative compliance;
- Assessing internal controls effectiveness and fiscal responsibility;
- Evaluating cost reasonableness of contracts and grants;
- Identifying and recommending business process improvements;
- Evaluating and recommending efficiencies and effectiveness of programs and functions;
- Evaluating safety and security of agency systems, programs and initiatives; and
- Tracking and reporting on all outstanding external and internal audit findings.

In addition, Management Audit's objective is to foster a system and environment that supports the highest level of integrity and ethical conduct and provides assurance of an acceptable level of risk to management for all key business processes.

## APPENDIX A

### DETAILED LISTING OF AUDITS

**CEO Goal #1 – Advance safety and security for our customers, the public, and Metro employees**

	Title	Objective	Area
1.	Performance Audit of Rail Communications Network System	Evaluate adequacy of the network systems security, redundancy, and change management process.	Metro Operations
2.	Performance Audit of SCADA System	Determine the adequacy of the security controls for Metro’s SCADA system including server/workstations for Rail Operations Control room (ROC) equipment.	Metro Operations
3.	Follow-up Performance Audit of Track Allocation Process	Follow-up on implementation of agreed upon recommendations from the prior audit of Track Allocation Process.	Metro Operations
4.	Performance Audit of the Network Security for the TAP Program	Evaluate the adequacy of the network security for the TAP Program.	Finance & Budget

**CEO Goal #2 – Exercise fiscal discipline to ensure financial stability**

	Title	Objective	Area
1.	Pre-Award Audits	Pre-Award audits for procurements and modifications.	Vendor/Contract Management
2.	Incurred Cost Contract Audits	Verify costs are reasonable, allowable and allocable on cost reimbursable contracts for contractors.	Vendor/Contract Management

## FY19 Proposed Audit Plan

## Appendix A

	Title	Objective	Area
3.	Incurring Cost Grant Audits	Verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Caltrans, cities & county MOUs.	Planning & Development / Program Management
4.	Financial and Compliance External Audits	Complete legally mandated financial and compliance audits.	Agency-Wide
5.	Performance Audit of Use of Consultant Hours - Phase 2	Evaluate selected positions for hire versus consult decision.	Agency-Wide
6.	Performance Audit of Key Information	Evaluate the adequacy of the internal controls over the preparation of key information used by Vendor/Contract Management for contract award purposes.	Agency-Wide
7.	Performance Audit of Internal Controls Over Overtime Payments	Evaluate adequacy of internal controls over overtime payments for AFSCME Union employees for selected positions.	Agency-Wide
8.	Follow-Up on FY17 Triennial Review Findings	Evaluate the extent of corrective actions for findings identified in the FTA Triennial Review.	Agency-Wide
9.	Performance Audit of Advertising Contract	Determine advertising contractor's compliance with contract terms pertaining to Metro's revenue share.	Communications
10.	Performance Audit of Assets Funded by Metro Under Los Angeles Sheriff's Department (LASD) Contract	To determine LASD's compliance with the contract terms related to asset management.	System Security & Law Enforcement

	Title	Objective	Area
11.	Performance Audit of Benefit Eligibility	Evaluate adequacy of internal controls over eligibility process for employee dependents for medical benefits.	Human Capital & Development

**Strategic Goal #3 – Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation**

	Title	Objective	Area
1.	Buy America Post-Award and Post-Delivery	Conduct Buy America Post-Award / Post- Delivery audits for rolling stock procurements.	Vendor/Contract Management
2.	US Employment and Local Employment Program	Determine vendors’ compliance with the US Employment and Local Employment Program terms and conditions.	Vendor/Contract Management
3.	Annual Audit of Business Interruption Fund	Evaluate Business Interruption Fund’s compliance with administrative guidelines, and fund and disbursement procedures.	Vendor/Contract Management
4.	Performance Audit of Project Management for Regional Connector Transit Project	Evaluate the efficiency and effectiveness of the overall project management processes for the Regional Connector Transit Project.	Program Management

	Title	Objective	Area
5.	Performance Audit of Environmental Impact Studies / Environmental Impact Reports (EIS/EIR) Process	Evaluate the current EIS/EIR process and identify areas for parallel paths that could reduce the time to complete the EIS/EIR process.	Planning & Development / Program Management
6.	Performance Audit of Pre-Project Closeout for Crenshaw/LAX Transit Project	Evaluate state of readiness for the Crenshaw/LAX Transit Project prior to start of operations.	Program Management

**Strategic Goal #4 – Improve the customer experience and expand access to transportation options**

	Title	Objective	Area
1.	Performance Audit of the PCI Compliance for the TAP Program	Determine compliance with PCI requirements.	Finance & Budget
2.	Performance Audit of the Project Management for the TAP Program	Determine effectiveness of project management for the TAP Program.	Finance & Budget

**Strategic Goal #5 – Increase transit use and ridership**

	Title	Objective	Area
1.	Performance Audit of Business Continuity Plan - Payroll, Vendor/Contract Management, Security, Bus and Rail	Evaluate how mission essential functions included in the selected departmental COOPs relate to and are supported by existing departmental Standard Operating Procedures and Emergency Procedures (SOPs/EPs).	Agency-Wide

**Strategic Goal #6 – Implement an industry-leading state of good repair program**

	Title	Objective	Area
1.	Performance Audit of State of Good Repair Plan	Determine Metro’s state of readiness to comply with the FTA State of Good Repair rulemaking, including the data collection process.	Risk, Safety & Asset Mgmt. / Metro Operations

**Strategic Goal #8 – Promote extraordinary innovation**

	Title	Objective	Area
1.	Performance Audit of P3 Unsolicited Proposal Process	Evaluate the compliance of the P3 unsolicited proposal process with the policy.	Office of Extraordinary Innovation



## Board Report

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**File #:** 2018-0356, **File Type:** Policy

**Agenda Number:** 16.

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**REVISED  
EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 20, 2018**

**SUBJECT: METRO VISION 2028 PLAN**

**ACTION: APPROVE ADOPTION OF METRO VISION 2028 PLAN**

**RECOMMENDATION**

ADOPT the Metro Vision 2028 Plan.

**ISSUE**

Metro staff presents to the Board of Directors a bold and ambitious agency-wide strategic plan, the Metro Vision 2028 Plan (Plan) (Attachment A), that intends to marshal the creativity, resources, and political will to shape our mobility future and unleash Los Angeles County's unparalleled economic and social promise over the next ten years. This report summarizes the content as well as the process undertaken to create this Plan and identifies the range and variety of roles that Metro will play to encourage, persuade, influence, and leader regional partners to transform mobility for the well-being of the people in LA County. The Plan establishes Metro's mission, vision, and goals and sets the principles for Metro to make decisions and conduct business over the next ten years. The Metro Vision 2028 Plan will align all Metro plans, programs, and services under one umbrella to achieve a unified vision. Other plans, such as the Long Range Transportation Plan update and the NextGen Bus Study, will adopt the same mission, vision and goals and provide more details on how they will be operationalized.

LA County has a complex transportation ecosystem that is controlled by a patchwork of local, regional, state, and federal agencies. However, these intricacies and nuances should be invisible throughout the transportation user's mobility experience. This Plan puts the customer at the heart of the journey to build a better transportation future for LA County. Successful implementation of the Plan will dramatically improve mobility, giving people more time to focus on the things that matter most to them.

**DISCUSSION**

The Plan addresses the root cause of the transportation problem: population and economic growth are increasing travel demand on a congested transportation system with space-constrained capacity. The current system is congested because roadway space is inefficiently used: limited street space is



largely given over to single-occupancy vehicles, which are too often stuck in traffic, while the most disadvantaged members of our community are confined to a patchwork of transportation options that frequently fail to meet their basic mobility needs. Better mobility in LA County can best be achieved by prioritizing the movement of people over vehicles. This means using our limited street space more effectively and giving everyone higher-quality options for getting around, regardless of how they choose to travel. We must create high-quality alternatives to solo driving so that individuals have reliable, convenient, and safe options for taking transit, walking, biking, sharing rides, and carpooling. By better managing roadway capacity, all users in LA County can have greater mobility.

Achievement of our mobility goals has long-term ramifications beyond the next ten years. Transportation accounts for nearly 40% of all greenhouse gas (GHG) emissions in California, and as demand for trips continues to increase due to population and economic growth, Metro's ability to increase use of modes other than driving alone is integral to reaching the LA region's and State of California's ambitious climate goals. The impact of rising GHG emissions and dependence on driving on public health only raises the level of urgency to change our approach to mobility. By providing more convenient, efficient, and appealing transportation options, Metro can move more people while reducing GHG emissions for each trip taken, thereby significantly limiting the impact transportation has on the environment and public health. A more diverse, responsive, and resilient transportation system will also be better equipped to handle the adaptation challenges that will come with a warming climate.

The Plan outlines the agency's strategic goals for 2018-2028 and the actions Metro will undertake to meet those goals. It explains what the public can expect from Metro over the next ten years and how Metro intends to deliver on those expectations. The Plan puts the user at the forefront of how we do business. Addressing the root cause of our transportation problem will require bold action and widespread support of the public. This is a collective effort requiring participation from many people in the region, making leadership and partnership essential to achieving these goals.

### Mission

Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play within Los Angeles County.

### Vision

Metro's vision is comprised of three parts:

- Increased prosperity for all by removing mobility barriers.
- Swift and easy mobility throughout Los Angeles County, anytime.
- Accommodating more trips through a variety of high-quality mobility options.

### Visionary Outcomes

Metro aims to double the total percent usage of transportation modes other than solo driving, including taking transit, walking, biking, sharing rides, and carpooling by accomplishing the following:

- Ensuring that all County residents have access to high-quality mobility options within a 10-minute walk or roll from home.
- Reducing maximum wait times for any trip to 15 minutes during at any time of the day.
- Improving average travel speeds on the County's bus network by 30 percent.

- Providing reliable and convenient options for users to ~~manage their travel time~~ bypass congestion.

### Strategic Plan Process

Staff conducted a comprehensive information-gathering exercise to identify key trends, issues, opportunities, and challenges for the region and to learn how Metro can meet those challenges. An overview of stakeholder outreach is provided in the Stakeholder Outreach Matrix (Attachment B).

Stakeholder engagement included:

- Conducted over 130 meetings to seek input on the major trends affecting transportation in LA County. External and internal stakeholder participants included Metro Board members and deputies, partner agencies, advocacy organizations, community groups, businesses, Metro departments, academia, and key influencers.
- Surveyed over 18,000 LA County residents and workers to better understand their transportation needs and concerns.
- Surveyed Metro employees to assess their readiness to implement the strategic vision of the organization. More than 4,700 employees responded to the survey.
- Released the draft Plan for public review on April 27, 2018. A summary of stakeholder input to the draft Plan and staff's response is provided in the Public Comments and Metro's Response Matrix (Attachment C).
- Convened a stakeholder summit on May 7, 2018, to solicit input after the release of the draft Plan. Over 150 participants attended to provide further input to the draft Plan.
- Presented the draft Plan at stakeholder meetings and met one-on-one with interested stakeholders to solicit additional input, during and beyond the public review period, as noted in Attachment B.

### Key Trends

Based on outreach to stakeholders, transportation system users, and staff, we identified the following key trends that describe the challenges and complexities of delivering efficient and effective mobility to the people of LA County:

1. Continued growth in demand is straining an already oversubscribed transportation system.
2. The challenges of meeting the mobility needs and expectations of a diverse region are becoming increasingly complex.
3. Technological innovations are changing the mobility landscape.
4. A shortage of affordable housing across the region exacerbates transportation challenges.
5. Failure to reform policies that favor solo driving will continue to add congestion and reduce mobility.

### Goals

The Plan is organized around five goals that together advance our vision for a world-class transportation system that will efficiently, effectively, and equitably serve the mobility needs of people and businesses in LA County:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;
4. Transform Los Angeles County through regional collaboration and national leadership; and

5. Provide responsive, accountable, and trustworthy governance within the Metro organization.

The Plan describes the specific initiatives and actions we have identified for achieving each of these goals, including, where applicable, benchmarks and targets that will help Metro measure progress. The goals themselves and the action items identified to achieve those goals reflect input gathered through the outreach process described previously.

There are many important current and short-term initiatives underway at Metro that are not directly referenced in this Plan because they are already on a path towards implementation. The Plan focuses on initiatives that go beyond the status quo and the aggressive, strategic actions required to meet the region's ambitious mobility goals.

Stakeholder Outreach

Metro officially opened a formal public review period to collect feedback on the Vision 2028 Plan on April 27<sup>th</sup>. The review period closed on May 24, 2018. To share the contents of the Vision 2028 Plan, staff held a stakeholder summit on Monday, May 7, 2018 to provide an additional forum for sharing the vision and goals of the plan, collect feedback, and answer questions. Approximately 127 Over 150 participants attended, representing 72 organizations as well as individual interests-attended.

The Summit opened with attendees sharing stories of their transportation experiences to provide background and context for the overview of the draft Metro Vision 2028 plan. The overview presentation was followed by a question and answer period. The presentation portion of the Summit closed with an open house for one-on-one discussions regarding specific goals of the Plan.

Since the public release of the draft strategic plan, Metro staff members have presented the Vision 2028 Plan at a number of stakeholder meetings to collect feedback and answer questions on the content of the plan. Attachment B to this report lists the meetings and presentations completed or scheduled as of June 8, 2018. Staff will continue to make presentations as requested.

Through May 31, Metro received over 280 comments on the Vision 2028 Plan. Comment themes of particular interest are the following:

<b>Comments Theme</b>	<b>Metro Response</b>
Comments expressed concerns that there was not enough stakeholder engagement on the Plan.	List of stakeholder meetings, interviews, and presentations included in Appendix B of the Plan.

<p>Comments expressed that sustainability, climate change, and resilience are not sufficiently addressed. Comments expressed a desire for more emphasis on GHGs, sustainability, and resiliency to ensure that Metro continues to be eligible for funding and support.</p>	<p>Added more explicit language on sustainability and resilience and tie achievement of mobility goals to achievement of environmental and air quality goals throughout the document, particularly on pp. 16 and 34.</p>
<p>Comments expressed interest in partnering with Metro to accomplish vision and goals.</p>	<p>Comment noted.</p>
<p>Comments expressed concerns about level of funding needed to accomplish vision and goals.</p>	<p>Staff clarified for stakeholders that funding for initiatives will be determined later through other processes, such as LRTP, Strategic Budget Plan, discretionary grants, etc. Individual projects may be eligible for discretionary grant programs. Language has been added throughout the document to address the development of details in later plans.</p>
<p>Comments asked for details about the data and metrics that will be used to measure progress on the goals in V28.</p>	<p>Staff clarified for stakeholders that detailed data and metrics to measure progress on goals and initiatives will be determined later through other processes (e.g. LRTP, NextGen, BRT Vision &amp; Principles Study, etc.). Language has been added throughout the document to address the development of details in later plans.</p>
<p>Comments expressed support for the vision, but requested more details about how the vision will be accomplished. Comments expressed desire for more definition around the mode share measure and how we will measure the visionary outcomes. Comments expressed interest in understanding what data is available to determine mode share and requests to provide clarity on what types of trips (i.e. commuter vs. all) are included.</p>	<p>Revised metric for mode share (p. 9) to use percentage rather than total number. Action Matrix describes actions to determine data to be used.</p>

<p>Comments requested more specifics about equity, specifically regarding how outreach will engage underrepresented populations and how community engagement will be conducted. Comments suggested that Metro look at equity in terms of areas of highest need and not in terms of geographic equity (spreading money around).</p>	<p>Comment noted - Defer to equity framework to provide more detail.</p>
<p>Comments expressed both support for congestion pricing as well as some opposition. Opposition was more specific to congestion pricing on local streets.</p>	<p>Comment noted. Clarified for stakeholders that managing demand is essential to the improving mobility, and Metro is open to ideas on how to do that without pricing. Language for Initiative 1.3 has been modified to reflect that Metro is not looking solely at pricing to manage demand.</p>
<p>Comments expressed that there is not enough emphasis on goods movement and that highways and driving are ignored in V28. Comments expressed desire to acknowledge the need for new highway capacity for safety improvements and goods movement.</p>	<p>Added language to clarify the role of passenger mobility in improving goods movement. Added language on state of good repair on roads, highways, and shared-use freight corridors. Also added language to clarify that additional new capacity must consider demand management as part of implementation.</p>
<p>Comments requested acknowledgement that the term "safety" means different things to different people.</p>	<p>Comment noted. Language in document reflects Metro's desire to work with the community to inform security efforts.</p>
<p>Comments requested clarification that user experience initiatives applies to bus stops as much as rail stations. Comments expressed desire for consistency of experience for user, regardless of mode.</p>	<p>Clarified for stakeholders that Metro's Transfers Design Guide includes bus stops.</p>
<p>Comments requested removing reference to homeless populations from security initiative to avoid criminalizing homelessness. Comments asked V28 to address homelessness on the transit system.</p>	<p>Removed reference to homeless populations from Initiative 2.1. Added Initiative 3.4 on homelessness (p. 32).</p>

<p>Comments highlighted need for coordination with local municipalities, other transit operators, Caltrans, and other stakeholders to implement the plan. Comments requested clarity on who partners are and how they will be incentivized to partner with Metro on these initiatives.</p>	<p>Added language in Initiative 4.1 to defer to specific efforts for detailed strategies on key partners and coordination approach, as each process has different needs (pp. 34-35).</p>
<p>Comments requested clarity on what the term “incentives” means and how “incentives” will impact grant funding.</p>	<p>Clarified for stakeholders that Metro intends to leverage and pool resources to achieve goals of V28. Details will be developed through additional plans such as LRTP.</p>

A full comments summary and Metro’s responses are provided in Attachment C to this Board report. In addition, a tracked version of the draft Vision 2028 Plan has been included as Attachment D to disclose the language changes in the Plan resulting from public comments received.

**DETERMINATION OF SAFETY IMPACT**

The Plan affirms and reinforces a strong safety culture throughout our operations and practices. A key element of the Plan will be to promote a transportation system that improves safety for travelers.

**FINANCIAL IMPACT**

We will leverage funding and staff resources to accelerate the achievement of goals and initiatives prioritized in this Plan. This includes aligning all of the agency’s business processes, resources, plans, and tools with our strategic vision, goals, and initiatives and ensuring that financial decisions, annual budgets, programs, services, and the update of Metro’s Long Range Transportation Plan support the Metro Vision 2028 Plan. It also means aligning human capital and financial resource decisions to reflect the Plan’s vision and priorities. This realignment will occur in a phased approach over the next several years to allow for the completion of initiatives that are already in progress. Financial allocations over the ten year life of the Plan will be described in the 10-year Strategic Budget Plan with appropriations through the annual budgeting process. Assessments of planning, capital, or operating costs associated with specific initiatives in the Plan may also be brought before the Board for action individually, or as part of a program or associated actions, as appropriate.

Impact to Budget

A 10-year Strategic Budget Plan will be developed to align with resource allocations to accomplish the initiatives in the Metro Vision 2028 Plan.

**ALTERNATIVES CONSIDERED**

The Board could decide to delay or forgo the adoption of the Plan. This alternative is not recommended. A strategic plan is critical to achieving mobility goals for LA County. Over the coming decades, the Los Angeles County region will undertake one of the largest transportation infrastructure investments in the western hemisphere. As LA Metro works with public, community, and private sector partners to build out this infrastructure for the future, we are also seizing opportunities to improve mobility now, for the over 1.2 million people who rely directly on our bus and train service today and more than 10 million people whose quality of life is affected by our ability to implement transportation solutions that successfully meet their mobility needs in the next ten years. The Board's adoption of the Plan will provide support and direction for a comprehensive approach from our agency and spur the collective actions necessary to advance our vision for a world-class transportation system that will efficiently, effectively, and equitably serve the mobility needs of people who live, work, and play within LA County.

### **NEXT STEPS**

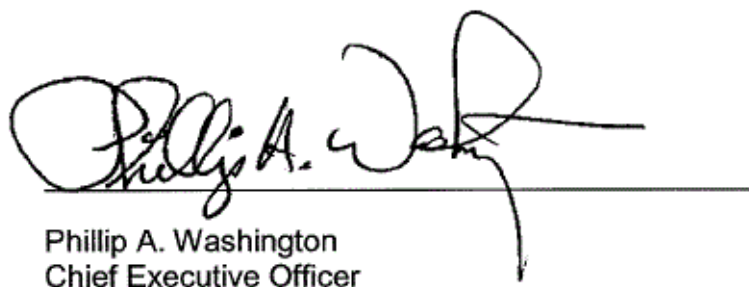
Upon approval, staff will initiate implementation of the steps identified in the Plan, including the identification and selection of parameters and data sources for benchmarking non-solo driving mode share, development of a 10-year Strategic Budget Plan, assignment of staff to oversee the customer experience, and developing a framework for the performance management and continuous improvement program. Staff will provide periodic updates to the Board on the status of Plan implementation.

### **ATTACHMENTS**

- Attachment A - Metro Vision 2028 Plan
- Attachment B - Stakeholder Outreach Matrix
- Attachment C - Summary of Public Comments Received by May 31, 2018
- Attachment D - Metro Vision 2028 Plan - Tracked Version
- Attachment E - Appendices to Metro Vision 2028 Plan

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Chief Executive Officer

[http://libraryarchives.metro.net/DB\\_Attachments/Report\\_Metro%20Vision%202028%20Plan\\_FINAL%20DRAFT-20180612.pdf](http://libraryarchives.metro.net/DB_Attachments/Report_Metro%20Vision%202028%20Plan_FINAL%20DRAFT-20180612.pdf)



**Appendix B: Summary of Outreach**

<b>Engaged During Development of Draft Plan</b>
<b>External Stakeholders &amp; Interviewees</b>
Access Services: Andre Colaiace, Executive Director
Accessibility Advisory Committee
Alliance for Community Transit: Laura Raymond
Brian Taylor, Professor of Urban Planning, University of California, Los Angeles, Luskin School of Public Affairs; Director, Lewis Center for Regional Policy Studies; Director, Institute of Transportation Studies; OEI Advisory Board Member
California Department of Transportation (Caltrans): Kome Ajise, Chief Deputy Director; OEI Advisory Board Member
Council of Governments: Gateway Cities COG Board Meeting
Daniel Sperling, Professor of Civil and Environmental Science and Policy, University of California, Davis; Director of Institute of Transportation Studies; OEI Advisory Board Member
David Ulin, Professor of the Practice of English at University of Southern California and author of Sidewalking
Ethan Elkind, Director, Climate Change and Business Program, University of California (UC), Los Angeles & UC Berkeley School Law; OEI Advisory Board Member
Faith Leaders Breakfast
Gil Penalosa, Founder & Board Chair of 8 80 Cities, Chair of World Urban Parks, Gil Penalosa & Assoc.; Ryan O'Connor, interim ED at 8 80 Cities; Amanda O'Rourke, Senior Advisor, Gil Penalosa & Associates
Hilary Norton, Executive Director, Fixing Angelenos Stuck in Traffic (FAST); OEI Advisory Board Member
Investing in Place: Jessica Meaney, Amanda Staples
Jeremy B. Dann, Lecturer in Entrepreneurship and Director, University of Southern California, Case Program; OEI Advisory Board Member
Karen Philbrick, Mineta Transportation Institute; OEI Advisory Board Member
Kim Kawada, Chief Deputy Executive Director, San Diego Association of Governments; OEI Advisory Board Member
LA-Mas: Helen Leung, Co-Executive Director
Los Angeles County Bicycle Coalition: Tamika Butler, Executive Director
Los Angeles County Department of Public Health, Policies for Livable, Active Communities and Environments (PLACE) Program: Jean Armbruster, Director; Chanda Singh, Policy Analyst
Los Angeles Tourism & Convention Board: Adam Burke, Chief Administrative Officer; Patti MacJennett, Senior Vice President, Business Affairs
Mark Kroncke, Partner, Invoke Technologies
Martin (Marty) Wachs, Distinguished Professor Emeritus of Urban Planning, University of California, Los Angeles, Luskin School of Public Affairs; OEI Advisory Board Member
Metro Accessibility Advisory Committee
Metro Chief Executive Officer and Subregional Executive Directors' Meeting
Metro Service Council: Quarterly Meet & Confer
Metro Technical Advisory Committee
Metro Technical Advisory Committee: Bus Operations Subcommittee
Metro Technical Advisory Committee: Local Transit System Subcommittee

**Appendix B: Summary of Outreach**

<b>External Stakeholders &amp; Interviewees (Continued)</b>
Metro Technical Advisory Committee: Streets & Freeway Subcommittee
Move LA: Denny Zane, Executive Director
Multicultural Communities for Mobility: Anisha Hingorani, Program and Policy Manager
Natural Resources Defense Council: Amanda Eakin, Director, Transportation and Climate
Office of Extraordinary Innovation (OEI) Advisory Board
Paul Curcio, Urban Studies and Planning Lecturer, University of California, San Diego, Urban Studies and Planning; Miralto; OEI Advisory Board Member
Peter Marx, Executive Director, GE Digital; University of California, Los Angeles, Lewis Center and USC Annenberg Innovation Lab; OEI Advisory Board Member
Port of Long Beach: Allison Yoh, Director of Transportation Planning
Port of Los Angeles: Kerry Cartwright, Director of Goods Movement
Rani Narula-Woods, Shared-Use Mobility Center; OEI Advisory Board Member
Ratna Amin, Transportation Policy Director, San Francisco Bay Area Planning and Urban Research (SPUR); OEI Advisory Board Member
Richard Willson, Professor of Urban and Regional Planning, Cal Poly Pomona; OEI Advisory Board Member
Rick Cole, City Manager of City of Santa Monica
Seleta Reynolds, General Manager, Los Angeles Department of Transportation
Southern California Association of Governments: Hasan Ikhata, Executive Director; OEI Advisory Board Member
Southern California Regional Rail Authority: Anne Louise Rice, Assistant Director
Sudipto Aich, Ford Smart Mobility
Susan Shaheen, University of California, Berkeley, Transportation Sustainability Research Center; OEI Advisory Board Member
Trust South LA: Sandra McNeill
Yonah Freemark, Urbanist & Journalist
<b>Metro Board Members &amp; Deputies</b>
Director Carrie Bowen
Director Eric Garcetti
Director Jacquelyn Dupont-Walker
Director Janice Hahn
Director John Fasana
Director Mark Ridley-Thomas
Director Robert Garcia
Director Sheila Kuehl
Metro Board Deputies: Javier Hernandez & Waqas Rehman (On behalf of Director Hilda Solis)
<b>Internal Metro Interviewees</b>
Ad-Hoc Customer Experience Committee
Board Secretary's Office: Michele Jackson, Christina Goins, Collete Langston, Deanna Phillips
Chief Policy Office: Elba Higueros, Jonathan Adame, Claudia Galicia, Aaron Johnson
Civil Rights & Equal Employment Opportunity Team: Dan Levy, Jess Segovia, Jonaura Wisdom
Communication, Community Relations Team

**Appendix B: Summary of Outreach**

Internal Metro Interviewees (Continued)
Communication, Marketing: Glen Becerra, John Gordon, Lan-Chi Lam, Michael Lejeune, Bernadette Mindiola
Communication, Public Relations: Joni Goheen, Aurea Adao, Ana Chen, Luis Enzunza, Steve Hymon, Rick Jager, Dave Sotero, Jose Ubaldo
Communications Team: Pauletta Tonilas, Glen Becerra, Joni Goheen, Gail Harvey, Ron Jue, Ann Kerman, Jackie Lopez, Vanessa Smith, Michael Turner
Communications, Government Relations: Michael Turner, Raffi Hamparian, Marisa Yeager, Crystall Martell
Communications, Marketing: Glen Becerra, Devon Demining, John Gordon, Lan-Chi Lam, Michael Lejeune, Kevin Pollard
Communications: Pauletta Tonilas, Yvette Rapose, Jodi Litvak, John Gordon
Congestion Reduction Team
Countywide Planning & Development, Active Transportation Team: Laura Cornejo, Robert Machuca, Jackie Su, Brett Thomas, Julia Salinas, Henry Phipps, Jingyi Fan, Alice Tolar, Lia Yim, Tony Jusay
Countywide Planning & Development, Goods Movement: Michael Cano, Akiko Yamagami
Countywide Planning & Development, Long/Short Range Planning: Brad McAllester, Heather Hills, Mark Yamarone, Rena Lum
Countywide Planning & Development, Regional Grants Management Team: Frank Flores, Cosette Stark, James Allen, Diego Ramirez, Vanessa Ward, Ann Flores, Kathy Banh, Emma Nogales, Vincent Lorenzo, Nathan Maddox
Countywide Planning & Development, Shared Mobility Team staff meeting: Dolores Roybal-Saltarelli, Valerie Rader, Neha Chawla, Aaron Voorhees, Kevin Holliday, Jenny Cristales-Cevallos
Countywide Planning & Development, Strategic Financial Planning & Programming: Wil Ridder, Kalieh Honish, Mark Linsenmayer, Herman Cheng, Patricia Chen, Gloria Anderson
Countywide Planning & Development, Sustainability: Diego Cardoso, Jacob Lieb, Katie Lemmon
Countywide Planning & Development, System Analysis/Research: Chaushie Chu, Falan Guan, Paul Burke, Ying Zhu
Countywide Planning & Development, Systemwide Planning: Adam Light, Georgia Sheridan, Cory Zelmer, Rachelle Andrews
Countywide Planning & Development, Transit Oriented Community/Joint Development/Strategic Initiatives/Parking: Jenna Hornstock, Adela Felix, Well Lawson, Frank Ching, Nick Saponara, Greg Angelo, Elizabeth Carvajal
Human Capital & Development, Employee & Labor Relations, Administration: Ashley Martin, Cathy Zhu, Shuyen Lin, Melinda Perrier, Imelda Hernandez, Arnel Abeleda, Flor Anaya
Human Capital & Development, Employee & Labor Relations: Steve Espinoza, Tara Butler, Brendan Adams, Sharde Jackson, Rachael Aguirre, Gabriela De Leon, Kimberlee Vandenakker, Esther Reed, Robert Chavez, Judith Baxter
Human Capital & Development, Talent Acquisition Team

## Appendix B: Summary of Outreach

Internal Metro Interviewees (Continued)
Human Capital & Development: Joanne Peterson, Dan Dzyacky, Carmen Mayor, Don Howey, Steve Espinoza, Patrice McElroy, Avis Gibson, Steve Jaffe
Information Technology Services: Dave Edwards, Joe Giba, Bill Balter, Matt Barrett, Doug Anderson, Vincent Tee, Pat Astredo
Management Audit Services Team
Matt Barrett, Manager, Policy Research and Library Services
Office of Management & Budget Team: Nalini Ahuja, David Sutton, Kelly Hines, Conan Cheung, Michelle Navarro, Gwen, Giovanna Gogreve, Tina Marquez, Jesse Soto, Perry Blake, Drew Phillips
Office of Management & Budget, TAP: Robin O'Hara
Operations & Maintenance Team: Jim Gallagher, Diane Corral-Lopez, Jesse Montes, Alex DiNuzzo, John Hillmer, Bob Holland, Dan Nguyen, Frank Alejandro, Bob Spadafora, Bernard Jackson, Conan Cheung, Jesse Montes, Bob Holland, Errol Taylor, Michael Ornelas, Nancy Saravia, Julio Rodriguez
Operations, Bus Maintenance Team
Operations, Maintenance, Non-Revenue: Daniel Ramirez
Operations, Rail Fleet Services: Bob Spadafora, Russell Homan, Fred, Ted, Michael, Arnold, Rick
Operations, Service Development, Service Planning & Scheduling, Regional Service Council: Jon Hillmer, Dan Nguyen, Gary Spivack, Scott Page
Operations, South Bay Division 18
Operations: Division 5 RAP Session
Program Management, Environmental Compliance and Sustainability staff meeting: Emmanuel (Cris) Liban, Alex Cantwell, Heather Severin, Ryan Honda, Dan Rob, Alvin Kusumoto, Dilara Rodriguez, Erika Wilder, Evan Rosenberg, Jesus Villanueva, Kingsley, Shannon Walker, Tom Kefalas, Kyle Lefton, Andrew Quinn, Cody Bricks
Program Management, Highways Program Staff Meeting
Program Management, Program Control: Brian Boudreau, Julie Owen, Amy Wang, Sal Chavez, Paul Briggs, Ferri Ahmadi, Julie Lansford, Richard Mora, Brittany Zhuang, Dennis
Program Management: Abdollah Ansari, Gary Baker, Dennis Mori, Brian Pennington, Tim Lindholm, Rick Meade, Rick Clark, Cris Liban, Charles Beauvoir, Brian Boudreau, Sam Mayman, Pauline Lee
Program Management: Westside Purple Line Project Managers - Dennis Mori and Michael McKenna
Risk Management, Emergency & Homeland Security Preparation: Greg Kildare, Richard, Denise Longley, Juanita (Nita) Welch, Raymond (Ray) Lopez, Dennis, Tim Rosevear, Edward Bagosian, Vijay Khawani

**Appendix B: Summary of Outreach**

<b>Internal Metro Interviewees (Continued)</b>
Senior Leadership Team: Alex Wiggins, System Security and Law Enforcement; Dan Levy, Office of Civil Rights; Dave Edwards, ITS; Debra Avila, Vendor Contract Management; Diana Estrada, Management Audit; Elba Higueros, Board Relations, Policy & Research; Greg Kildare, Risk, Safety, and Asset Management; Jim Gallagher, Operations; Joanne Peterson, Human Capital & Development; Joshua Schank, Office of Extraordinary Innovation; Karen Gorman, Inspector General; Nalini Ahuja, Office of Management & Budget; Pauletta Tonilas, Communications; Phillip Washington, Chief Executive Officer; Richard Clarke, Program Management; Stephanie Wiggins, Deputy Chief Executive Officer; Therese McMillan, Countywide Planning & Development
System Security & Law Enforcement Staff Meeting: Alex Wiggins, Jennifer Loew, Tinh Quach, Barry Aboltin, Cathie Banuelos, Rivers Jacques, Shawn Khodadadi, Vache Minasyan, Gustavo Ortega, Sanda Solis, Helen Valenzuela, Brandon Wong, Mario Zamorano
Vendor/Contract Management: Debra Avila, Ivan Page, Michael Gonzalez, Selena Landero, Carolina Coppolo, Andrea Arias, Miguel Cabral
<b>Engaged After Draft Plan Released for Public Comment</b>
<b>External Stakeholders &amp; Interviewees</b>
Aging & Disability Transportation Network
Accessibility Advisory Committee
Alma Family Services: Lourdes Caracoza
Automobile Club of Southern California
Commission on Disabilities (Los Angeles County)
First 5 LA: Debbie Sheen, John Guevarra, Roxana Martinez
Investing in Place: Jessica Meaney, Amanda Staples
LA Metro Sustainability Council
Los Angeles Area Chamber of Commerce: Transportation and Goods Movement Council
Los Angeles County Business Federation (BizFed) Transportation Committee
Metro Freight Working Group
Metro Policy Advisory Committee
Metro Technical Advisory Committee
Metro Technical Advisory Committee: Bus Operations Subcommittee
Metro Technical Advisory Committee: Local Transit Systems Subcommittee
Northern Corridor Cities Meeting
Regional Service Councils Quarterly Meet & Confer
<b>Internal Metro Stakeholders</b>
Ad-Hoc Customer Experience Committee

**SUMMARY OF PUBLIC COMMENTS RECEIVED BY MAY 31, 2018**

<b>Comments Theme</b>	<b>Metro Response</b>
<b>General</b>	
Comments expressed concerns that there was not enough stakeholder engagement on the Plan.	List of stakeholder meetings, interviews, and presentations included in Appendix B of the Plan.
Comments asked how V28 relates to other efforts underway at Metro and at the regional and state levels (e.g., LRTP update, NextGen Bus Study, SCAG RTP, etc.).	Added language (p. 16) to document on role of V28 and relationship to other plans.
Comments expressed that sustainability, climate change, and resilience are not sufficiently addressed. Comments expressed a desire for more emphasis on GHGs, sustainability, and resiliency to ensure that Metro continues to be eligible for funding and support.	Added more explicit language on sustainability and resilience and tie achievement of mobility goals to achievement of environmental and air quality goals throughout the document, particularly on pp. 16 and 34.
Comments expressed interest in partnering with Metro to accomplish vision and goals.	Comment noted.
Comments expressed concerns about level of funding needed to accomplish vision and goals.	Staff clarified for stakeholders that funding for initiatives will be determined later through other processes, such as LRTP, Strategic Budget Plan, discretionary grants, etc. Individual projects may be eligible for discretionary grant programs. Language has been added throughout the document to address the development of details in later plans.
Comments asked for details about the data and metrics that will be used to measure progress on the goals in V28.	Staff clarified for stakeholders that detailed data and metrics to measure progress on goals and initiatives will be determined later through other processes (e.g. LRTP, NextGen, BRT Vision & Principles Study, etc.). Language has been added throughout the document to address the development of details in later plans.
<b>Vision</b>	
Comments expressed support for the vision, but requested more details about how the vision will be accomplished. Comments expressed desire for more definition around the mode share measure and how we will measure the visionary outcomes. Comments expressed interest in understanding what data is available to determine mode share and requests to provide clarity on what types of trips (i.e. commuter vs. all) are included.	Revised metric for mode share (p. 9) to use percentage rather than total number. Action Matrix describes actions to determine data to be used.

SUMMARY OF PUBLIC COMMENTS RECEIVED BY MAY 31, 2018

Comments Theme	Metro Response
<b>Goal 1</b>	
Comments requested more specifics about equity, specifically regarding how outreach will engage underrepresented populations and how community engagement will be conducted. Comments suggested that Metro look at equity in terms of areas of highest need and not in terms of geographic equity (spreading money around).	Comment noted - Defer to equity framework to provide more detail.
Comments expressed desire for more language on roles of modes other than SOVs and mass transit, such as bikes, peds, telecommuting.	Added language to reference Active Transportation Strategic Plan.
Comments expressed desire to elevate the role of asset management in V28.	Comment noted.
Comments expressed both support for congestion pricing as well as some opposition. Opposition was more specific to congestion pricing on local streets.	Comment noted. Clarified for stakeholders that managing demand is essential to the improving mobility, and Metro is open to ideas on how to do that without pricing. Language for Initiative 1.3 has been modified to reflect that Metro is not looking solely at pricing to manage demand.
Comments expressed that there is not enough emphasis on goods movement and that highways and driving are ignored in V28. Comments expressed desire to acknowledge the need for new highway capacity for safety improvements and goods movement.	Added language to clarify the role of passenger mobility in improving goods movement. Added language on state of good repair on roads, highways, and shared-use freight corridors. Also added language to clarify that additional new capacity must consider demand management as part of implementation.
<b>Goal 2</b>	
Comments requested acknowledgement that the term "safety" means different things to different people.	Comment noted. Language in document reflects Metro's desire to work with the community to inform security efforts.
Comments requested that Metro more explicitly address operations safety, in addition to security.	Adding more explicit language on safety culture (Initiative 5.6, p. 39).
Comments requested clarification that user experience initiatives applies to bus stops as much as rail stations. Comments expressed desire for consistency of experience for user, regardless of mode.	Clarified for stakeholders that Metro's Transfers Design Guide includes bus stops.
Comments requested removing reference to homeless populations from security initiative to avoid criminalizing homelessness. Comments asked V28 to address homelessness on the transit system.	Removed reference to homeless populations from Initiative 2.1. Added Initiative 3.4 on homelessness (p. 32).
<b>Goal 3</b>	
Comments expressed desire for more language on Metro's role in placemaking and activating spaces.	Revised language in Initiative 3.2 to reference draft TOC policy (pp. 31-32).

**SUMMARY OF PUBLIC COMMENTS RECEIVED BY MAY 31, 2018**

<b>Comments Theme</b>	<b>Metro Response</b>
<b>Goal 4</b>	
Comments highlighted need for coordination with local municipalities, other transit operators, Caltrans, and other stakeholders to implement the plan. Comments requested clarity on who partners are and how they will be incentivized to partner with Metro on these initiatives.	Added language in Initiative 4.1 to defer to specific efforts for detailed strategies on key partners and coordination approach, as each process has different needs (pp. 34-35).
Comments requested clarity on what the term “incentives” means and how "incentives" will impact grant funding.	Clarified for stakeholders that Metro intends to leverage and pool resources to achieve goals of V28. Details will be developed through additional plans such as LRTP.
<b>Goal 5</b>	
Comments expressed interest in data availability for outside parties.	Added Initiative 5.3 on data management.



<http://libraryarchives.metro.net/DB Attachments/Report Metro%20Vision%202028%20Plan FINAL%20DRAFT-20180612-TRACKED.pdf>

## Attachment E

[http://libraryarchives.metro.net/DB Attachments/Appendices%20A%20-%20D\\_Final.pdf](http://libraryarchives.metro.net/DB_Attachments/Appendices%20A%20-%20D_Final.pdf)



## Board Report

File #: 2018-0323, File Type: Program

Agenda Number: 17.

### EXECUTIVE MANAGEMENT COMMITTEE JUNE 20, 2018

**SUBJECT: FEDERAL TRANSIT ADMINISTRATION  
DISADVANTAGED BUSINESS ENTERPRISE OVERALL  
GOAL**

**ACTION: RECOMMENDATION**

#### **RECOMMENDATION**

APPROVE 27% Disadvantaged Business Enterprise (DBE) overall goal for Federal Fiscal Years (FFY) 2019 - 2021 for contracts funded, in whole or in part with Federal Transit Administration (FTA) funds.

#### **ISSUE**

The United States Department of Transportation (USDOT) Disadvantaged Business Enterprise (DBE) Program regulations, 49 Code of Federal Regulations (CFR) Section 26.21, require FTA grantees, who can reasonably anticipate awarding \$250,000 or more in prime contracts, to submit an overall goal to FTA for the participation of DBE firms every three years. The current FFY 2016 - 2018 three-year overall goal is 26%.

#### **DISCUSSION**

The Metro proposed DBE overall goal for FFY 2019 - 2021 is 27%, a 1% increase from the current goal. The proposed overall goal was established by using the two-step goal-setting methodology prescribed in 49 CFR § 26.45. Metro's base figure for establishing the relative availability of DBEs follows the method suggested in 49 CFR § 26.45(c)(3), the use of data from a disparity study (Study). Metro's 2017 Study conducted by BBC Research Consulting (BBC), analyzed prime contract and subcontract procurement data for a five-year period from January 11, 2011 through December 21, 2015.

The Study provided comprehensive analyses of DBE utilization, DBE availability and the extent to which race conscious remedial action can be applied to the DBE program. The draft Study report was released and made available to stakeholders (including the Transportation Business Advisory Council), contracting community and the general public for review and comment during a 45-day comment period from November 17, 2017 through January 2, 2018. Metro held three public hearings

in December 2017 to present study findings and receive comments. Staff presented the final Study report at the February 2018 Executive Management and Audit Committee.

### Overall DBE Goal Calculation Methodology

In the proposed Overall DBE Goal Methodology Report FFY 2019 - 2021 (Goal Setting Report), found in Figure 1 of Attachment A, Step 1 includes establishing a base figure of relative DBE availability. This was done by utilizing quantifiable evidence to determine the relative availability of minority and woman-owned businesses that are ready, willing, and able to perform transportation-related work. The Study calculated a weighted base enumerating availability in accordance with the proportion of contracts reviewed during the Study period. In its review of anticipated contracts Metro expects to award in the upcoming goal period, it was determined that such contracts are similar to the types, and size of contracts that were analyzed during the Study period. As such, staff recommends the Study base figure of 27%.

Once the base figure has been calculated, Step 2 of the process requires Metro to consider other known factors to determine what additional adjustments, if any, to the base figure are needed. Factors considered in this review include past DBE participation and private sector discrimination. Additionally, anecdotal evidence collected during the performance of the Disparity Study was reviewed. After taking these factors into account, no adjustment to the base figure was made. The weighted base figure of 27% is recommended as the overall goal.

### Race-Conscious Application

DBE contract-specific goals can be set higher or lower than the overall goal based on the scope of work of the contract and the identified subcontracting opportunities. Guidance issued by the USDOT and FTA as a result of the decision of the Ninth Circuit Federal Court in the *Western States Paving Co., Inc. v. Washington State Department of Transportation* mandates that race-conscious measures used to remedy effects of discrimination must be “narrowly tailored” to those groups where there is sufficient demonstrable evidence of discrimination.

As such, recipients in the Ninth Circuit cannot consider the use of a race-conscious goal unless a finding of disparity has been made for the ethnic and gender groups to be included in the application. The Study found all groups with the exception of Subcontinent Asian American-owned businesses, exhibited disparity indices substantially below parity on contracts without DBE goals. A disparity index of 100 indicates parity between participation and the availability for a particular group for a specific set of contracts. A disparity less than 80 has been deemed by several courts to be a “substantial” disparity between participation and availability and have accepted it as evidence of adverse conditions for M/WBEs. The Study shows disparity indices for groups on contracts with no goals as follows: Hispanic American (59), Black American (30), Non-Hispanic white women (37), Asian-Pacific American (73), Native American (52), and Subcontinent Asian American (161). The Study results support the continued use of DBE contract goals, narrowly tailored to those groups with substantial

disparity.

### Limited Application Waiver

The DBE Program 49 CFR § 26.47 requires that overall goals must provide for participation by all certified DBEs and must not be subdivided into group specific goals.

FTA guidance requires Metro to submit a waiver for approval to sub-divide (apply limited application) race conscious DBE contract goals. Metro intends to submit a limited waiver request to FTA to allow the agency to limit its use of race and gender-conscious measures (i.e., DBE contract goals) to those DBE groups for which compelling statistical evidence of discrimination—that is, substantial disparities. Based on results from the 2017 Metro Disparity Study, staff will request to limit its use of DBE contract goals to the following business groups: Black American-owned DBEs, Hispanic American-owned DBEs, Native American-owned DBEs, Asian Pacific American-owned DBEs, and woman-owned DBEs. Metro would not consider Subcontinent Asian American-owned DBEs as eligible for DBE contract goals at this time. The limited waiver is reviewed by FTA Headquarters and forwarded to the U.S. Department of Transportation (US DOT), Office of the Secretary for approval. If approved, staff will notify the Board and the contracting community of any change to the implementation of contract-specific goals.

### Public Participation

In accordance with the regulations, Metro staff conducted a consultation meeting at the May 3, 2018 TBAC meeting to present the proposed overall goal and goal methodology, and to seek comments from minority and woman-owned businesses. The DBE overall goal and goal methodology and presentation were posted on the Metro website May 11, 2018. A 30-day public comment period was conducted beginning May 11, 2018 and ended on June 11, 2018. Staff held public meetings on May 17, 2017 and on June 6, 2017 at Metro Headquarters. Staff also issued e-blasts to inform the business community of the public notice, public meetings and ways to submit written or verbal comments. As of the filing of this report, staff has received relatively few comments on the proposed goal. One representative of a DBE asked how this would impact goals on projects and expressed concern that contract goals are being met primarily through suppliers.

### Comparison of Other Agency Overall Goals

Metro staff surveyed other transportation agencies to determine the level of overall goals in comparison to Metro's Overall DBE Goal. The results are summarized below:

Agency Name	Overall DBE Goal	Goal Period
Los Angeles County Metropolitan Transportation Authority	27%	FFY 2019 - 2021
New York City Transit	6%	FFY 2016 - 2018
San Francisco Municipal Railway	15%	FFY 2017 - 2019

Metropolitan Atlanta Rapid Transit Authority	16%	FFY 2018 - 2020
Denver Regional Transportation District	19%	FFY 2014 - 2016
Southeastern Pennsylvania Transportation Authority	15%	FFY 2018 - 2020
San Francisco Bay Area Rapid Transit	17%	FFY 2017 - 2019
Dallas Area Rapid Transit	25%	FFY 2017 - 2019
Caltrans	6.95%	FFY 2016 - 2019
Santa Clara Valley Transportation Authority	13%	FFY 2017 - 2019
Washington Metropolitan Area Transit Authority	22%	FFY 2017 - 2019
Metrolink	25%	FFY 2016 - 2018
Orange County Transportation Authority	10%	FFY 2016 - 2018
Maryland Transit Administration	30%	FFY 2017 - 2019

**DETERMINATION OF SAFETY IMPACT**

This board action will not have an impact on safety standards for Metro.

**FINANCIAL IMPACT**

Funding to support the DBE Program is included in the FY18 budget for multiple capital and non-capital projects.

**ALTERNATIVES CONSIDERED**

The triennial overall DBE goal is a requirement under the DBE program and a condition of receiving FTA funds.

**NEXT STEPS**

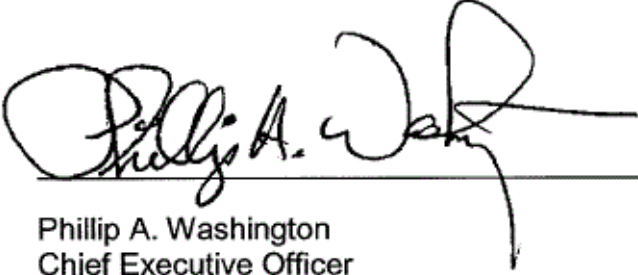
- Submit DBE overall goal and goal methodology and limited waiver request to FTA by August 1, 2018 deadline, in order to prevent any delay in the receipt of federal funds
- Overall DBE goal effective October 1, 2018 through September 30, 2021
- Notify the Board of US DOT, Office of Secretary approval or disapproval of limited waiver
- If limited waiver is approved, notify contracting community of changes to application of contract-specific goals

**ATTACHMENTS**

Attachment A - Overall DBE Goal Methodology Report FFY 2019 - 2021

Prepared by: Tashai R. Smith, DEO, DEOD, (213) 922-2128  
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## **DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM PROPOSED THREE-YEAR OVERALL GOAL & METHODOLOGY FOR FEDERAL FISCAL YEARS 2019 THROUGH 2021**

The Los Angeles County Metropolitan Transportation Authority (Metro) revised its three-year overall Disadvantaged Business Enterprise (DBE) goal for federal fiscal years (FFYs) 2016 through 2018 to the Federal Transit Administration (FTA) on January 31, 2017. FTA subsequently approved Metro's goal of 26 percent. In accordance with 49 Code of Federal Regulations (CFR) Part 26, the United States Department of Transportation's (USDOT's) "Tips for Goal-Setting," and other official USDOT guidance, Metro based its initial 2016-2018 goal and methodology on information collected from the 2012 LA Metro DBE Program Disparity Study. Metro also considered information from certification lists; trade and business associations; and various chambers of commerce.

In 2016, Metro commissioned BBC Research & Consulting (BBC) to conduct a disparity study related to the agency's implementation of the Federal DBE Program. BBC completed the study in March 2018 (referred to herein as the 2017 Metro Disparity Study). As part of the disparity study, BBC examined whether there are any disparities between:

- The percentage of contract dollars (including subcontract dollars) that Metro spent with minority- and woman-owned businesses during the study period (i.e., *utilization*); and
- The percentage of contract dollars that minority- and woman-owned businesses might be expected to receive based on their availability to perform specific types and sizes of Metro's prime contracts and subcontracts (i.e., *availability*).

The disparity study also examined other quantitative and qualitative information related to:

- The legal framework surrounding Metro's implementation of the Federal DBE Program;
- Local marketplace conditions for minority- and woman-owned businesses; and
- Contracting practices and business assistance programs that Metro or other entities in its marketplace currently have in place.

Based on disparity study results, federal guidance, and relevant case law, Metro proposes a new three-year overall DBE goal for FFYs 2019 through 2021. To determine its new overall DBE goal, Metro followed federal regulations including the two-step goal-setting methodology set forth in 49 CFR Part 26.45.

### **Step 1. Determining a Base Figure – 49 CFR Section 26.45(c)**

Metro began the process of determining its new overall DBE goal by establishing a base figure. Consistent with USDOT guidance, Metro established a base figure based on data from a *custom census* availability analysis that BBC conducted as part of the 2017 Metro Disparity Study. For



the purposes of establishing a base figure, the availability analysis was limited to the availability of *potential DBEs*—minority- and woman-owned businesses that are currently DBE-certified or appear that they could be DBE-certified based on revenue requirements described in 49 CFR Part 26.65—for FTA-funded prime contracts and subcontracts that Metro awarded from January 1, 2011 through December 31, 2015 (referred to herein as the study period).<sup>1, 2</sup> Metro has determined that the mix of the types and sizes of transportation contracts that it anticipates awarding in FFYs 2019 through 2021 will be similar to the mix of types and sizes of transportation contracts that it awarded during the study period.

**Methodology for the availability analysis.** The availability analysis focused on specific work areas (i.e., *subindustries*) related to the types of FTA-funded contracts that Metro awarded during the study period. BBC identified specific subindustries—based on 8-digit Dun & Bradstreet (D&B) industry codes—for inclusion in the availability analysis and identified the geographic areas in which Metro awarded the vast majority of corresponding contract dollars (i.e., the relevant geographic market area). BBC based its determination of the relevant geographic market area on information about where the contractors that participated in Metro prime contracts and subcontracts during the study period were located. The analysis indicated that, during the study period, 74 percent of Metro’s transportation-related construction; professional services; and goods and other services contracting dollars went to businesses with locations in Los Angeles County, indicating that Los Angeles County should be considered the relevant geographic market area for the study.

**Overview of availability surveys.** The study team developed a database of potentially available businesses through surveys with local business establishments within relevant subindustries. The study team conducted telephone surveys with business owners and managers to identify businesses that are potentially available for Metro’s FTA-funded prime contracts and subcontracts.<sup>3</sup> BBC began the survey process by collecting information about business establishments from D&B Marketplace listings. BBC collected information about all business establishments listed under 8-digit work specialization codes (as developed by D&B) that were most related to the FTA-funded contracts that Metro awarded during the study period. BBC then contacted listed businesses to solicit their participation in availability telephone surveys.

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<sup>1</sup> Consistent with USDOT guidance, Metro considers any contract with at least \$1 of FTA funding as an “FTA-funded contract” and includes the total value of the contract in its pool of total FTA-funded contracting dollars.

<sup>2</sup> BBC defined woman-owned businesses specifically as *non-Hispanic white woman-owned businesses*. BBC grouped minority woman-owned businesses with their corresponding minority groups (e.g., grouping Black American woman-owned businesses with all other Black American-owned businesses). For details about BBC’s definition of woman-owned businesses, see Chapter 1 of the disparity study report.

<sup>3</sup> The study team offered business representatives the option of completing surveys online or via fax or e-mail if they preferred not to complete surveys via telephone.

**Information collected in availability surveys.** The study team successfully conducted telephone surveys with the owners or managers of 2,734 business establishments. Survey questions addressed many topics about each organization including:

- Status as a private business (as opposed to a public agency or nonprofit organization);
- Status as a subsidiary or branch of another company;
- Primary lines of work;
- Interest in performing work for Metro or other local government agencies;
- Interest in performing work as a prime contractor or as a subcontractor;
- Largest prime contract or subcontract bid on or performed in the previous five years;
- Year of establishment; and
- Race/ethnicity and gender of ownership.

Information about businesses that completed surveys was entered into an availability database that served as a basis for the availability analysis.

**Considering businesses as potentially available.** BBC considered businesses to be potentially available for Metro’s FTA-funded prime contracts or subcontracts if they reported possessing *all* of the following characteristics:

- a. Being a private business (as opposed to a nonprofit organization);
- b. Having performed work relevant to Metro FTA-funded contracting;
- c. Having bid on or performed public or private sector prime contracts or subcontracts in the past five years; and
- d. Being interested in work for Metro.<sup>4</sup>

BBC also considered the following information to determine if businesses were potentially available for specific contracts that Metro awarded during the study period:

- e. The largest contract bid on or performed in the past (to inform an assessment of *relative capacity*); and
- f. The year the business was established.

**Steps to calculating availability.** As part of the availability analysis, BBC collected and analyzed relevant information to develop dollar-weighted availability estimates to help Metro set its overall DBE goal. Dollar-weighted availability estimates represent the percentage of contracting dollars that potential DBEs would be expected to receive based on their availability for specific types and sizes of Metro’s FTA-funded prime contracts and subcontracts. Only a subset of businesses in the availability database was considered potentially available for any

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<sup>4</sup> That information was gathered separately for prime contract and subcontract work.

particular prime contract or subcontract (referred to collectively as *contract elements*). BBC identified the specific characteristics of each prime contract and subcontract that the study team examined as part of the disparity study and then, for the purposes of helping Metro establish a base figure, took the following steps to calculate the availability of potential DBEs for each contract element:

1. For each contract element, the study team identified businesses in the availability database that reported that they:
  - Are interested in performing transportation-related work in that particular role for that specific type of work (based on 8-digit D&B industry codes) for Metro;
  - Have bid on or performed work of that size; and
  - Were in business in the year that Metro awarded the contract.
2. The study team then counted the number of potential DBEs (by race/ethnicity and gender) relative to all businesses in the availability database that met the criteria specified in Step 1.
3. The study team translated the numeric availability of potential DBEs for the contract element into percentage availability.

BBC repeated those steps for each FTA-funded contract element that the study team examined as part of the disparity study. BBC multiplied the percentage availability for each contract element by the dollars associated with the contract element, added results across all contract elements, and divided by the total dollars for all contract elements. The result was a dollar-weighted estimate of the overall availability of potential DBEs and estimates of availability by each relevant racial/ethnic and gender group. Figure 1 presents detailed information about the base figure for Metro's overall DBE goal:

- Column (a) presents the groups of potential DBEs that BBC considered as part of the base figure analysis;
- Column (b) presents the availability percentage for each group for FTA-funded *construction* contract elements;
- Column (c) presents the availability percentage for each group for FTA-funded *professional services* contract elements;
- Column (d) presents the availability percentage for each group for FTA-funded *goods and other services* contract elements; and
- Column (e) presents the availability percentage for each group for *all* FTA-funded contract elements considered together (i.e., construction; professional services; and goods and other services contracts).

As presented at the bottom of column (e), the availability analysis shows that potential DBEs could be considered available for 27.0 percent of Metro's FTA-funded prime contracts and subcontracts. Thus, Metro considers **27.0 percent as its base figure**. As presented in the last row of Figure 1, the overall base figure reflects a weight of 0.72 for construction contracts; 0.11 for professional services contracts; and 0.17 for goods and other services contracts based on the

volume of dollars of FTA-funded contracts that Metro awarded in each industry during the study period.

**Figure 1.**  
**Availability components of the base figure**  
**(based on availability of potential DBEs for FTA-funded transportation contracts)**

a. Potential DBEs	Availability Percentage			
	b. Construction	c. Professional Services	d. Goods and Other Services	e. Weighted Average
Black American owned	6.6 %	3.8 %	8.2 %	6.6 %
Asian Pacific American owned	1.3	3.0	1.6	1.5
Subcontinent Asian American owned	0.4	0.6	0.9	0.5
Hispanic American owned	14.4	3.6	23.1	14.7
Native American owned	0.1	0.0	2.5	0.5
White woman owned	0.6	2.8	14.5	3.2
<b>Total potential DBEs</b>	<b>23.3 %</b>	<b>13.7 %</b>	<b>50.9 %</b>	<b>27.0 %</b>
<b>Industry weight</b>	<b>72 %</b>	<b>11 %</b>	<b>17 %</b>	

Note: Numbers rounded to nearest tenth of 1 percent. Numbers may not add to totals due to rounding.

Source: 2017 LA Metro Disparity Study.

## Step 2. Determining if an Adjustment is Needed – 49 CFR Section 26.45(d)

After establishing the base figure, Metro considered relevant information to determine whether any adjustment was needed to the base figure as part of determining the overall DBE goal and to make it as precise as possible. In considering an adjustment to the base figure, Metro evaluated information about:

- Current capacity of DBEs to perform work on USDOT-assisted contracting as measured by the volume of work DBEs have performed in recent years;
- Information related to employment, self-employment, education, training, and unions;
- Any disparities in the ability of DBEs to get financing, bonding, and insurance; and
- Other relevant data.<sup>5</sup>

**Current capacity of DBEs to perform work on USDOT-assisted contracting as measured by the volume of work DBEs have performed in recent years.** USDOT’s “Tips for Goal-Setting” suggests that agencies should examine data on past DBE participation in their USDOT-funded contracts in recent years. USDOT further suggests that agencies should choose the median level of annual DBE participation for those years as the measure of past participation:

*Your goal setting process will be more accurate if you use the median (instead of the average or mean) of your past participation to make your adjustment because*

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<sup>5</sup> 49 CFR Section 26.45.

*the process of determining the median excludes all outlier (abnormally high or abnormally low) past participation percentages.<sup>6</sup>*

Figure 2 presents past DBE participation based on Metro’s Uniform Reports of DBE Awards or Commitments and Payments as reported to FTA. According to the Uniform Reports, median DBE participation in FTA-funded contracts from FFYs 2011 through 2015 was 3.7 percent.

**Figure 2.**  
**Past certified DBE participation in FTA-funded contracts, FFY 2011-2015**

Source:  
Awards reported on Metro’s Uniform Reports of DBE Awards/Commitments and Payments.

FFY	DBE Attainment	Annual DBE Goal	Difference
2011	3.70 %	8.00 %	-4.30 %
2012	8.37	8.00	0.37
2013	0.51	26.00	-25.49
2014	22.41	26.00	-3.59
2015	2.23 %	26.00 %	-23.77 %

The information about past DBE participation supports a downward adjustment to Metro’s base figure. If Metro were to use the approach that USDOT outlined in “Tips for Goals Setting” based on Uniform Reports of DBE Awards/Commitments and Payments, the overall goal would be the average of the 27.0 percent base figure and the 3.7 percent median past DBE participation, yielding a potential overall DBE goal of 15.4 percent. BBC’s analysis of DBE participation in FTA-funded contracts in the Metro Disparity Study indicated DBE participation (15.1%) that is also lower than the base figure. If Metro were to adjust its base figure based on the DBE participation information from the disparity study, the overall goal would be the average of the 27.0 percent base figure and the 15.1 percent DBE participation, yielding a potential overall DBE goal of 21.1 percent.

**Any disparities in the ability of DBEs to get financing, bonding, and insurance.** BBC’s analysis of access to financing, bonding, and insurance also revealed quantitative and qualitative evidence that minorities; women; and minority- and woman-owned businesses in Los Angeles County do not have the same access to those business inputs as non-Hispanic white men and businesses owned by non-Hispanic white men (for details, see Chapter 3 and Appendices C and D of the disparity study report). Any barriers to obtaining financing, bonding, and insurance might limit opportunities for minorities and women to successfully form and operate businesses in the Los Angeles County contracting marketplace. Any barriers that minority- and woman-owned businesses face in obtaining financing, bonding, and insurance would place those businesses at a disadvantage in competing for Metro’s FTA-funded prime contracts and subcontracts. Thus, information from the disparity study about financing, bonding, and insurance supports an upward adjustment to Metro’s base figure.

**Information related to employment, self-employment, education, training, and unions.** BBC used regression analyses to investigate whether race/ethnicity or gender affects

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<sup>6</sup> Section III (A)(5)(a) in USDOT’s “Tips for Goal-Setting in the Federal Disadvantaged Enterprise (DBE) Program.” <https://www.transportation.gov/osdbu/disadvantaged-business-enterprise/tips-goal-setting-disadvantaged-business-enterprise>

rates of self-employment among workers in the local transportation-related construction; professional services; and goods and other services industries. The regression analyses allowed BBC to examine those effects while statistically controlling for various race- and gender-neutral characteristics of workers including education and age (for details, see Chapter 3 and Appendix C of the disparity study report). The regression analyses revealed that, even after accounting for various race- and gender-neutral characteristics:

- Black Americans, Hispanic Americans, and women are significantly less likely than non-Hispanic whites and men to own construction businesses;
- Black Americans and women are significantly less likely than non-Hispanic whites and men to own professional services businesses; and
- Black Americans, Asian Pacific Americans, Subcontinent Asian Americans, and Hispanic Americans are significantly less likely than non-Hispanic whites and men to own goods and other services businesses.

Thus, information about business ownership also supports an upward adjustment to Metro's base figure.

BBC analyzed the specific impact that barriers to self-employment have on the base figure. BBC estimated the availability of potential DBEs if minorities and women owned businesses at the same rate as non-Hispanic white men who shared similar race- and gender-neutral characteristics. BBC took the following steps to complete the analysis:

1. BBC made adjustments to availability percentages for construction; professional services; and goods and other services contracts based on observed disparities in self-employment rates for minorities and women. BBC only made adjustments for those groups that exhibited statistically significant disparities in self-employment rates compared to non-Hispanic whites and men.
2. BBC then combined adjusted availability percentages for construction contracts; professional services contracts; and goods and other services contracts in a dollar-weighted fashion.

Figure 3 presents the results of the analysis, which is referred to as a *but for* analysis, because it estimates the availability of potential DBEs but for the continuing effects of past race- and gender-based discrimination. The rows and columns of Figure 3 present the following information from the *but for* analysis:

**Figure 3.**  
**Adjustment to base figure to account for disparities in self-employment rates**

Industry and group	a. Current availability	b. Disparity index for business ownership	c. Availability after initial adjustment*	d. Availability after scaling to 100%	e. Components of base figure**
<b>Construction</b>					
(1) Black American	6.6 %	70	9.5 %	9.0 %	
(2) Asian Pacific American	1.3	n/a	1.3	1.2	
(3) Subcontinent Asian American	0.4	n/a	0.4	0.4	
(4) Hispanic American	14.4	88	16.3	15.5	
(5) Native American	0.1	n/a	0.1	0.1	
(6) White woman	<u>0.6</u>	<u>44</u>	<u>1.4</u>	<u>1.3</u>	
(7) Potential DBEs	23.3 %	n/a	28.9 %	27.4 %	19.6 %
(8) All other businesses ***	<u>76.7</u>	<u>n/a</u>	<u>76.7</u>	<u>72.6</u>	
(9) <b>Total</b>	<b>100.0 %</b>	n/a	<b>105.6 %</b>	<b>100.0 %</b>	
<b>Professional services</b>					
(10) Black American	3.8 %	57	6.6 %	6.4 %	
(11) Asian Pacific American	3.0	n/a	3.0	2.9	
(12) Subcontinent Asian American	0.6	n/a	0.6	0.5	
(13) Hispanic American	3.6	n/a	3.6	3.5	
(14) Native American	0.0	n/a	0.0	0.0	
(15) White woman	<u>2.8</u>	<u>87</u>	<u>3.2</u>	<u>3.1</u>	
(16) Potential DBEs	13.7 %	n/a	17.0 %	16.5 %	1.8 %
(17) All other businesses	<u>86.3</u>	<u>n/a</u>	<u>86.3</u>	<u>83.5</u>	
(18) <b>Total</b>	<b>100.0 %</b>	n/a	<b>103.3 %</b>	<b>100.0 %</b>	
<b>Goods and other services</b>					
(19) Black American	8.2 %	35	23.5 %	18.8 %	
(20) Asian Pacific American	1.6	88	1.8	1.4	
(21) Subcontinent Asian American	0.9	53	1.7	1.4	
(22) Hispanic American	23.1	73	31.7	25.4	
(23) Native American	2.5	n/a	2.5	2.0	
(24) White woman	<u>14.5</u>	<u>n/a</u>	<u>14.5</u>	<u>11.6</u>	
(25) Potential DBEs	50.9 %	n/a	75.7 %	60.7 %	10.4 %
(26) All other businesses	<u>49.1</u>	<u>n/a</u>	<u>49.1</u>	<u>39.3</u>	
(27) <b>Total</b>	<b>100.0 %</b>	n/a	<b>124.8 %</b>	<b>100.0 %</b>	
(28) <b>TOTAL</b>	<b>27.0 %</b>	n/a		n/a	<b>31.9 %</b>

Note: Numbers rounded to nearest tenth of 1%. Numbers may not add to totals due to rounding.

\* Initial adjustment is calculated as current availability divided by the disparity index.

\*\* Components of potential step-2 adjustment were calculated as the value after adjustment and scaling to 100 percent, multiplied by the percentage of total FTA-funded contract dollars in each industry (construction = 0.72, professional services = 0.11, and goods and other services= 0.17).

\*\*\* All other businesses included majority-owned businesses and minority- and woman-owned businesses that were not potential DBEs.

Source: BBC Research & Consulting and Metro data.

**a. Current availability.** Column (a) presents the current availability of potential DBEs by group and by industry. Each row presents the availability for each group. Before any adjustment, the availability of potential DBEs for Metro's FTA-funded construction; professional

services; and goods and other services contracts that the agency awarded during the study period is 27.0 percent, as shown in row (28) of column (a).

- b. Disparity indices for self-employment.** For each group that is significantly less likely than non-Hispanic white men to own construction; professional services; or goods and other services businesses, BBC estimated business ownership rates if those groups owned businesses at the same rate as non-Hispanic white men who share the same race- and gender-neutral characteristics. BBC then calculated a self-employment disparity index for each group by dividing the observed self-employment rate by the estimated self-employment rate and then multiplying the result by 100. Values of less than 100 indicate that, in reality, the group is less likely to own businesses than what would be expected for non-Hispanic white men who share the same race- and gender-neutral characteristics.

To simulate business ownership rates if minorities and women owned businesses at the same rate as non-Hispanic white men in a particular industry, BBC took the following steps: 1) BBC performed a probit regression analysis predicting business ownership including only workers in the dataset who were non-Hispanic white men; and 2) BBC then used the coefficients from that model and the mean personal characteristics of individual minority groups (or non-Hispanic white women) working in the industry (i.e., personal characteristics, indicators of educational attainment, and indicators of personal financial resources and constraints) to simulate business ownership for each group that was significantly less likely than non-Hispanic white men to own construction; professional services; or goods and other services businesses.

BBC then calculated a business ownership disparity index for each group by dividing the observed business ownership rate by the simulated business ownership rate and then multiplying the result by 100. Values of less than 100 indicate that, in reality, the group is less likely to own businesses than what would be expected for non-Hispanic white men who share similar personal characteristics. Column (b) presents disparity indices related to self-employment for the different racial/ethnic and gender groups. For example, as shown in row (1) of column (b), Black Americans own construction businesses at 70 percent of the rate that one might expect based on the estimated self-employment rates of non-Hispanic white men who share similar personal characteristics.

- c. Availability after initial adjustment.** Column (c) presents availability estimates by group and by industry after initially adjusting for statistically significant disparities in self-employment rates. BBC calculated those estimates by dividing the current availability in column (a) by the disparity index for self-employment in column (b) and then multiplying by 100. Note that BBC only made adjustments for those groups that are significantly less likely than similarly-situated non-Hispanic white men to own businesses.
- d. Availability after scaling to 100 percent.** Column (d) shows adjusted availability estimates that BBC rescaled so that the sum of the availability estimates equaled 100 percent for each industry. BBC rescaled the adjusted availability estimates by taking each group's adjusted availability estimate in column (c) and dividing it by the sum of availability estimates shown under "Total businesses" in column (c)—in row (9) for construction, in row (18) for professional services, and in row (27) for goods and other services—and multiplying by 100. For example, the rescaled adjusted availability estimate for Black American-owned



construction businesses shown in row (1) of column (d) was calculated in the following way:  $(9.5 \% \div 105.6\%) \times 100 = 9.0\%$ .

- e. **Components of goal.** Column (e) shows the component of the total base figure attributed to the adjusted minority- and woman-owned availability for each industry. BBC calculated each component by taking the total availability estimate shown under “Potential DBEs” in column (d)—in row (7) for construction, in row (16) for professional services, and in row (25) for goods and other services—and multiplying it by the proportion of total FTA-funded contract dollars for which each industry accounts (i.e., 0.72 for construction, 0.11 for professional services, and 0.17 for goods and other services). That is, BBC used the 27.4 percent shown in row (7) of column (d) for construction and multiplied it by 0.72 for a result of 19.6 percent (see row (7) of column (e)). The values in column (e) were then summed to equal the base figure adjusted for barriers in business ownership—31.9 percent—as shown in the bottom row of column (e).

**Other relevant data.** The Federal DBE Program suggests that federal funding recipients also examine “other factors” when determining whether to make any adjustments to their base figures.<sup>7</sup>

**Success of businesses.** There is quantitative evidence that certain groups of minority- and woman-owned businesses are less successful than businesses owned by non-Hispanic white men and face greater barriers in the marketplace, even after accounting for race- and gender-neutral factors (for details, see Chapter 3 and Appendix C of the disparity study report). There is also qualitative evidence of barriers to the success of minority- and woman-owned businesses. Some of that information suggests that discrimination on the basis of race/ethnicity and gender adversely affects minority- and woman-owned businesses in the local contracting industry (for details, see Appendix D of the disparity study report). Thus, information about the success of businesses also supports an upward adjustment to Metro’s base figure.

**Evidence from disparity studies conducted within the jurisdiction.** USDOT suggests that federal fund recipients also examine evidence from disparity studies conducted within their jurisdictions when determining whether to make adjustments to their base figures. There have been several other disparity studies conducted for state agencies in California in recent years (e.g., San Francisco Bay Area Rapid Transit District (BART), California Department of Transportation (Caltrans), San Diego Association of Governments (SANDAG)). However, those agencies’ contracts differ substantially in terms of size and type from the FTA-funded contracts that Metro awarded during the study period. In the case of BART, the methodology that was used is substantially more limited than the methodology that BBC used to conduct the 2017 LA Metro Disparity Study. Therefore, the results from other disparity studies are of limited use to Metro in determining whether to make an adjustment to its base figure.

**Adjustment.** Metro considered all of the above information in considering whether to make an adjustment to the base figure. Some of the data considered suggested an upward adjustment to the base figure while other data suggested a downward adjustment. Based on the evidence

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<sup>7</sup> 49 CFR Section 26.45.

above, Metro determined that no adjustment to the base figure was warranted. Metro proposes an **overall DBE goal of 27.0%** for FFYs 2019-2021.

### **Race-/Gender-Neutral and Race/Gender-Conscious Split – 49 CFR Section 26.51 (c)**

In accordance with federal regulations and USDOT guidance, Metro will attempt to meet the maximum feasible portion of its proposed 27.0 percent overall DBE goal through the use of race- and gender-neutral measures. Metro used a broad range of race- and gender-neutral measures to encourage the participation of all small businesses — including DBEs — in its FTA-funded contracts in FFYs 2011-2015 and plans on continuing the use of those measures in the future. Metro’s race- and gender-neutral efforts can be classified into four categories:

- Advocacy and outreach efforts;
- Technical assistance programs;
- Capital, bonding, and insurance assistance;
- Prompt payment policies; and
- Small business preference/set-aside.

**Advocacy and outreach efforts.** Metro participates in various advocacy and outreach efforts including hosting DBE workshops and using communications that are targeted specifically to disadvantaged businesses.

**Communications.** Metro communicates with DBEs through email, its Vendor Portal, and its DBE newsletter. Metro uses its Vendor Portal and its newsletter to announce contracting opportunities, special events, policy changes, and new DBE program measures.

**Networking events and workshops.** Metro hosts various events and workshops for DBEs. Some of those events include Meet the Prime, Meet the Project Managers and Buyers, Salute to Small Business Celebration, and other signature outreach events.

**Technical assistance programs.** Metro provides an online business toolkit which includes web tutorials for DBEs that cover topics that include how to register as a vendor, the process of bidding on contracts with Metro, contract compliance reporting, certification, and more weekly webinars.

**Capital, bonding, and insurance.** Metro established a Commercial Insurance Broker Panel which assists businesses that are lacking the required insurance coverages. This panel is available to businesses and contractors through the Transportation Business Advisory Council (TBAC), small business outreach events, and Metro’s small business orientation classes.

On March 1st, 2018, Metro launched a one-year pilot Contractor Development and Bonding Program (CDBP). The CDBP will assist Metro-certified Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE) and Disabled Veteran Business Enterprise (DVBE) firms secure sufficient bonding to work on Metro construction projects. The CDBP will provide

contractors and subcontractors that are looking to work on Metro projects, but are unable to secure the necessary bonding required to bid on public works projects, an avenue to secure the necessary bonding, thus increasing the participation of small/disadvantaged businesses on Metro projects.

A firm's participation in the CDBP will not only include assistance with obtaining or increasing bonding capacity and collateral support for bid, performance and payment bonds, but will include technical support, education, training, and contractor support. The maximum bond guarantee is up to \$250,000, or 40% of the value of the contract, whichever is less. The CDBP is managed by Metro's Diversity and Economic Opportunity Department and administered by Merriwether & Williams Insurance Services (MWIS).

**Prompt payment policies.** Metro has policies in place to help ensure prompt payment to subcontractors. Prime contractors are required to pay their subcontractors within 7 days after receipt of payment from Metro.

**Small business enterprise (SBE) program.** In 1997, Metro started their SBE program to comply with California's Proposition 209, which prohibits explicit consideration of race or gender in the award of state- and locally-funded contracts.

**Small Business Prime set-aside program.** Metro's Small Business Prime set-aside program started in 2013 and enables small businesses to compete only against other small businesses for projects up to \$5 million, as well as for informal projects under \$100,000. Only Metro-certified SBEs can participate in the program.

For additional details about Metro's race- and gender-neutral programs, see Figure 4, below.

**Figure 4.**  
**Examples of Metro race- and gender-neutral programs**

Type	Program
Advocacy and outreach	Metro Vendor Portal is Metro's central web resource for small businesses to learn to work with Metro easily and efficiently. The portal gives vendors access to registering to work with Metro and allows vendors to sign up to automatically receive project RFPs/solicitations via email.
Advocacy and outreach	Metro Connect is Metro's small business resource that provides vendors with informative Tool Kit, certification information, networking events and workshops, and more. Vendors can also sign up for the MetroConnection newsletter which highlights SBE and DBE businesses, updates vendors on Metro events and bid opportunities, notifies vendor of policy changes, and other legislative news.
Advocacy and outreach	Metro hosts several networking events and workshops including: <ul style="list-style-type: none"> <li>• <i>How to Do Business with Metro</i> which is a monthly workshop on qualification requirements and bidding processes;</li> <li>• The Transportation Business Advisory Council (TBAC) meets monthly at Metro headquarters and includes hosting guest speakers related to current and future contracting opportunities, and contracting-related legislation updates;</li> <li>• <i>Meet the Primes</i> is an annual networking event to connect small businesses with prime contractors;</li> <li>• <i>Meet the Project Managers and Buyers</i> is an annual networking event for small business owners to meet Metro Program Managers and staff; and</li> <li>• <i>Salute to Small Business Celebration</i>.</li> </ul>
Advocacy and outreach	Metro 12-Month Look Ahead project list on the Vendor Portal identifies current and future bidding opportunities, includes info on type of work, general scope, estimated cost/range, industry specific needs, and DBE and SBE goals.
Capital, Bonding, and Insurance	<p>Metro Commercial Insurance Broker Panel was established in 2009 to assist businesses lacking required insurance coverage. The panel provides proposals and insurance placement for contractors in order to assist them in meeting Metro's risk management requirements. The broker panel is disseminated to small businesses through the Transportation Business Advisory Council (TBAC), small business outreach events, Metro's small business orientation classes, and published on Metro's website.</p> <p>On March 1st, 2018, Metro launched a one-year pilot Contractor Development and Bonding Program (CDBP). The CDBP will assist Metro-certified Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE) and Disabled Veteran Business Enterprise (DVBE) firms secure sufficient bonding to work on Metro construction projects. The CDBP will provide contractors and subcontractors that are looking to work on Metro projects, but are unable to secure the necessary bonding required to bid on public works projects, an avenue to secure the necessary bonding, thus increasing the participation of small/disadvantaged businesses on Metro projects.</p> <p>A firm's participation in the CDBP will not only include assistance with obtaining or increasing bonding capacity and collateral support for bid, performance and payment bonds, but will include technical support, education, training, and contractor support. The maximum bond guarantee is up to \$250,000, or 40% of the value of the contract, whichever is less. The CDPB is managed by Metro's Diversity and Economic Opportunity Department and administered by Merriwether &amp; Williams Insurance Services (MWIS).</p>
Technical Assistance	Metro's Business Toolkit contains pre-recorded web tutorials on Metro vendor registration and the process of bidding on and fulfilling contracts with Metro. It also contains weekly live webinars for contractor and vendor training (i.e., contract compliance reporting, certification, utilization plan completion).
Mentor- Protégé	Contracting Outreach and Mentoring Plan (COMP): Proposers bidding on contracts that are greater than \$25 million are required to submit proposals with an innovative DBE Contracting Outreach and Mentoring Plan (COMP). The Proposers' COMP approach will be evaluated as one element of the RFP evaluation criteria, and Metro will review/approve each COMP submittal for the awarded contract. The plans should include the proposers plan for mentoring subcontractors. The goal is for mentors to assist in the advancement of participating protégés, including measurable plans to grow and compete on a larger scale. Mentor Protégés are identified by Proposers/Bidders, not by Metro.

Metro considered the race- and gender-neutral program measures that it currently implements and its DBE participation as the result of those measures during FFYs 2011 through 2015. DBE participation as the result of race- and gender-neutral efforts for those five years was 13.8 percent (for details, see Chapter 10 and Appendix F of the disparity study report). Based on that information, Metro projects that it will be able to meet 13.8 percent of its proposed DBE goal for FFYs 2019-2021 through the use of race- and gender-neutral measures. Metro projects that it will meet the remainder of its proposed 27.0% overall DBE goal—13.2%—through the use of race- and gender-conscious measures (i.e., DBE contract goals). Figure 5 presents Metro’s proposed race- and gender-neutral and race- and gender-conscious split for its overall DBE goal.

**Figure 5.**  
**Race- and gender-neutral and**  
**race- and gender-conscious split**

Goal portion	Percent Allocation
Race- and gender-neutral	13.8 %
<u>Race- and gender-conscious</u>	<u>13.2</u>
<b>Overall DBE goal</b>	<b>27.0 %</b>

**Necessity of race conscious measures.** Metro used race- and gender-conscious DBE subcontracting goals on many contracts during the study period to encourage the participation of disadvantaged business enterprises. The 2017 LA Metro disparity study compared disparity analysis results between contracts that Metro awarded with the use of DBE subcontracting goals (goals contracts) and contracts that Metro awarded without the use of DBE subcontracting goals (no-goals contracts). Examining participation in no-goals contracts provides useful information about outcomes for minority-owned businesses and woman-owned businesses on contracts that Metro awarded in a race-neutral and gender-neutral environment and whether there is evidence that certain groups face any discrimination or barriers as part of Metro’s contracting.<sup>8, 9, 10</sup>

Figure 6 presents disparity analysis results separately for goals contracts and no-goals contracts. As shown in Figure 6, overall, minority-owned businesses and woman-owned businesses showed better outcomes on goals contracts than on no-goals contracts. Whereas minority-owned businesses and woman-owned businesses showed a substantial disparity on no-goals contracts (disparity index of 53), they did not show a substantial disparity on goals contracts (disparity index of 96). Results for individual groups indicated that:

- Only Black American-owned business (disparity index of 64) showed substantial disparities on goals contracts.
- All groups except Subcontinent Asian American-owned businesses showed substantial disparities on no-goals contracts.

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<sup>8</sup> Associated General Contractors of America, San Diego Chapter, Inc. v. California Department of Transportation, et al, 713 F.3d 1187, 1192, 1196 (9th Cir. 2013).

<sup>9</sup> Concrete Works of Colorado, Inc. v. City and County of Denver, 321 F.3d 950, 985, 987-88 (10<sup>th</sup> Cir. 2003), cert. denied, 540 U.S. 1027, 124 S. Ct. 556 (2003).

<sup>10</sup> H. B. Rowe Co., Inc. v. W. Lyndo Tippet, NCDOT, et al., 615 F.3d 233,246 (4th Cir. 2010).

**Figure 6.**  
**Disparity indices for goals**  
**and no-goals contracts**

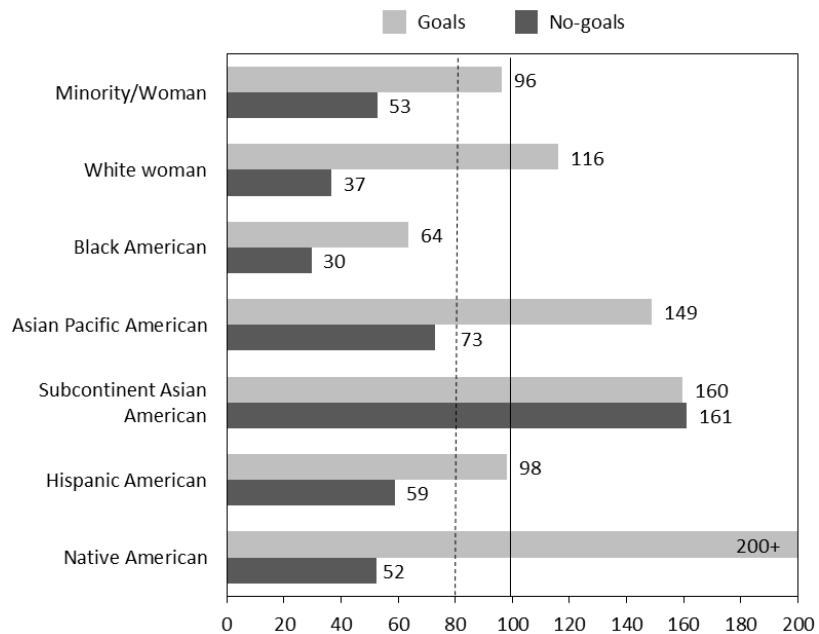
Note:

The study team analyzed 5,293 contract elements to which subcontracting goals applied. The study team analyzed 6,896 contract elements to which no subcontracting goals applied.

For more detail, see Figures F-14 and F-15 in Appendix F of the 2017 LA Metro Disparity Study.

Source:

2017 LA Metro Disparity Study.



The results presented in Figure 6 indicate that Metro’s use of DBE goals is effective in encouraging the participation of minority-owned businesses and woman-owned businesses in its contracts. Moreover, those results indicate that when Metro does not use race-conscious and gender-conscious measures, most relevant business groups suffer from substantial underutilization in Metro contracting.

## Waiver Request

Several seminal court cases have indicated that, in order to implement the Federal DBE Program in a narrowly tailored manner, agencies should limit the use of race- and gender-conscious program measures to those groups “that have actually suffered discrimination” within their transportation contracting industries.<sup>11, 12</sup> Moreover, USDOT official guidance states that “even when discrimination is present in a state, a program is narrowly tailored only if its application is limited to those specific groups that have actually suffered discrimination or its effects.”<sup>13</sup> As provided in 49 CFR Part 26, such guidance is “valid, and express[es] the official positions and views of the Department of Transportation ... .”<sup>14</sup>

Results from the 2017 LA Metro Disparity Study indicated that most relevant business groups exhibited *substantial disparities*—that is, disparities whereby participation was less than 80 percent of availability—on key contract sets that the study team examined. However,

<sup>11</sup> *AGC, San Diego Chapter v. California DOT*, 713 F.3d 1187, 1191, 1199, 2013 WL 1607239 (9th Cir. April 16, 2013)

<sup>12</sup> *Western States Paving Co. v. Washington State DOT*, 407 F.3d 983, 997-98 (9th Cir. 2005), *cert. denied*, 546 U.S. 1170 (2006)

<sup>13</sup> United States Department of Transportation Official Questions and Answers (Q&A’s) Disadvantaged Business Enterprise Program Regulation (49 CFR 26), <http://www.dot.gov/osdbu/disadvantaged-business-enterprise/official-questions-and-answers-26>

<sup>14</sup> 49 CFR Section 26.9

Subcontract Asian American-owned businesses did not exhibit substantial disparities on key contract sets, including on no-goals contracts as presented above.

Metro intends to request a waiver that will allow the agency to limit its use of race- and gender-conscious measures (i.e., DBE contract goals) to those DBE groups for which compelling statistical evidence of discrimination—that is, substantial disparities between participation and availability on Metro’s transportation-related contracts—exists in the relevant geographic market area. Based on results from the 2017 Metro Disparity Study, Metro will request to limit its use of DBE contract goals to the following business groups: Black American-owned DBEs, Hispanic American-owned DBEs, Native American-owned DBEs, Asian Pacific American-owned DBEs, and woman-owned DBEs. Metro would not consider Subcontinent Asian American-owned DBEs as eligible for DBE contract goals at this time.

Once Metro receives approval for its waiver request, Metro will notify the contracting community of any change to the implementation of contract-specific goals. Metro will closely monitor the participation of Subcontinent Asian American-owned businesses in its transportation-related contracts. If the participation of Subcontinent Asian American-owned businesses decreases substantially, Metro will act immediately to withdraw the waiver.

### **Public Participation – 49 CFR Section 26.45(g)**

Public participation is a key component of Metro’s process for setting its overall DBE goal. Metro made information about the proposed goal available to the public through their website and had a 30-day comment period from May 11, 2018 through June 11, 2018. Additionally, Metro consulted with TBAC regarding the proposed goal on May 3, 2018 and will hold public hearings on May 17, 2018 and June 6, 2018 at Metro Headquarters. Comments on the goal methodology can also be submitted in writing by email [Goalcomment@metro.net](mailto:Goalcomment@metro.net); or by US mail or fax to: Los Angeles Metro, Diversity & Economic Opportunity Department, Mail Stop: 99-8-4, One Gateway Plaza, Los Angeles, CA 90012, Fax: (213) 92-2268.



# OVERALL DBE GOAL

*METRO BOARD  
JUNE 21, 2018*



**Metro**



## WHO MUST HAVE A DBE PROGRAM?

As a USDOT fund recipient, Metro is required to implement the DBE program. Every three years, Metro must set their overall goal for DBE participation.

Metro's proposed overall goal triennial period

- Federal Fiscal Year 2019 – 2021
- October 1, 2018 – September 30, 2021



**Metro**

# SETTING OVERALL DBE GOAL

## BASE FIGURE

- Information from Disparity Study
- Availability analysis
- Potential DBEs

## STEP 2 ADJUSTMENT

- Current DBE capacity
- Marketplace barriers
- Other relevant factors



**Metro**

# CALCULATING THE BASE FIGURE

Base figure is calculated using a dollar-weighted calculation by industry based on contracts awarded by Metro during the disparity study period (January 1, 2010 – December 31, 2015).

Potential DBEs	Availability Percentage			Weighted Average
	Construction	Professional Services	Goods and Other Services	
Black American owned	6.6 %	3.8 %	8.2 %	6.6 %
Asian Pacific American owned	1.3	3.0	1.6	1.5
Subcontinent Asian American owned	0.4	0.6	0.9	0.5
Hispanic American owned	14.4	3.6	23.1	14.7
Native American owned	0.1	0.0	2.5	0.5
White woman owned	0.6	2.8	14.5	3.2
<b>Total potential DBEs</b>	<b>23.3 %</b>	<b>13.7 %</b>	<b>50.9 %</b>	<b>27.0 %</b>
<b>Industry weight</b>	<b>72 %</b>	<b>11 %</b>	<b>17 %</b>	

## CALCULATING THE BASE FIGURE

Anticipated projects for fiscal years 2019-2021 in construction, professional services, and goods and other services are similar to the projects studied as part of the 2017 LA Metro Disparity Study. Metro determined that no adjustment to the base figure was warranted.



## RACE-/GENDER-CONSCIOUS MEASURES

### Substantial disparities\*

- African American-owned businesses
- Asian-Pacific American-owned businesses
- Hispanic American-owned businesses
- Native American-owned businesses
- White women-owned businesses

### No substantial disparities\*

- Subcontinent Asian American-owned businesses\*\*



**Metro**

\*Based on disparity analysis

\*\*Subcontinent Asian Americans are persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka

## WAIVER FOR SUBCONTINENT ASIAN AMERICAN-OWNED BUSINESSES

Ineligible for race-/gender-conscious measures  
(contract goals)

But:

- Still included in DBE Program
- Utilization still counts toward overall DBE goal
- Still eligible for neutral program measures
- Minority women-owned businesses still eligible
- Metro will monitor utilization of all DBE groups

Medium Size Business Enterprise Program



**Metro**



Thank you



Metro®



## Board Report

File #: 2018-0260, File Type: Contract

Agenda Number: 21.

### PLANNING AND PROGRAMMING COMMITTEE JUNE 20, 2018

**SUBJECT: LOS ANGELES UNION STATION FORECOURT  
AND ESPLANADE IMPROVEMENTS**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. EXECUTE Modification No. 9 to Task Order No. PS2999200FFO2TO1 under Contract No. PS4010-3041-FF-XX, with Kleinfelder, Inc., for the Union Station Master Plan (USMP), to provide additional environmental services in the amount of \$58,293.80 increasing the Total Task Order Value from \$1,079,936.79 to \$1,138,230.59; and
- B. INCREASE Contract Modification Authority (CMA) for Task Order No. PS2999200FFO2TO1 for USMP by \$250,000, from \$250,000 to \$500,000, in support of additional services related to the Project.

#### **ISSUE**

The Metro Board of Directors certified the LAUS Forecourt and Esplanade Improvements (Project) Final Environmental Impact Report (FEIR) on March 1, 2018. Since then, staff has initiated design, stakeholder engagement and interagency coordination with the City of Los Angeles.

The Project has federal funding in place and is undergoing review under the National Environmental Policy Act (NEPA) with Caltrans as the Lead Agency. Caltrans has requested additional technical studies related to cultural resources and has advised that the project environmental clearance timeline will be delayed. Staff is requesting Contract Modification No. 9 and an increase in contract modification authority to cover the cost of the additional technical studies that are being requested by Caltrans, timeline extension, additional meetings, and coordination with the State Historic Properties Officer (SHPO) that will be required to secure the NEPA environmental clearance.

#### **DISCUSSION**

The project will reconfigure the public right-of-way in front of Union Station and the LAUS forecourt to expand pedestrian and bike facilities on Alameda and Los Angeles Street and create a civic plaza in



front of the station (Attachment D, Project Map). Staff has secured approximately \$20M in grant and matching funds (Attachment E, Funding Table) to design and implement all of the Project improvements with the exception of construction funds for the forecourt.

The Project elements include:

- Alameda Esplanade: Roadway configuration on Alameda Street between Arcadia Street and Cesar E. Chavez Avenue to narrow the roadway and widen pedestrian and bicyclist facilities.
- Los Angeles Crossing: Consolidated raised intersectional crossing at Alameda and Los Angeles Street, closure of a portion of Los Angeles Street north of the raised median (while maintaining two-way travel on Los Angeles Street in the portion south of the median) and closure of the northern LAUS driveway and a two-way bike path within the extended El Pueblo Plaza.
- LAUS Forecourt: Repurposing the existing surface parking lot as a new civic plaza with sustainable features.
- Arcadia Street: Repurposing the northern travel lane as a dedicated El Pueblo tour bus parking zone.

#### *Contract Modification*

Staff is requesting Contract Modification No. 9 in the amount of \$58,293.80 and an increase in CMA for up to \$250,000 to prepare additional cultural resources technical studies that are being requested by Caltrans (such as Historic Properties Treatment Plan), allow for an extension of the performance period, and coordination meetings with Caltrans and other relevant agencies.

### **DETERMINATION OF SAFETY IMPACT**

The modifications to the Kleinfelder task order contract will not have a direct impact on the safety of our customers and employees. Ultimately, they will result in implementation of the project being studied and will create safer connections for Metro transit patrons, including transit connections to the surrounding neighborhood destinations and job centers.

### **FINANCIAL IMPACT**

There is sufficient funding in the FY19 budget in Cost Center Number 4530, Strategic Initiatives, under Project Number 405557, Union Station Master Plan, to accommodate Modification No. 9 and the \$250,000 CMA for Kleinfelder.

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

#### Impact to Budget

Source of funds is Local - General Fund ROW lease revenues. These funds are eligible for bus and rail operating and capital expenses. The modifications will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget.

## **ALTERNATIVES CONSIDERED**

The Board may consider not approving Contract Modification No. 9 and increase in the CMA. This is not recommended. Metro secured two Active Transportation Program grants and is required to undertake NEPA analysis, which is underway. Caltrans as the Lead Agency has requested additional studies and has called for a delay in the environmental clearance timeline that will necessitate modifying the contract with Kleinfelder to carry out the work. Without the Contract Modification No. 9 and increase in the CMA, staff will be unable to modify the contract with Kleinfelder and will be unable to deliver the additional cultural resources technical studies required by Caltrans to complete the project, complete the NEPA process, and finalize design or construct the project.

## **NEXT STEPS**

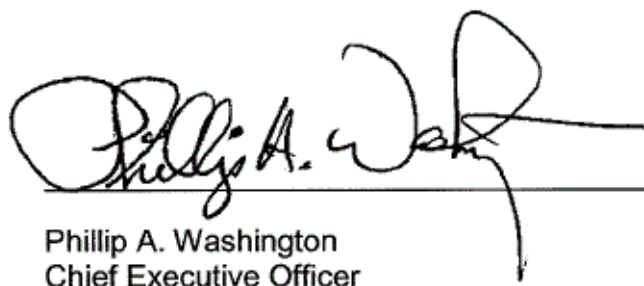
Upon Board approval, staff will execute Modification No. 9 to Task Order No. PS2999200FFO2TO1 with Kleinfelder and coordinate with Caltrans to advance the necessary environmental documentation and coordination needed to complete the NEPA environmental clearance.

## **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Task Order Log  
Attachment C - DEOD Summary  
Attachment D - Project Map  
Attachment E - Project Funding

Prepared by: Elizabeth Carvajal, Senior Director, Transit Oriented Communities, (213) 922-3084  
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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

LOS ANGELES UNION STATION FORECOURT AND ESPLANADE  
IMPROVEMENTS / PS4010-3041-FF-XX

1.	<b>Contract Number:</b> PS4010-3041-FF-XX (Task Order No. PS2999200FF02TO1)		
2.	<b>Contractor:</b> Kleinfelder, Inc.		
3.	<b>Mod. Work Description:</b> Complete environmental clearance under the National Environmental Policy Act (NEPA) for the Los Angeles Union Station Forecourt and Esplanade Improvements.		
4.	<b>Work Description:</b> Union Station Master Plan		
5.	<b>The following data is current as of:</b> 05/17/18		
6.	<b>Contract/TO Completion Status:</b>		<b>Financial Status:</b>
	<b>Award Date:</b>	06/24/15	<b>Awarded Task Order Amount:</b> \$749,392
	<b>Notice to Proceed (NTP):</b>	06/24/15	
	<b>Original Completion Date:</b>	08/30/17	<b>Value of Mods. Issued to Date (including this action):</b> \$388,839
	<b>Current Est. Complete Date:</b>	02/28/19	<b>Total Amount (including this action):</b> \$1,138,231
7.	<b>Contract Administrator:</b> Lily Lopez		<b>Telephone Number:</b> (213) 922-4639
8.	<b>Project Manager:</b> Elizabeth Carvajal		<b>Telephone Number:</b> (213) 922-3084

**A. Contract Action Summary**

This Board Action is to approve Modification No. 9 to Task Order No. PS2999200FF02TO1 under Contract No. PS4010-3041-FF-XX to provide additional environmental services under the Union Station Master Plan Programmatic Environmental Impact Report (USMP PEIR) Task Order Contract. This Modification will require the Contractor to provide additional technical studies related to cultural resources in order to complete environmental clearance under the NEPA.

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

On June 24, 2015, Task Order No. PS2999200FF02TO1 for the firm fixed price of \$749,392 was issued to Kleinfelder, Inc., a contractor on the Countywide Planning Bench, Discipline 2 (Environmental Planning).

Refer to Attachment B – Task Order Log for modifications issued to date.

**B. Cost Analysis**

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

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$58,294	\$60,003	\$58,294

**ATTACHMENT B**

**TASK ORDER LOG - PS2999200FFO2TO1  
COUNTYWIDE PLANNING BENCH/CONTRACT NO. PS4010-3041  
TASK ORDER LOG VALUE ISSUED TO DATE**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>Amount</b>
1	Provide analysis and environmentally cleared Stage 1 at the project level and Stage 2 and 3 and the program level.	Approved	10/14/15	\$89,970
2	No Cost Time Extension	Approved	11/21/16	\$0
3	Prepare the analysis and noticing required under the National Environmental Policy Act (NEPA) for the Los Angeles Union Station Forecourt and Esplanade Improvements.	Approved	01/25/17	\$82,533
4	No Cost Time Extension	Approved	07/26/17	\$0
5	Additional services to finalize Environmental Review.	Approved	11/03/17	\$54,144
6	Perform additional work to complete the certification of the Final Environmental Impact Report (EIR) and NEPA Clearance for the project.	Approved	01/31/18	\$35,090
7	Additional cultural resource services	Approved	03/28/18	\$49,862
8	Prepare an Addendum to the LAUS Forecourt and Esplanade Improvements Final.	Approved	05/07/18	\$18,946
9	Provide additional technical studies related to cultural resources in order to complete environmental clearance under the NEPA.	Pending	Pending	\$58,294
	<b>Task Order Modification Total:</b>			<b>\$388,839</b>
	<b>Original Task Order Amount:</b>	<b>06/24/15</b>		<b>\$749,392</b>
	<b>Total:</b>			<b>\$1,138,231</b>

## 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	\$792,951.46
	PS4010-3041-F-XX	Cambridge Systematics, Inc.	\$4,166,426.74
	PS4010-3041-U-XX	Fehr & Peers	\$1,978,617.34
	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.	\$1,911,605.06
	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.	\$2,655,179.96
	PS4010-3041-QQ-XX	Parsons Brinckerhoff, Inc.	\$1,832,178.00
		Subtotal	\$18,637,232.79
2/Environmental Planning	PS4010-3041-FF-XX	Kleinfelder, Inc.  <b><i>This Pending Action</i></b>	\$1,079,936.97  <b>+ \$58,293.80</b>
		Subtotal	\$1,138,230.77

6/Architecture	PS4010-3041-RR-XX	Parsons Transportation Group	\$115,817.00
	PS4010-3041-W-XX	Gensler	\$269,041.34
		Subtotal	\$384,858.34
7/Urban Design	PS4010-3041-W-XX	Gensler	\$406,905.18
		Subtotal	\$406,905.18
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
	PS4010-3041-A-XX	AECOM Technical Services, Inc.	\$95,976.53
		Subtotal	\$682,987.53
12/Land Use and Regulatory Planning	PS4010-3041-BB-XX	IBI Group	\$1,286,323.00
		Subtotal	\$1,286,323.00
13/Sustainability/Active Transportation	PS4010-3041-U-XX	Fehr & Peers	\$1,950,067.67
	PS4010-3041-XX-13	Stantec Consulting Services, Inc.	\$618,390.76
		Subtotal	\$2,568,458.43
14/Database Technical Services	PS4010-3041-PP-14	Novanis	\$1,310,664.93
	PS4010-3041-KKK-14	Accenture	\$101,000
		Subtotal	\$1,411,664.93
17/Community Outreach/ Public Education & Research Services	PS4010-3041-EEE-17	The Robert Group	\$771,839.00
	PS4010-3041-D	Arellano Associates	\$564,877.00
		Subtotal	\$1,336,716.00
<b>Total Task Orders Awarded to Date</b>			<b>\$28,043,444.17</b>
<b>Board Authorized Not-To-Exceed (NTE) Cumulative Total Value</b>			<b>\$30,000,000.00</b>
<b>Remaining Board Authorized NTE Cumulative Total Value</b>			<b>\$1,956,555.83</b>

## DEOD SUMMARY

**UNION STATION MASTER PLAN FORECOURT AND ESPLANADE  
IMPROVEMENTS/PS2999200FFO2TO1 / PS4010-3041-FF-XX**

**A. Small Business Participation**

Kleinfelder Inc. made an 18.05% Small Business Enterprise (SBE) commitment. The project is 47% complete. Kleinfelder Inc. is currently exceeding their commitment with an SBE participation of 19.43% utilizing Environmental Consultant Sapphos Environmental. Kleinfelder has indicated that MARRS Services and Entech Consulting will be utilized as task orders are issued for their scopes of work after completion of work by traffic consultants.

<b>Small Business Commitment</b>	<b>18.05% SBE</b>	<b>Small Business Participation</b>	<b>19.43% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Entech Northwest, Inc.	3.47%	0.00%
2.	MARRS Services, Inc.	1.35%	0.00%
3.	Sapphos Environmental, Inc.	13.23%	19.43%
	<b>Total</b>	<b>18.05%</b>	<b>19.43%</b>

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

**B. Prevailing Wage Applicability**

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

**C. Living Wage Service Contract Worker Retention Policy Applicability**

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

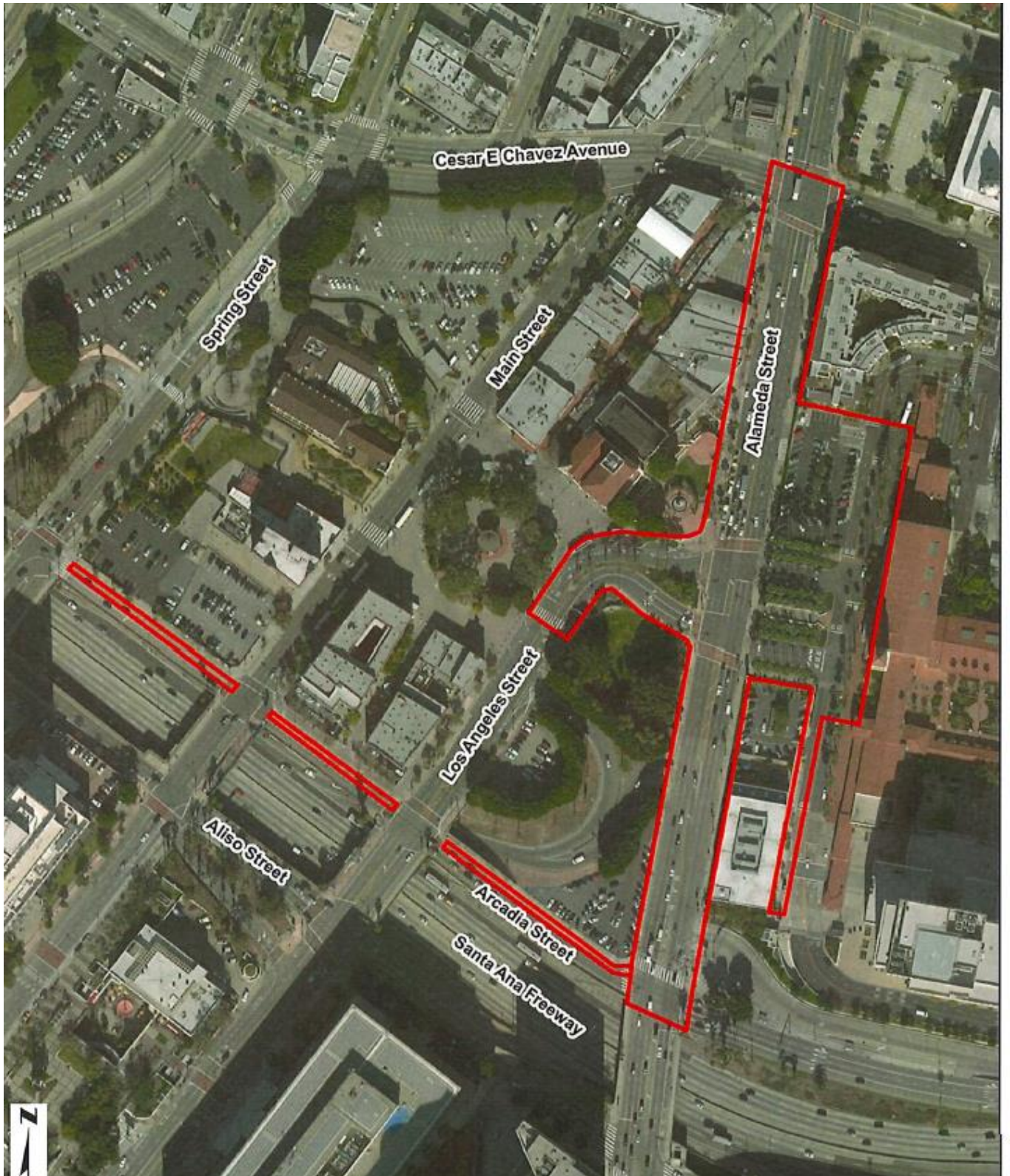
**D. Project Labor Agreement/Construction Careers Policy**


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



# Attachment D: Project Map

Los Angeles Union Station Forecourt and Esplanade Improvements



 LAUS Forecourt and Esplanade Improvements

## Attachment E: Funding Table

### Los Angeles Union Station Forecourt and Esplanade Improvements

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

#### Revenue

Funding Source	Type	Amount	Status
Federal	Active Transportation Program (FHWA) Cycle 2 and Cycle 3	\$17,666,464.00	Committed
State			
Local	Proposition A (LA County Open Space District Grant)	\$1,000,000.00	Committed
	Metro Local	\$1,496,461.00	Committed
<b>Total Revenue</b>		<b>\$20,162,925.00</b>	

**Board Report**

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**File #:** 2018-0122, **File Type:** Program**Agenda Number:** 22.

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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018****SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE initiating the process for Metro and all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), in accordance with State CMP statute.

**ISSUE**

Metro is required by state law to prepare and update on a biennial basis a Congestion Management Program (CMP) for the County of Los Angeles. The CMP process was established as part of a 1990 legislative package to implement Proposition 111, which increased the state gas tax from 9 to 18 cents. The intent of the CMP was to tie the appropriation of new gas tax revenues to congestion reduction efforts by improving land use/transportation coordination.

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated and expensive. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

Pursuant to California Government Code §65088.3 (Attachment A, C.G.C. §65000 et seq.), jurisdictions within a county may opt out of the CMP requirement without penalty, if a majority of local jurisdictions representing a majority of the county's population formally adopt resolutions requesting to opt out of the program. Given that the CMP has become increasingly out of step with regional, state, and federal planning processes and requirements, staff recommends that Metro initiate the process to gauge the interest of local jurisdictions and other stakeholders in opting out of State CMP requirements.

**DISCUSSION**

Under the CMP, the 88 incorporated cities plus the County of Los Angeles share various statutory responsibilities, including monitoring traffic count locations on select arterials, implementing transportation improvements, adoption of travel demand management and land use ordinances, and mitigating congestion impacts.

The framework for the CMP is firmly grounded in the idea that congestion can be mitigated by continuing to add capacity to roadways. This is evidenced by the primary metric that drives the program which is LOS. Recent state laws and rulemaking, namely AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities and Climate Protection Act of 2008), SB 743 (Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects) and SB 32 (California Global Warming Solutions Act of 2006), all move away from LOS directly or indirectly. Therefore, the CMP contradicts these key state policies and Metro's own efforts to promote a more sustainable and equitable region.

A number of counties have elected to opt out of the CMP over the years including San Diego, Fresno, Santa Cruz and San Luis Obispo counties. The reasons for doing so are varied but generally concern redundant, expensive, administrative processes that come with great expense, little to no congestion benefit and continue to mandate the use of LOS to determine roadway deficiencies.

The passage of Measure M and the update of the Long Range Transportation Plan present Metro with an opportunity to consider new ways to measure transportation system performance, measures that complement efforts to combat climate change, support sustainable, vibrant communities and improve mobility. For Metro and cities alike, the continued administration of the CMP is a distraction at best or an impediment at worst to improving our transportation system.

Over the last several years, the CMP has become increasingly outdated in relation to the direction of Metro's planning process and regional, state, and federal transportation planning requirements. Additional reasons to opt out of the CMP include:

- Relieves Metro and local jurisdictions of a mandate to use a single measure (LOS) to determine roadway deficiencies.
- Eliminates the risk to local jurisdictions of losing their state gas tax funds or being ineligible to receive state and federal Transportation Improvement Program funds, as a result of not being in compliance with CMP requirements or performance standards.
- Eliminates the administrative and financial burden to cities associated with the preparation of documents to demonstrate conformance with the CMP.

## **ALTERNATIVES CONSIDERED**

Metro could continue to implement the CMP as adopted by the Board or look to update the program. We do not recommend this as we have examined multiple ways to adapt state legislative requirements, but we have been unable to fit Los Angeles county mobility complexities to statutory requirements in a manner that achieves consensus of our stakeholders over the twenty-five-year life of the program. Opting out of the CMP gives Metro the flexibility to implement mobility improvements through the programs and projects in the Long Range Transportation Plan adopted by the Board, while furthering improvements to transportation capacity, choice and cost-effectiveness.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will have no adverse impact on safety standards for Metro.

## **FINANCIAL IMPACT**

There is no impact to the current fiscal year budget, nor any anticipated impact to future budgets or the continued flow of state gas tax revenues to local jurisdictions. The recommended action may have a positive impact on Metro and local jurisdiction budgets in future years by eliminating the annual costs associated with implementing the CMP. Annual costs to local agencies vary based on size but generally require a staff commitment of 25-60 hours per jurisdiction plus the cost of conducting traffic counts at the 164 CMP intersections at a cost of approximately \$250 per intersection. For Metro the annual burden of administering the CMP is approximately 1.2 Full Time Equivalent (FTE).

## **NEXT STEPS**

Upon Board approval, staff will proceed in consulting with local jurisdictions and other interested stakeholders as follows:

- Consult with the Metro Technical Advisory Committee (TAC) regarding opting out of the CMP and conduct a workshop of our stakeholders to receive input on the interest in opting out of the CMP.
- With the concurrence of the TAC and workshop participants, request local jurisdictions to consider adopting draft resolution (Attachment B) to opt out of the program.
- Upon receipt of formally-adopted resolutions from a majority of local jurisdictions representing a majority of the population, notify the State Controller, Caltrans, and SCAG that Los Angeles County has opted out of the CMP in accordance with statutory requirements.

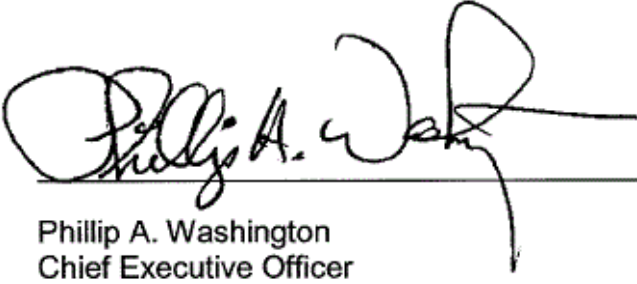
## **ATTACHMENTS**

Attachment A - CMP legislation

Attachment B - Draft Resolution to Opt Out of the Congestion Management Program in Los Angeles County

Prepared by: Paul Backstrom, Manager, Countywide Planning & Development, (213) 922-2183  
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Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

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



Phillip A. Washington  
Chief Executive Officer

**GOVERNMENT CODE - GOV**

**TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]**

*( Heading of Title 7 amended by Stats. 1974, Ch. 1536. )*

**DIVISION 1. PLANNING AND ZONING [65000 - 66210]**

*( Heading of Division 1 added by Stats. 1974, Ch. 1536. )*

**CHAPTER 2.5. Transportation Planning and Programming [65080 - 65086.5]**

*( Heading of Chapter 2.5 amended by Stats. 1977, Ch. 1106. )*

**65082.**

(a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program.

(2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(d) Other projects may be included in the regional transportation improvement program if listed separately.

(e) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.

(f) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.

(g) The regional transportation improvement program may include a reserve of county shares for providing funds in order to match federal funds.

*(Amended by Stats. 2003, Ch. 525, Sec. 7. Effective January 1, 2004.)*

**CHAPTER 2.6. Congestion Management [65088 - 65089.10]**

*( Chapter 2.6 added by Stats. 1989, Ch. 106, Sec. 9. )*

**65088.**

The Legislature finds and declares all of the following:

- (a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.
- (b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.
- (c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.
- (d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.
- (e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.
- (f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.
- (g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.
- (h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

*(Amended by Stats. 2002, Ch. 505, Sec. 1. Effective January 1, 2003.)*

**65088.1.**

As used in this chapter the following terms have the following meanings:

- (a) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.
- (b) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:
  - (1) Coordination with land use planning.
  - (2) Exclusive right-of-way.
  - (3) Improved passenger boarding facilities.
  - (4) Limited stops.
  - (5) Passenger boarding at the same height as the bus.
  - (6) Prepaid fares.
  - (7) Real-time passenger information.
  - (8) Traffic priority at intersections.
  - (9) Signal priority.



(10) Unique vehicles.

(c) “Commission” means the California Transportation Commission.

(d) “Department” means the Department of Transportation.

(e) “Infill opportunity zone” means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

(f) “Interregional travel” means any trips that originate outside the boundary of the agency. A “trip” means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(g) “Level of service standard” is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(h) “Local jurisdiction” means a city, a county, or a city and county.

(i) “Multimodal” means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(j) (1) “Parking cash-out program” means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. “Parking subsidy” means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

(2) A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(k) “Performance measure” is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) “Urbanized area” has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) Unless the context requires otherwise, “regional agency” means the agency responsible for preparation of the regional transportation improvement program.

*(Amended by Stats. 2013, Ch. 386, Sec. 3. (SB 743) Effective January 1, 2014.)*

### **65088.3.**

This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

*(Added by Stats. 1996, Ch. 293, Sec. 4. Effective January 1, 1997.)*

**65088.4.**

(a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan, and is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization.

*(Amended by Stats. 2013, Ch. 386, Sec. 4. (SB 743) Effective January 1, 2014.)*

**65088.5.**

Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

*(Added by Stats. 1996, Ch. 1154, Sec. 4. Effective September 30, 1996.)*

**65089.**

(a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When

the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise

applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

*(Amended by Stats. 2002, Ch. 505, Sec. 4. Effective January 1, 2003.)*

**65089.1.**

(a) For purposes of this section, “plan” means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

*(Added by Stats. 1994, Ch. 534, Sec. 2. Effective January 1, 1995.)*

**65089.2.**

(a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Sections 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as

required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes that arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes that may arise between regional agencies, or agencies that are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Transportation, or an employee of the Transportation Agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d). Failure to resolve the dispute does not invalidate the congestion management program.

*(Amended by Stats. 2014, Ch. 345, Sec. 2. (AB 2752) Effective January 1, 2015.)*

### **65089.3.**

The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

*(Amended by Stats. 1996, Ch. 293, Sec. 3. Effective January 1, 1997.)*

### **65089.4.**

(a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these

impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

- (3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.
- (f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:
- (1) Interregional travel.
  - (2) Construction, rehabilitation, or maintenance of facilities that impact the system.
  - (3) Freeway ramp metering.
  - (4) Traffic signal coordination by the state or multi-jurisdictional agencies.
  - (5) Traffic generated by the provision of low-income and very low income housing.
  - (6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and  
(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.
- (g) For the purposes of this section, the following terms have the following meanings:
- (1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.
  - (2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.
- (Added by Stats. 1994, Ch. 1146, Sec. 7. Effective January 1, 1995.)*

**65089.5.**

- (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.
- (b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.
- (2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.
- (3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.
- (c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.
- (Added by renumbering Section 65089.4 by Stats. 1994, Ch. 1146, Sec. 6. Effective January 1, 1995.)*

**65089.6.**

Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.  
*(Added by renumbering Section 65089.5 by Stats. 1994, Ch. 1146, Sec. 8. Effective January 1, 1995.)*

**65089.7.**

A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.  
*(Added by renumbering Section 65089.6 by Stats. 1994, Ch. 1146, Sec. 9. Effective January 1, 1995.)*

**65089.9.**

The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.  
*(Added by Stats. 1994, Ch. 1146, Sec. 11. Effective January 1, 1995.)*

**65089.10.**

Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.  
*(Added by Stats. 1995, Ch. 950, Sec. 1. Effective January 1, 1996.)*



RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_, CALIFORNIA, ELECTING TO BE EXEMPT FROM THE CONGESTION MANAGEMENT PROGRAM

WHEREAS, in 1990 the voters of California passed Proposition 111 and the requirement that urbanized counties develop and implement a Congestion Management Program; and

WHEREAS, the legislature and governor established the specific requirements of the Congestion Management Program by passage of legislation which was a companion to Proposition 111 and is encoded in California Government Code Section 65088 to 65089.10; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) has been designated as the Congestion Management Agency responsible for Los Angeles County’s Congestion Management Program; and

WHEREAS, California Government Code Section 65089.3 allows urbanized counties to be exempt from the Congestion Management Program based on resolutions passed by local jurisdictions representing a majority of a county’s jurisdictions with a majority of the county’s population; and

WHEREAS, the Congestion Management Program is outdated and increasingly out of step with current regional, State, and federal planning processes and requirements, including new State requirements for transportation performance measures related to greenhouse gas reduction; and

WHEREAS, on \_\_\_\_\_ the Metro Board of Directors took action to direct Metro staff to work with local jurisdictions to prepare the necessary resolutions to exempt Los Angeles County from the Congestion Management Program.

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of \_\_\_\_\_, California, as follows:

1. That the above recitations are true and correct.

2. That the City of \_\_\_\_\_ hereby elects to be exempt from the Congestion Management Program as described in California Government Code Section 65088 to 65089.10.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the City of \_\_\_\_\_ on the \_\_\_\_ day of \_\_\_\_\_ by the following vote, to wit:

AYES:

NOES:

ABSENT:

\_\_\_\_\_

(Name), Mayor

ATTEST:

\_\_\_\_\_

(Name), City Clerk

(SEAL)

### CMP Overview

- Program Description
- Challenges
- Next Steps

# What is the CMP?

- State Mandated Program
- Attempts to link transportation and land use decisions to mitigate congestion
- Defines transportation deficiencies using Level of Service standard
- Requires biennial monitoring, reporting and review
- Nonconformance can result in withholding of gas tax revenues



# Why Opt Out of the CMP?

- CMP is outdated in relation to regional, state, and federal transportation planning requirements.
- Relieves Metro and local jurisdictions of a mandate to use Level of Service to determine roadway deficiencies.
- Eliminates the risk to local jurisdictions of losing their state gas tax funds
- Eliminates the administrative and financial burden to cities to demonstrate conformance with the CMP.



# CMP not consistent with Metro Best Practices

- Metro performance measures consider Vehicle Miles Traveled (VMT) reduction and safety improvement.
  - “Congestion” must address the broader context of mobility and access, among other metrics.
- Cities retain flexibility in determination and mitigation of impacts
- Metro self-help measures bolster financial resources available to mitigate

# Requested Action

- CMP statute allows for opt-out without penalty, if a majority of local jurisdictions representing a majority of the county's population, formally adopt resolutions requesting to opt out of the program;
- If approved, staff will
  - Conduct outreach;
  - Coordinate with local jurisdictions; and
  - Report progress.

**Board Report**

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**File #:** 2018-0122, **File Type:** Program**Agenda Number:**

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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018****SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE initiating the process for Metro and all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), in accordance with State CMP statute.

**ISSUE**

Metro is required by state law to prepare and update on a biennial basis a Congestion Management Program (CMP) for the County of Los Angeles. The CMP process was established as part of a 1990 legislative package to implement Proposition 111, which increased the state gas tax from 9 to 18 cents. The intent of the CMP was to tie the appropriation of new gas tax revenues to congestion reduction efforts by improving land use/transportation coordination.

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated and expensive. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

Pursuant to California Government Code §65088.3 (Attachment A, C.G.C. §65000 et seq.), jurisdictions within a county may opt out of the CMP requirement without penalty, if a majority of local jurisdictions representing a majority of the county's population formally adopt resolutions requesting to opt out of the program. Given that the CMP has become increasingly out of step with regional, state, and federal planning processes and requirements, staff recommends that Metro initiate the process to gauge the interest of local jurisdictions and other stakeholders in opting out of State CMP requirements.

**DISCUSSION**

Under the CMP, the 88 incorporated cities plus the County of Los Angeles share various statutory responsibilities, including monitoring traffic count locations on select arterials, implementing transportation improvements, adoption of travel demand management and land use ordinances, and mitigating congestion impacts.



The framework for the CMP is firmly grounded in the idea that congestion can be mitigated by continuing to add capacity to roadways. This is evidenced by the primary metric that drives the program which is LOS. Recent state laws and rulemaking, namely AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities and Climate Protection Act of 2008), SB 743 (Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects) and SB 32 (California Global Warming Solutions Act of 2006), all move away from LOS directly or indirectly. Therefore, the CMP contradicts these key state policies and Metro's own efforts to promote a more sustainable and equitable region.

A number of counties have elected to opt out of the CMP over the years including San Diego, Fresno, Santa Cruz and San Luis Obispo counties. The reasons for doing so are varied but generally concern redundant, expensive, administrative processes that come with great expense, little to no congestion benefit and continue to mandate the use of LOS to determine roadway deficiencies.

The passage of Measure M and the update of the Long Range Transportation Plan present Metro with an opportunity to consider new ways to measure transportation system performance, measures that complement efforts to combat climate change, support sustainable, vibrant communities and improve mobility. For Metro and cities alike, the continued administration of the CMP is a distraction at best or an impediment at worst to improving our transportation system.

Over the last several years, the CMP has become increasingly outdated in relation to the direction of Metro's planning process and regional, state, and federal transportation planning requirements. Additional reasons to opt out of the CMP include:

- Relieves Metro and local jurisdictions of a mandate to use a single measure (LOS) to determine roadway deficiencies.
- Eliminates the risk to local jurisdictions of losing their state gas tax funds or being ineligible to receive state and federal Transportation Improvement Program funds, as a result of not being in compliance with CMP requirements or performance standards.
- Eliminates the administrative and financial burden to cities associated with the preparation of documents to demonstrate conformance with the CMP.

## **ALTERNATIVES CONSIDERED**

Metro could continue to implement the CMP as adopted by the Board or look to update the program. We do not recommend this as we have examined multiple ways to adapt state legislative requirements, but we have been unable to fit Los Angeles county mobility complexities to statutory requirements in a manner that achieves consensus of our stakeholders over the twenty-five-year life of the program. Opting out of the CMP gives Metro the flexibility to implement mobility improvements through the programs and projects in the Long Range Transportation Plan adopted by the Board, while furthering improvements to transportation capacity, choice and cost-effectiveness.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will have no adverse impact on safety standards for Metro.

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## **FINANCIAL IMPACT**

There is no impact to the current fiscal year budget, nor any anticipated impact to future budgets or the continued flow of state gas tax revenues to local jurisdictions. The recommended action may have a positive impact on Metro and local jurisdiction budgets in future years by eliminating the annual costs associated with implementing the CMP. Annual costs to local agencies vary based on size but generally require a staff commitment of 25-60 hours per jurisdiction plus the cost of conducting traffic counts at the 164 CMP intersections at a cost of approximately \$250 per intersection. For Metro the annual burden of administering the CMP is approximately 1.2 Full Time Equivalent (FTE).

## **NEXT STEPS**

Upon Board approval, staff will proceed in consulting with local jurisdictions and other interested stakeholders as follows:

- Consult with the Metro Technical Advisory Committee (TAC) regarding opting out of the CMP and conduct a workshop of our stakeholders to receive input on the interest in opting out of the CMP.
- With the concurrence of the TAC and workshop participants, request local jurisdictions to consider adopting draft resolution (Attachment B) to opt out of the program.
- Upon receipt of formally-adopted resolutions from a majority of local jurisdictions representing a majority of the population, notify the State Controller, Caltrans, and SCAG that Los Angeles County has opted out of the CMP in accordance with statutory requirements.

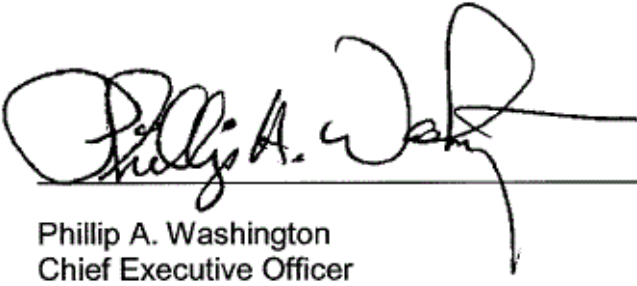
## **ATTACHMENTS**

Attachment A - CMP legislation

Attachment B - Draft Resolution to Opt Out of the Congestion Management Program in Los Angeles County

Prepared by: Paul Backstrom, Manager, Countywide Planning & Development, (213) 922-2183  
Mark Yamarone, DEO, Countywide Planning & Development, (213) 418-3452  
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109  
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

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



Phillip A. Washington  
Chief Executive Officer

**Board Report**

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**File #:** 2018-0122, **File Type:** Program**Agenda Number:**

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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018****SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE initiating the process for Metro and all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), in accordance with State CMP statute.

**ISSUE**

Metro is required by state law to prepare and update on a biennial basis a Congestion Management Program (CMP) for the County of Los Angeles. The CMP process was established as part of a 1990 legislative package to implement Proposition 111, which increased the state gas tax from 9 to 18 cents. The intent of the CMP was to tie the appropriation of new gas tax revenues to congestion reduction efforts by improving land use/transportation coordination.

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated and expensive. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

Pursuant to California Government Code §65088.3 (Attachment A, C.G.C. §65000 et seq.), jurisdictions within a county may opt out of the CMP requirement without penalty, if a majority of local jurisdictions representing a majority of the county's population formally adopt resolutions requesting to opt out of the program. Given that the CMP has become increasingly out of step with regional, state, and federal planning processes and requirements, staff recommends that Metro initiate the process to gauge the interest of local jurisdictions and other stakeholders in opting out of State CMP requirements.

**DISCUSSION**

Under the CMP, the 88 incorporated cities plus the County of Los Angeles share various statutory responsibilities, including monitoring traffic count locations on select arterials, implementing transportation improvements, adoption of travel demand management and land use ordinances, and mitigating congestion impacts.

The framework for the CMP is firmly grounded in the idea that congestion can be mitigated by continuing to add capacity to roadways. This is evidenced by the primary metric that drives the program which is LOS. Recent state laws and rulemaking, namely AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities and Climate Protection Act of 2008), SB 743 (Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects) and SB 32 (California Global Warming Solutions Act of 2006), all move away from LOS directly or indirectly. Therefore, the CMP contradicts these key state policies and Metro's own efforts to promote a more sustainable and equitable region.

A number of counties have elected to opt out of the CMP over the years including San Diego, Fresno, Santa Cruz and San Luis Obispo counties. The reasons for doing so are varied but generally concern redundant, expensive, administrative processes that come with great expense, little to no congestion benefit and continue to mandate the use of LOS to determine roadway deficiencies.

The passage of Measure M and the update of the Long Range Transportation Plan present Metro with an opportunity to consider new ways to measure transportation system performance, measures that complement efforts to combat climate change, support sustainable, vibrant communities and improve mobility. For Metro and cities alike, the continued administration of the CMP is a distraction at best or an impediment at worst to improving our transportation system.

Over the last several years, the CMP has become increasingly outdated in relation to the direction of Metro's planning process and regional, state, and federal transportation planning requirements. Additional reasons to opt out of the CMP include:

- Relieves Metro and local jurisdictions of a mandate to use a single measure (LOS) to determine roadway deficiencies.
- Eliminates the risk to local jurisdictions of losing their state gas tax funds or being ineligible to receive state and federal Transportation Improvement Program funds, as a result of not being in compliance with CMP requirements or performance standards.
- Eliminates the administrative and financial burden to cities associated with the preparation of documents to demonstrate conformance with the CMP.

## **ALTERNATIVES CONSIDERED**

Metro could continue to implement the CMP as adopted by the Board or look to update the program. We do not recommend this as we have examined multiple ways to adapt state legislative requirements, but we have been unable to fit Los Angeles county mobility complexities to statutory requirements in a manner that achieves consensus of our stakeholders over the twenty-five-year life of the program. Opting out of the CMP gives Metro the flexibility to implement mobility improvements through the programs and projects in the Long Range Transportation Plan adopted by the Board, while furthering improvements to transportation capacity, choice and cost-effectiveness.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will have no adverse impact on safety standards for Metro.

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## **FINANCIAL IMPACT**

There is no impact to the current fiscal year budget, nor any anticipated impact to future budgets or the continued flow of state gas tax revenues to local jurisdictions. The recommended action may have a positive impact on Metro and local jurisdiction budgets in future years by eliminating the annual costs associated with implementing the CMP. Annual costs to local agencies vary based on size but generally require a staff commitment of 25-60 hours per jurisdiction plus the cost of conducting traffic counts at the 164 CMP intersections at a cost of approximately \$250 per intersection. For Metro the annual burden of administering the CMP is approximately 1.2 Full Time Equivalent (FTE).

## **NEXT STEPS**

Upon Board approval, staff will proceed in consulting with local jurisdictions and other interested stakeholders as follows:

- Consult with the Metro Technical Advisory Committee (TAC) regarding opting out of the CMP and conduct a workshop of our stakeholders to receive input on the interest in opting out of the CMP.
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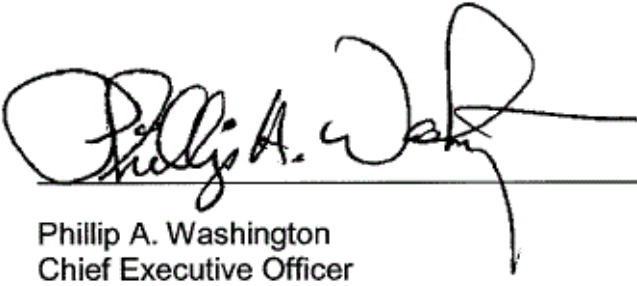
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

**Board Report**

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**File #:** 2018-0122, **File Type:** Program**Agenda Number:**

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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018****SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE initiating the process for Metro and all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), in accordance with State CMP statute.

**ISSUE**

Metro is required by state law to prepare and update on a biennial basis a Congestion Management Program (CMP) for the County of Los Angeles. The CMP process was established as part of a 1990 legislative package to implement Proposition 111, which increased the state gas tax from 9 to 18 cents. The intent of the CMP was to tie the appropriation of new gas tax revenues to congestion reduction efforts by improving land use/transportation coordination.

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated and expensive. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

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**DISCUSSION**

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The framework for the CMP is firmly grounded in the idea that congestion can be mitigated by continuing to add capacity to roadways. This is evidenced by the primary metric that drives the program which is LOS. Recent state laws and rulemaking, namely AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities and Climate Protection Act of 2008), SB 743 (Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects) and SB 32 (California Global Warming Solutions Act of 2006), all move away from LOS directly or indirectly. Therefore, the CMP contradicts these key state policies and Metro's own efforts to promote a more sustainable and equitable region.

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## **ALTERNATIVES CONSIDERED**

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## **DETERMINATION OF SAFETY IMPACT**

This Board action will have no adverse impact on safety standards for Metro.

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## **FINANCIAL IMPACT**

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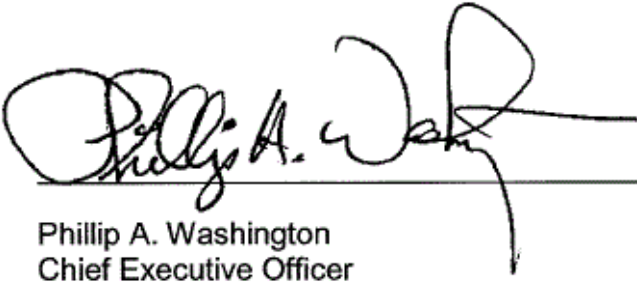
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

**Board Report**

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**File #:** 2018-0122, **File Type:** Program**Agenda Number:**

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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018****SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

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## **ALTERNATIVES CONSIDERED**

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## **DETERMINATION OF SAFETY IMPACT**

This Board action will have no adverse impact on safety standards for Metro.

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## **FINANCIAL IMPACT**

There is no impact to the current fiscal year budget, nor any anticipated impact to future budgets or the continued flow of state gas tax revenues to local jurisdictions. The recommended action may have a positive impact on Metro and local jurisdiction budgets in future years by eliminating the annual costs associated with implementing the CMP. Annual costs to local agencies vary based on size but generally require a staff commitment of 25-60 hours per jurisdiction plus the cost of conducting traffic counts at the 164 CMP intersections at a cost of approximately \$250 per intersection. For Metro the annual burden of administering the CMP is approximately 1.2 Full Time Equivalent (FTE).

## **NEXT STEPS**

Upon Board approval, staff will proceed in consulting with local jurisdictions and other interested stakeholders as follows:

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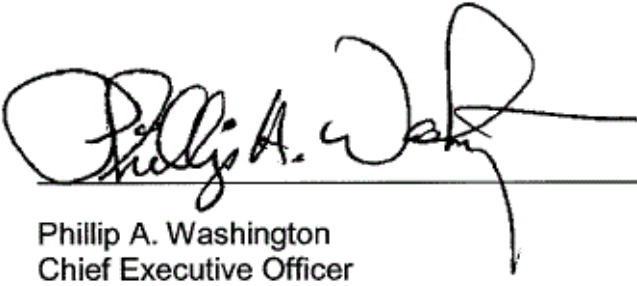
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

**Board Report**

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**File #:** 2018-0282, **File Type:** Agreement**Agenda Number:** 23.

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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018****SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF  
LOS ANGELES ON STATE ROUTE 126/COMMERCE  
CENTER DRIVE INTERCHANGE PROJECT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE the amendment of the repayment schedule of federal Surface Transportation Program-Local (STP-L) funds with non-federal funds of the Exchange Agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the State Route 126/Commerce Center Drive Interchange Project, as shown in Attachment A.

**ISSUE**

The County is requesting to amend the repayment schedule for the balance remaining from the exchange of federal STP-L funds with non-federal funds for the State Route 126/Commerce Center Drive Interchange Project. Board approval is required in order to amend the existing agreement repayment schedule; otherwise the County would become in default with the terms of the Exchange Agreement.

**DISCUSSION**

On October 27, 2011, the Board approved the Exchange Agreement between the County and Metro for the exchange of federal STP-L funds administered by Metro with non-federal County funds. The 2011 agreement (Attachment B) allowed the County to use up to \$41 million of STP-L funds that would otherwise be distributed by formula to other local agencies for the construction of the State Route 126/Commerce Center Drive Interchange Project. This in turn allowed Metro to negotiate agreements to exchange the non-federal funds as they become available with participating local agencies. The Exchange Agreement was developed to benefit smaller local agencies that can more efficiently and expeditiously utilize more flexible non-federal transportation funding and to ensure that the County is able to draw down as much of the available STP-L funding as possible. The County agreed to repay \$13 million on July 1, 2014 and up to \$28 million on July 1, 2016.

On June 18, 2014, due to a project delay resulting from bird nesting season, the Board approved the County's request to amend the repayment schedule for the \$13 million from July 1, 2014 to June 30,



2015 and up to \$28 million from July 1, 2016 to June 30, 2017. Due to subsequent delays encountered during the construction phase, the County did not incur all costs by June 30, 2017. A revised repayment schedule of \$16 million by July 1, 2017 and up to \$12 million due by July 1, 2018 was requested and approved by the Metro on May 25, 2017.

Construction began in August 2013 was completed in October 2017. Since then the County has been working to close out the project. To date the County has remitted \$29 million to Metro and carries a balance of up to \$12 million, which is currently due on July 1, 2018. The County is requesting to split the final payment of up to \$12 million into two payments: \$5 million by July 1, 2018, and up to \$7 million by July 1, 2019 (Attachment C).

This amended repayment request is a result of a combination of stop notices and additional construction engineering expenditures. Approximately \$1.1 million has been withheld from payment to the contractor due to stop notices filed by multiple sub-contractors and suppliers for unpaid balance of services they completed. These services included paving, construction of concrete barriers, placement of soil cement, and labor. The prime contractor and the County are in the process of resolving stop notice claims by the end of the calendar year.

### **DETERMINATION OF SAFETY IMPACT**

Amending the repayment schedule of the Exchange Agreement will not have any adverse safety impacts on Metro's employees or patrons.

### **FINANCIAL IMPACT**

Federal STP-L funds are suballocated funds based on population and are administered through Caltrans. The funds are not part of the Metro budget nor are they available for Metro capital or operating uses. As federal funds, STP-L dollars are subject to strict programming and administrative requirements from the Federal Highway Administration and Caltrans.

Funds received from the County are placed in an interest-bearing account for Project 500014 for pass-through allocations to local agencies participating in the STP-L Exchange Program, with a two percent (2%) administrative fee assessed by Metro. If no funds are received, no exchanges are made. Accordingly, slower repayment by the County will simply defer Metro's ability to offer pass-through allocations to participating local agencies. No other impacts are expected.

#### **Impact to Budget**

Amending the Agreement will have no impact to the current Metro budget or for Fiscal Year (FY) 2019. The 2% administrative fee for staff allocation requested in the FY 2019 budget will draw down existing administrative fees accrued from past STP-L exchanges.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve amending the repayment schedule of the Exchange

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Agreement. Staff does not recommend this alternative because that would bring the County into default with outstanding payments subject to withholding by Metro from the County's: i) Proposition A local return funds; ii) then from Proposition C local return funds; iii) then from Measure R local return funds; iv) and then from any unobligated STP-L balance funds. We also do not recommend this alternative because local agencies would not be able to expedite their transportation projects and may run the risk of having their STP-L funds lapse.

### **NEXT STEPS**

With Board approval, staff will amend the repayment schedule with the County for the balance of STP-L funds. As the County funds are repaid, staff will also continue to negotiate and execute exchange agreements with eligible participating local agencies and ensure that the funds being made available are properly administered and used on STP-L eligible projects in a timely fashion.

### **ATTACHMENTS**

Attachment A - Proposed 2018 Amendment to Exchange Agreement

Attachment B - 2011 Exchange Agreement for the SR-126/  
Commerce Center Drive Interchange Project

Attachment C - Repayment Schedule

Prepared by: doreen Morrissey, Principal Transportation Planner, Countywide Planning & Development, (213) 418-3421


Nancy Marroquin, Senior Manager, Countywide Planning & Development,  
(213) 418-3086

Ashad Hamideh, Senior Director, Countywide Planning & Development, (213) 922-4299

Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



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Phillip A. Washington  
Chief Executive Officer

AMENDMENT NO. 2 TO  
EXCHANGE AGREEMENT

This AMENDMENT NO. 2 to EXCHANGE AGREEMENT (this "AMENDMENT"), is dated as of June 28, 2018 by and between County of Los Angeles, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the Los Angeles County Metropolitan Transportation Authority ("Metro").

RECITALS:

A. COUNTY and Metro entered into an Exchange Agreement dated October 31, 2011, which was amended on June 20, 2017, as amended (the "Existing Agreement"), which Existing Agreement provides for the exchange of federal Surface Transportation Program-Local (STP-L) funds for non-federal funds in connection with the State Route 126/Commerce Center Drive Interchange Improvement Project ("the Project"). COUNTY's repayment of the exchanged funds would occur on two specified dates: July 1, 2014 (up to \$13 million) and July 1, 2016 (up to \$28 million).

B. In June 2014, the Metro Board approved amending the repayment schedule so the first payment would be changed from July 1, 2014 to June 30, 2015, and the second payment would be changed from July 1, 2016 to June 30, 2017. However this was not documented in an amendment.

C. In May 2017, the Metro Board approved amending the repayment schedule by splitting the second payment (up to \$28 million) that was due on June 30, 2017 into two payments: \$16 million due July 1, 2017 and up to \$12 million due July 1, 2018. This was documented in Amendment No. 1.

D. In June 2018, the Metro Board approved amending the repayment schedule by splitting the second payment (up to \$12 million) that was due on July 1, 2018 into two payments: \$5 million due on July 1, 2018 and up to \$7 million due July 1, 2019. This is documented in Amendment No. 2.

E. To Date, COUNTY has remitted and Metro received two payments totaling \$29 million due under the Existing Agreement.

F. COUNTY and Metro desire to amend the Existing Agreement for the new payment dates as provided herein.

AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Section 2d as Exchange Agreement previously amended and replaced with Amendment No. 1, is hereby amended by deleting it in its entirety and replacing it with the following:

In consideration for the \$41 million in STP-L funds provided by Metro, to pay Metro an amount equal to the total amount of STP-L funds used by COUNTY as follows: on June 30, 2015, payment of the sum of \$13.0 million; on July 1, 2017, payment of the sum of \$16.0 million; on July 1, 2018, payment of the sum of \$5.0 million; and on July 1, 2019, an amount to make up the remaining balance owing up to \$7.0 million. The final payment of up to \$7.0 million on July 1, 2019 to Metro will be equal to the total federal funding utilized and reimbursed from the \$41.0 million in STP-L funds less the \$13.0 million payment made by the COUNTY on June 30, 2015, the \$16.0 million payment made by the COUNTY on July 1, 2017, and the \$5 million due on July 1, 2018.

2. Except as set forth above, the terms and conditions of the Exchange Agreement will remain unchanged.

*Signature page follows*

IN WITNESS WHEREOF, the parties have caused this Amendment No. 2 to be duly executed and delivered as of the above date.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Phillip A. Washington  
Chief Executive Officer

Date: \_\_\_\_\_

APPROVED AS TO FORM:

MARY C. WICKHAM  
County Counsel

By: \_\_\_\_\_  
Deputy

Date: \_\_\_\_\_

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

By: \_\_\_\_\_  
John T. Walker  
Interim Deputy Director

Date: \_\_\_\_\_

MOU.STPL8099

**EXCHANGE AGREEMENT**

This Exchange Agreement ("AGREEMENT"), made and entered into as of October 31, 2011 by and between the County of Los Angeles, a political subdivision of the State of California (hereinafter referred to as "COUNTY") and the Los Angeles County Metropolitan Transportation Authority, the regional transportation planning authority for the County of Los Angeles (herein after referred to as "LACMTA").

**WITNESSETH**

WHEREAS, COUNTY desires to perform the grade-separated interchange at the SR-126/Commerce Center Drive intersection, widening of SR-126, and realignment of Henry Mayo Drive (hereinafter referred to as "PROJECT"); and

WHEREAS, COUNTY is willing to perform or cause to be performed, all work necessary to construct PROJECT; and

WHEREAS, COUNTY is further willing to administer PROJECT with federal funds, in accordance with all requirements and restrictions related to those funds; and

WHEREAS, PROJECT total construction cost is currently estimated to be \$55,000,000, of which \$9,200,000 is funded with a Proposition C 25% grant through the LACMTA Call for Projects (Project ID 8099) and the remaining \$45,800,000 will be ultimately financed with Westside Bridge and Major Thoroughfare Construction Fee (B&T) District funds as fees are collected; and

WHEREAS, COUNTY desires to exchange \$41,000,000 of COUNTY funds for \$41,000,000 of Federal Surface Transportation Program-Local (STP-L) funds to be programmed by LACMTA for transportation purposes; and

WHEREAS, the LACMTA Board has authorized the transfer of STP-L funds with COUNTY in exchange for an equal amount of COUNTY funds; and

WHEREAS, In exchange for the STP-L funds, the COUNTY has agreed to pay to LACMTA an amount equal to the total amount of STP-L funds used by COUNTY as follows: \$13.0 million on July 1, 2014, and a final payment to make up the remaining balance owing up to \$28.0 million on July 1, 2016.

WHEREAS, COUNTY's final payment on July 1, 2016 to LACMTA will be equal to the total Federal funding utilized and reimbursed from \$41.0 million in STP-L funds towards the eligible construction costs of the PROJECT less \$13.0 million payment made by the COUNTY on July 1, 2014. ; and

WHEREAS, current PROJECT schedule estimates advertising for construction bids in November 2011. The construction is anticipated to take approximately two years to complete; and

WHEREAS, an exchange of funds as proposed herein is beneficial to and in the general interest of COUNTY and LACMTA, as well as other local agencies within the County of Los Angeles.

NOW THEREFORE, in consideration of the mutual benefits to be derived by COUNTY and LACMTA and of the promises contained herein contained, it is hereby agreed as follows:

(1) LACMTA AGREES:

To program STP-L funds to the COUNTY in the amount of \$41,000,000 in exchange for the COUNTY's payment to LACMTA of an amount equal to the amount of STP-L funds County actually receives under this Agreement ("COUNTY Funds"). LACMTA shall program the COUNTY Funds for transportation purposes. LACMTA shall complete such programming upon full execution of this AGREEMENT.

- a. To accept COUNTY's payment of COUNTY Funds, in the manner specified in Paragraph (2) below.
- b. To make the COUNTY Funds available to agencies for qualifying transportation projects and administrative expenses.

(2) COUNTY AGREES:

- a. To accept LACMTA's programming of STP-L funds, to take all steps necessary to draw down on the STP-L funds, and to expend the STP-L funds in accordance with the STP-L expenditure guidelines pursuant to Title 23, Section 133 of the SAFETEA-LU or subsequent reauthorizations, including STP-L fund lapsing policy. COUNTY understands the STP-L funds can only be used towards eligible construction costs of the PROJECT. COUNTY understands that STP-L funds are contingent upon availability from the Federal Government.
- b. To notify LACMTA of the obligation of STP-L funds by means of submitting a copy of the State of California Department of Transportation (Caltrans) approval (E76 form, or other official Caltrans notification of approval and obligation) upon receipt from Caltrans.
- c. To notify LACMTA of the actual amount of STP-L funds used by COUNTY. If COUNTY does not use the entire \$41 million STP-L fund allocation, COUNTY shall "timely deobligate" such unused portion so that LACMTA can reprogram such unused allocation to other project sponsors. For purposes of this Agreement, "timely deobligate" shall mean the FHWA date of deobligation, as documented and reported by Caltrans, is at least nine (9) months before the date such funds are scheduled to lapse or otherwise expire.

d. In consideration for the \$41 million in STP-L funds provided by LACMTA, to pay LACMTA an amount equal to the total amount of STP-L funds used by COUNTY as follows: on July 1, 2014, payment of the sum of \$13.0 million and on July 1, 2016, an amount to make up the remaining balance owing up to \$28.0 million. The final payment of up to \$28 million on July 1, 2016 to LACMTA will be equal to the total Federal funding utilized and reimbursed from the \$41.0 million in STP-L funds less \$13.0 million payment made by the COUNTY on July 1, 2014.

(3) IT IS MUTUALLY UNDERSTOOD AND AGREED AS FOLLOWS:

a.. DEFAULT: A Default under this Agreement is defined as any one or more of the following: (i) COUNTY fails to pay the scheduled payments described in section 2(d) above, ; (ii) COUNTY fails to cause Caltrans to “timely deobligate” any unused portion of the STP-L funds; or (iii) COUNTY fails to otherwise perform its obligations set forth in this Agreement.

b. REMEDIES: In the event of a default by COUNTY, LACMTA shall provide written notice of such Default to COUNTY with a 30-day period to cure the Default. In the event COUNTY fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period the satisfaction of LACMTA, LACMTA shall follow the remedy procedure set forth in Section 3(i) below, and if, after following such procedure, LACMTA still has not received the full annual payment due in a fiscal year, LACMTA and Authority shall have any and all rights and remedies against COUNTY which may now or hereafter be available to it in law or in equity as set forth in Section 3(ii) below.

(i). In the event of a default by COUNTY, then COUNTY authorizes that such outstanding payments due to LACMTA (either the amount due from County’s failure to meet the payment schedule set forth in Section 2(d) or the amount COUNTY has failed to “timely deobligate” calculated at the time of default) shall be paid from and hereby authorizes LACMTA to withhold the following COUNTY funds in the following priority: First, from the COUNTY’s Proposition A local return funds, then from Proposition C local return funds, then from Measure R local return funds, and then from any unobligated STP-L balance funds. After LACMTA has withheld and offset the applicable amount of funds to satisfy COUNTY’s outstanding obligation, LACMTA shall transfer the balance of such local return funds and/or unobligated STP-L balance funds to the COUNTY in accordance with the applicable state laws or ordinances.

(ii) The remedies described herein are non-exclusive. LACMTA and COUNTY shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

c. In the event that there is any legal court (e.g., Superior Court of the State of California, County of Los Angeles, or the U.S. District Court for the Central District of California) proceeding between the parties to enforce or interpret this AGREEMENT, to protect or establish



any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

d. COUNTY shall fully indemnify, defend and hold LACMTA and its officers, agents and employees harmless from and against any liability and expenses, including, without limitation, defend costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property and environmental obligations, any legal fees and any claims for damages of any nature whatsoever arising out of (i) a breach of COUNTY's obligations under this Agreement or (ii) any act or omission of COUNTY or its officers, agents, employees, contractors or subcontractors in the performance of the Project or the work described herein;

e. LACMTA shall fully indemnify, defend and hold COUNTY and its officers, agents and employees harmless from and against any liability and expenses, including, without limitation, defend costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property and environmental obligations, any legal fees and any claims for damages of any nature whatsoever arising out of (i) a breach of LACMTA's obligations under this Agreement or (ii) any act or omission of LACMTA or its officers, agents, employees, contractors or subcontractors in the performance of the Project or the work described herein;

f. This AGREEMENT may be amended or modified only by mutual written consent of LACMTA and COUNTY.

g. Any correspondence, communication, or contact concerning this AGREEMENT shall be directed to the following:

COUNTY:

Ms. Gail Farber  
Director of Public Works  
County of Los Angeles  
P.O. Box 1460  
Alhambra, CA 91802-1460

LACMTA:

Mr. Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952  
ATTN: FRANK FLORES

Executive Officer

h. This AGREEMENT constitutes the entire understanding between the parties with respect to the subject matter herein.

i. This AGREEMENT shall be governed by California law.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed by their respective officers, duly authorized, by the Los Angeles County Metropolitan Authority on October 31, 2011, 2011, and by the County of Los Angeles on 10/19/11, 2011.

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: \_\_\_\_\_

  
for Arthur T. Leahy  
Chief Executive Officer

APPROVED AS TO FORM:

Andrea Sheridan Ordin  
County Counsel

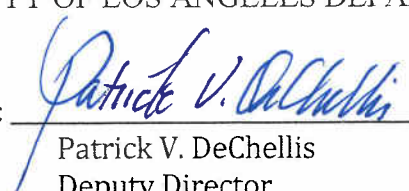
By: \_\_\_\_\_

  
Deputy

COUNTY:

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

By: \_\_\_\_\_

  
Patrick V. DeChellis  
Deputy Director

**Table 1. Repayment Schedule**

Board Action	First Payment		Second Payment		Receipt Amount (\$ millions)
	(\$ millions)	Due	(\$ millions)	Due	
5/26/2011	\$13	7/1/2014	up to \$28	7/1/2016	-
6/26/2014	\$13	6/30/2015	up to \$28	6/30/2017	\$13
5/25/2017	\$16	7/1/2017	up to \$12	7/1/2018	\$16
6/28/2018	\$5	7/1/2018	up to \$7	7/1/2019	



## Board Report

File #: 2017-0798, File Type: Contract

Agenda Number: 24.

### PLANNING AND PROGRAMMING COMMITTEE JUNE 20, 2018

**SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING the Locally Preferred Alternative (LPA) as Alternative #4 (modified): At-grade Light Rail Transit (LRT) with the Rail Maintenance and Storage Facility Option B;
- B. AUTHORIZING the Chief Executive Officer to:
1. EXECUTE Modification No. 16 to Contract No. PS4370-2622 with KOA Corporation (KOA) to exercise Option B for the Project's Final Environmental Impact Statement/Report (EIS/EIR) in the amount of \$699,255, increasing the total contract value from \$5,559,918 to \$6,259,173;
  2. EXECUTE Modification No. 17 to Contract No. PS4370-2622 with KOA for technical analysis including advanced conceptual engineering (ACE), first/last mile planning, a connectivity study with the Metro Orange Line and grade crossing safety analysis in support of an at-grade LRT Alternative #4, in the amount of \$2,021,013, increasing the total contract value from \$6,259,173 to \$8,280,186; and
  3. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4370-2622 in the amount of \$400,000, increasing the total amount from \$1,039,443 to \$1,439,443.

#### **ISSUE**

Metro is the lead agency for the California Environmental Quality Act (CEQA) EIR clearance and the Federal Transit Administration (FTA) is the lead agency for the National Environmental Policy Act (NEPA) EIS clearance. As the lead agency for the CEQA clearance, Metro has, in coordination with the FTA and the cities of Los Angeles and San Fernando, completed an environmental analysis for the East San Fernando Valley Transit Corridor Project.

Board action on the selection of an LPA is needed to prepare the Final EIS/EIR and remain on schedule, with an opening date of 2027. Selection of the LPA and preparation of the Final EIS/EIR

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collectively is a key milestone in the project delivery process. The Project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative.

## **BACKGROUND**

The East San Fernando Valley Transit Corridor (ESFVTC) Project is a proposed 9.2-mile transit corridor that would extend north from the Metro Orange Line (MOL) for 6.7 miles in the median or along the curb of Van Nuys Boulevard, and then northwest on or adjacent to San Fernando Road for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

At the November 20, 2013 meeting, the Board received and filed an update on the initial phases of the Draft EIS/EIR for the ESFVTC Project (Item #25). At that time, Bus Rapid Transit (BRT) and LRT were the build alternatives identified to be studied and \$170.1 million had been reserved for the Project in Metro's 2009 Long Range Transportation Plan (LRTP). While working on the environmental document, Metro found that all the build alternatives would cost more than what had been reserved for the Project in the 2009 LRTP, with the LRT alternatives projected to cost significantly more. The Federal Transit Administration (FTA) as lead agency for the EIS, declined to advance the joint environmental document because a reasonable and achievable funding package was not identified. Subsequently in November 2016, Measure M was passed by Los Angeles County voters, which estimated \$1.3 billion in funding for the Project. With a funding package identified, the FTA agreed to proceed with environmental review.

If LRT is chosen as the preferred alternative, the LRT tracks adjacent to San Fernando Road would operate on the westerly portion of the Metro-owned railroad right-of way (ROW) and Metrolink would operate on the easterly portion of the ROW. The Project's Draft EIS/EIR assessed four build alternatives along with the required Transportation Systems Management (TSM) and No-Build alternatives. The build alternatives include two BRT (curb running and median running) and two LRT (standard LRT and low-floor LRT/tram) alternatives. The number of stations considered ranged from 14 to 28 and both at-grade and partial-subway alternatives were considered. If LRT is selected as the preferred alternative, the environmental document also evaluated three candidate locations for a maintenance and storage facility (MSF).

The ESFVTC Project is identified in the Measure M ordinance as 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 along 9.2 miles". Per the Measure M Expenditure Plan, \$1.331 billion has been estimated for the Project in 2015 dollars. Staff's LPA recommendation for the ESFVTC Project is consistent with the ordinance.

## **DISCUSSION**

A detailed description of each of the alternatives is provided in the attached Executive Summary to the Draft EIS/EIR (Attachment A). The full Draft EIS/EIR is available on the Project website at: [www.metro.net/projects/east-sfv](http://www.metro.net/projects/east-sfv) <<http://www.metro.net/projects/east-sfv>>. A description and factors to consider for each alternative are described below.

### Build Alternative 1 - Curb-Running BRT

In the evaluation of the curb-running BRT alternative, it was determined that frequent intersections and a high concentration of businesses exist along Van Nuys Boulevard. A motor vehicle would need to enter the curbside BRT lane to navigate a right-turn into a parking lot or onto one of the many intersecting roadways. This motor vehicle movement would significantly impact the alternative's operating efficiencies and substantially affect vehicular access to businesses.

### Build Alternative 2 - Median-Running BRT

This alternative would realize superior BRT operation efficiencies by operating in an exclusive lane in the middle of Van Nuys Boulevard and avoiding most motor vehicle conflicts. However, because an articulated bus can only seat 57 passengers, overcrowding could be a problem, especially if bus spacing is not maintained. Because bus stops for local buses are currently at approximate ¼-mile intervals on Van Nuys Boulevard, and because median-running BRT would have stops every ¾ of a mile, local buses would remain in the curb lane and not benefit from the median bus lane.

### Build Alternative 3 - Low-Floor LRT/Tram

The low-floor LRT/tram alternative would operate similar to existing local bus service with stops at approximate 1/3-mile intervals. There would be 28 stations with median platforms that would be elevated about two feet thereby matching the height of low-floor train cars. A technical review found that having 28 stations over a 9.2-mile alignment would result in poor operating efficiencies (42 minutes to travel end-to-end by 2040). Because of the frequent stops, the alternative's travel speed would be less than that of the BRT alternatives.

### Build Alternative 4 - LRT At-Grade and Subway

This alternative would resemble other Metro-operated LRT systems with high floor trains, an elevated station platform, and spacing that would enable the system to realize significant operating efficiencies (14 stations). The alternative includes 2.5-miles of subway and three underground stations (Sherman Way, Van Nuys Metrolink Station, and Roscoe Boulevard). However, the analysis found that a short subway segment would cost an additional \$1.4 billion, doubling the Project cost, but only reduce passenger travel time by approximately two minutes. For this reason, the recommended LPA is deemed "modified" because it does not include the subway segment. The alternative would realize significant efficiency improvements (29 minutes to travel end-to-end by 2040), and the highest projected corridor boardings (47,400 by 2040).

### *Maintenance and Storage Facility (MSF)*

Should the Board identify a rail alternative as the LPA, a MSF is required. Staff considered three candidate sites: Option A - west of the MOL Van Nuys Station; Option B - west of Van Nuys Boulevard and immediately south of the Metrolink tracks; and Option C - west of Van

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Nuys Boulevard and immediately north of Metrolink tracks. All options would be within a ¼-mile of the alignment and are 25 to 30 acres in size. When the community was notified of the three MSF options, significant opposition to Option A materialized due to the number of businesses that would be affected/displaced. A limited number of comments were received pertaining to Options B and C; however, a letter was received from Los Angeles City Council District 6 which covers this area, in support of Option B. Comments were received in support of a fourth option (not included in the Draft EIS/EIR) that would be on LADWP land to the east of the Van Nuys Metrolink Station. Metro looked at this land but determined that it was more than a ¼-mile from the alignment and would require navigating through LADWP property to access. In addition, LADWP provided a comment letter stating their intention to use this land for planned expansion as early as 2019 and that it was therefore unavailable.

### *Public Outreach*

The Draft EIS/EIR was released for a 60-day public review period on September 1, 2017. Metro hosted five public hearings and in total, more than 900 comments were received. Per the “Public Comment Summary Report” (Attachment B), the two most common comments received were:

- 1) Support for an at-grade LRT alternative with 14 stations; and
- 2) Opposition to Maintenance and Storage Facility Option A, which is adjacent to the MOL Van Nuys Station

Two comments were received that require additional study, both of which can be addressed as part of the Final EIS/EIR:

Southern California Regional Rail Authority (SCRRA) - The SCRRA requested additional safety analysis be undertaken along the 2.5-mile shared railroad ROW that is adjacent to San Fernando Road and between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station. There are six at-grade intersections along this span of ROW where a single regional rail track currently exists. In response, staff will undertake a more detailed “LRT Grade-Crossing and Safety Study” as a part of the technical analysis recommended in this report to support the Final EIS/EIR.

The SCRRA letter also cited Metro’s Brighton to Roxford Double Track Study, which includes the addition of a second mainline track along the same span of ROW that is proposed for use by the light rail project. This would create a total of four tracks including two for the East San Fernando Valley light rail project and two for the Brighton to Roxford regional rail project in the segment between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station. Initial reviews indicate the ROW width is adequate to accommodate all four tracks, however, staff will undertake a more detailed advanced conceptual engineering design as a part of the technical analysis recommended in this report to support the Final EIS/EIR and to insure that a future regional rail track is not precluded.

City of San Fernando - The City of San Fernando expressed support for LRT, but requested that Metro work to minimize the need to acquire industrial properties in the City. There is sufficient room for LRT, the existing single regional rail track, and a Class 1 bike path for most of the one-mile

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segment that passes through the City. However, because the ROW narrows north of Brand Boulevard, staff initially thought industrialized land acquisition would be required. Staff has re-reviewed the ROW and is now confident that it can significantly reduce or eliminate acquisitions of industrialized properties in the City of San Fernando. To insure that impacts to industrial properties are minimized to the greatest extent possible, staff will undertake Advanced Conceptual Engineering (ACE) in close coordination with the City of San Fernando as a part of the technical analysis recommended in this report to support the Final EIS/EIR.

#### Additional Considerations

- Van Nuys Station/MOL Connection - After the ESFVTC Draft EIS/EIR was near completion, Metro initiated, as a separate study, the MOL-BRT Improvement Study. The MOL-BRT study is considering a grade-separated BRT station at Van Nuys Boulevard. The current ESFVTC Draft EIS/EIR envisions an at-grade to at-grade station connection with the MOL. If the MOL project independently selects a grade separation at Van Nuys Boulevard, the MOL aerial station will require a vertical connection to the ESFVTC. In that scenario, a connectivity study is needed to identify modifications to the ESFVTC to enable the Project to properly connect with the MOL. This connectivity study would be concurrently conducted with the preparation of the Final EIS/EIR as a part of the technical analyses recommended in this report. Each Project has independent utility as they don't connect; rather the ESFVTC's southern terminus would be under the MOL's Van Nuys Station, where transit users would be able to transfer via a vertical connection (i.e., escalator, stairs, and/or elevator).
- First/Last Mile (F/LM) - In December 2016, the Board directed staff to include F/LM components in all LRT Transit Corridor Studies. The Board policy requires that F/LM be integrated in the planning and delivery of the transit project, and allows that those F/LM improvements included in the project may be implemented by the local agency and counted toward satisfying the 3% local match requirement, which is reflected in the Measure M implementing guidelines. However, those projects where such cost and scope are finalized in advance of the F/LM plans are considered "transitional", and separate funding outside the rail project budget must be secured to implement an F/LM plan.

Because the policy was not in place before the Draft EIS/EIR was substantially written and submitted to the FTA for review for the Project, it will be concurrently addressed in parallel with the Final EIS/EIR phase. The F/LM study will be developed based on the Project. However, it will not be environmentally cleared as part of the Project EIS/EIR. Funds to undertake the F/LM studies are included in the technical studies recommended in this report. Consistent with the F/LM procedures and policies approved by the Board, F/LM recommended improvements emerging from LRT Transit Corridor plans must be included in the project scope and cost estimate, which is determined when 30% design is completed, to be a potential basis for 3% cost contributions.

Prior to proceeding with the above technical studies, an LPA needs to be selected by the Board in order to focus further work on a single Project that can be environmentally cleared when the Board



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reviews and acts on the Final EIS/EIR and the FTA reviews and acts on the Final EIS. The Draft EIS/EIR analysis and community support have developed a strong consensus for the selection of LRT as the preferred mode for the Project. The MSF Site Option B (Attachment D) emerged as the recommended site for LRT maintenance and storage over Site Options A and C. Work on the above technical studies will be managed by the prime consultant, KOA, Inc., and performed by sub-consultants on the consultant team, as supervised by Metro staff. A Notice to Proceed will be issued following Board approval of the recommendations in this report.

### Summary of Public Comments

As summarized in Attachment B, Metro hosted five public hearings and in an effort to increase public participation, public hearings were held at various locations and times of day. An additional informational meeting was held on October 10, 2017 to address specific concerns from property owners and tenants whose properties were identified for potential acquisition.

Approximately 350 persons attended and more than 900 comments were received by mail, email, through the Project website, and in-person at public hearings and community events. Some of the more common comments included:

- Strong preference for LRT;
- Strong opposition to MSF Option A;
- Significant support for a 14-station LRT option;
- Property acquisition concerns;
- Concerns pertaining to potential construction-related impacts;
- Support for potential transit connections to:
  - Future Metro Projects (Sepulveda Transit Project, MOL Improvements)
  - Amtrak and Metrolink;
- General safety and security concerns with public transit; and
- Concerns pertaining to the loss of on-street parking and loss of bike lanes

Community input has been encouraged and received at every step of the ESFVTC Project development.

### LPA Recommendation

Based on the technical evaluation and public stakeholder input, Alternative 4, modified to be at-grade LRT only, is recommended as the LPA (Attachment C). The operating efficiencies that would be realized through LRT Alternative 4, along with the number of corridor boardings that the alternative is projected to generate, best matched the Project's purpose and need to:

- Improve north-south mobility
- Provide more reliable operations and connections between key transit hubs/routes
- Enhance transit accessibility/connectivity to local and regional destinations
- Provide additional transit options in a largely transit-dependent area
- Encourage mode shift to transit

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The modified LRT Alternative 4 recommendation matches Metro's Metro M commitment to San Fernando Valley voters to construct a "high-capacity" transit project that extends from the MOL to the Sylmar San Fernando Metrolink station (9.2 miles). A three-car train set can accommodate up to 400 riders, which is far greater capacity than can be achieved with the other BRT alternatives evaluated.

The projected total cost for Alternative 4 with mix of at-grade and subway is \$2.7 billion (2014 dollars), which exceeds the \$1.331 billion (2015 dollars) estimated for the Project in the Measure M Expenditure Plan. However, by changing the subway portion of the alignment to at-grade, the projected total cost would be within range of the Measure M estimate. Due to its higher capacity, the LRT alternative could operate with a shorter headway and thereby have less of an impact to traffic. The train's capacity would also reduce overcrowding, which is a common issue for the articulated buses that currently operate on Van Nuys Boulevard. This corridor has some of the highest bus boardings in Metro's system, because of a high number of transit-dependent riders.

The LRT recommendation is also in-line with comments received during the Draft EIS/EIR 60-day public review period. The community voiced strong support for a rail alternative that would reduce travel time through and within the corridor. Although the community was supportive of the 2.5-mile subway, most stated that they'd prefer to have an at-grade LRT system now, rather than wait for additional funds to be identified for a subway. In addition, some voiced concern over the construction impacts (including additional ROW acquisitions) that would occur if a subway were built.

The Draft EIS/EIR also evaluated three potential MSF sites. Based on a technical analysis of all three and public input, Option B (Attachment D) is recommended. MSF Option B is strategically located at the mid-point of the alignment and is the only option which does not significantly impact residential properties. Significant opposition to Option A (adjacent to the MOL) was expressed by the community, while Option B was the only MSF option that received support comments including letters from a local Los Angeles City Councilmember and Panorama City Neighborhood Council. It is unknown at this time if the future Sepulveda Transit Corridor can share the Option B MSF, as that project is in the early phase of a Feasibility Study in which alignments and modes are under preliminary evaluation.

The LRT recommendation is consistent with the goals/objectives outlined in the Metro Equity Platform Framework in that the Project alignment is located in a disadvantaged, underserved community where access to premium transit service is limited. There is a high concentration of minority communities residing in the ESFVTC study area including a significant concentration of Hispanic or Latino 71.7% (35% higher than the City of Los Angeles and 24% higher than the County). Approximately 17.5% of the households in the study area are below the poverty level, which is 0.2% higher than the City and 3.5% higher than the County. The ESFVTC Project will provide residents with direct connections to the Antelope Valley and Ventura County Metrolink lines and to the MOL, which connects to the Metro Red Line. Through these regional connections, underserved populations will have access to employment and educational opportunities, which otherwise would be much more difficult to reach without the Project. The F/LM Project component will promote equity and sustainability by connecting underserved neighborhoods to the Metro transit network. The community will be included in the process of identifying the pedestrian, bicycling, landscaping and other F/LM enhancements.

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## **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's customers or employees.

## **FINANCIAL IMPACT**

The FY19 budget includes \$1.2M for the contract modifications in Project 465521, East San Fernando Valley Transit Corridors, Cost Center 4350, Systemwide Team 2. Board approval of this item will allow Metro staff to continue to develop the Project to its next milestones: completing the environmental process and initiating preliminary engineering.

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

### Impact to Budget

The funding sources include Measure M (35% - Transit Construction) and Measure R (35% - Transit Capital), which are not eligible for bus and rail operating expenses.

At this time, the total estimated cost for the Project is approximately \$1.3 billion and consistent with the total cost previously reported to the Board (as part of the Draft EIR/EIS and Measure M Expenditure Plan). Staff is concurrently pursuing funding for the Project, in accordance with the funding sources identified in the Long Range Transportation Plan Financial Forecast (Metro's system-wide funding plan for Board-approved projects). The Project was recently awarded approximately \$202 million in State Transportation Improvement Program (STIP) funds, as well as \$205 million in SB1 - Gas Tax Transit Intercity Rail Capital Program (TIRCP) funds. These funds will be available for the Project's future construction costs.

## **ALTERNATIVES CONSIDERED**

The Board may decide to not select a LPA for the ESFVTC Project. This is not recommended, as it would delay the Project, making it difficult to meet the Measure M Expenditure Plan schedule. Alternately, the Board may decide to not select the LRT alternative as the Project's LPA. This is not recommended because the LRT alternative would realize the greatest operating efficiencies, would accommodate far more riders and attract more boardings, and is the alternative that enjoys overwhelming support from the impacted community.

The Board may decide to select another alternative as the Project's LPA. The other alternatives evaluated in the Draft EIS/EIR are identified below, along with staff's reasoning for why the alternative was not recommended:

- Alternatives 1 and 2: Curb-running and median-running BRT - both the BRT alternatives had capacity concerns as an articulated BRT has a maximum capacity of 69 riders, which is far less than a three car LRT train-set which has a capacity of 400 persons. Overcrowding is a frequent problem for articulated buses that currently operate on Van Nuys Boulevard. In addition, the operation efficiencies that would be realized by the alternatives would not be significantly superior to those enjoyed by existing bus service. The community voiced strong support for LRT and opposition to BRT.

- Alternative 3: Low-Floor LRT/Tram - This alternative includes 28 stations (approximate 1/3-mile intervals) which resulted in operating efficiencies that were less than that of the BRT alternatives. The low-floor stations would help efficiencies, but the unique configuration would prevent trains from seamlessly connecting with other LRT lines if extended in the future. The community was very receptive to LRT, but strongly preferred a fourteen station design that could operate at greater speeds and reduce travel time.
- Alternative 4 (unmodified): At-Grade and Subway - This alternative without the proposed modification to eliminate the subway segment is double the project cost estimate in Measure M, has greater property impacts, and would substantially delay the timeline for delivery of the project; it is therefore not recommended.

If at-grade LRT is chosen as the LPA, the Board may also decide to not select Option B as the LPA for a MSF to house and service the trains. In addition to Option B, two additional locations were evaluated for an MSF in the Draft EIS/EIR. These MSF options are identified below along with staff's reasoning for why the Option is not recommended:

- MSF Option A: This MSF option, which would be located to the west of the Van Nuys MOL Station, resulted in significant opposition from the community. The area has many businesses due to the zoning in place.
- MSF Option C: This MSF option would be located to the west of Van Nuys Boulevard and immediately north of the Metrolink tracks in Panorama City. The option proved to be more difficult to access due to the dip in Van Nuys Boulevard where Metrolink passes. There are also several multi-unit residential properties to the north of the option that would be impacted by a train yard's noise and vibration.

## **NEXT STEPS**

After selection of an LPA, staff will initiate work on the Project's Final EIS/EIR. Staff anticipates returning to the Board in early 2019 for Project Certification and then approaching the FTA to obtain a Record of Decision (ROD).

Upon Board approval, staff will execute Modifications No. 16 and 17 to Contract No. PS4370-2622 with KOA and work will immediately commence on the LRT Grade Crossing and Safety Analysis; ACE; Van Nuys Station Connectivity Study; and the F/LM analysis. Staff anticipates this effort to take eight to twelve months to complete.

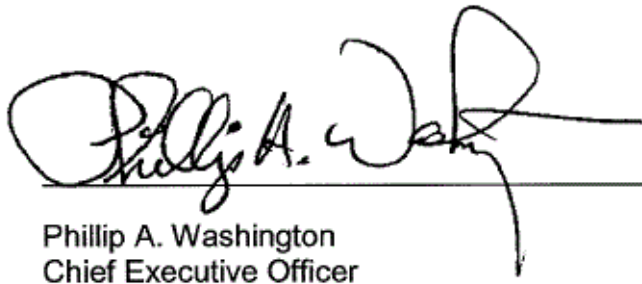
Staff will also release a Request for Proposals (RFP) for the Project's preliminary engineering phase. By releasing the RFP now, staff will be ready to approach the Metro Board for authorization to award PE immediately following Board Certification of the Project.

**ATTACHMENTS**

Attachment A - Executive Summary of the Draft EIS/EIR  
Attachment B - Public Comment Summary Report  
Attachment C - Project Description and Map of Recommended Locally Preferred Alternative  
Attachment D - Map of Maintenance and Storage Facility (MSF), Option B  
Attachment E - Procurement Summary  
Attachment F - Contract Modification/Change Order Log  
Attachment G - DEOD Summary

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Phillip A. Washington  
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# EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT/  
DRAFT ENVIRONMENTAL IMPACT REPORT

## EXECUTIVE SUMMARY



Metro



U.S. Department of  
Transportation  
Federal Transit Administration

## ES.1 Introduction

The East San Fernando Valley Transit Corridor Project is a vital public transit infrastructure investment that would provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The proposed project would extend from the Sylmar/San Fernando Metrolink Station on the north to the Metro Orange Line on the south and provide area residents, businesses, and transit-dependent populations with improved mobility and access to the regional transit system. Figure ES-1 shows the regional Los Angeles County Metropolitan Transportation Authority (Metro) transit lines expected to be operational by the year 2040 and illustrates how the East San Fernando Valley Transit Corridor Project would improve access to the regional system.

In addition to mobility benefits, the East San Fernando Valley Transit Corridor Project would provide the project area with transportation, economic, land use, and environmental benefits. The analyses presented in this Draft Environmental Impact Study/Environmental Impact Report (Draft EIS/EIR) documents the impacts to the environment that could occur due to the project, as required by federal National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) regulations. It also illustrates how improved mobility to and from the project area has the potential to boost economic development and improve social justice by providing better access to employment, educational and health facilities, and activity centers. Improved transit connectivity and service would also increase transit ridership, which in turn could result in environmental benefits due to reduced vehicle trips, reductions in vehicle miles traveled, less roadway congestion, and improved air quality.

The East San Fernando Valley Transit Corridor Project is included in the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS), adopted in April 2016. The RTP/SCS also outlines several projects in and around the project area aimed at maximizing the effectiveness, safety, and reliability of Southern California's transportation system.

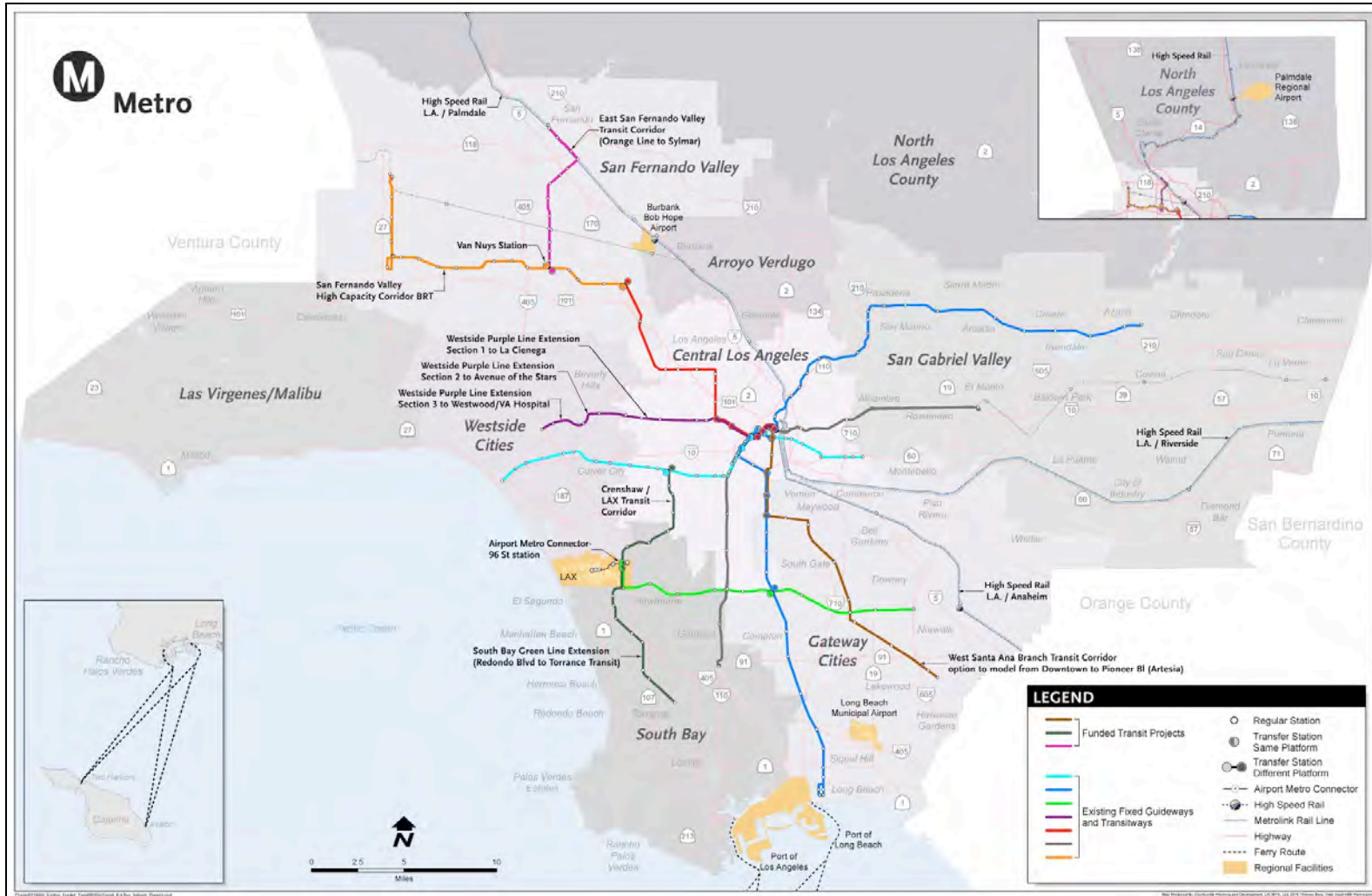
Project milestones for the East San Fernando Valley Transit Corridor Project include:

- Publication of the Draft EIS/EIR
- Public review and comment on the Draft EIS/EIR (45 days following publication)
- Publication of the Final EIS/EIR – Release of the Final EIS/EIR document is based on the condition that funding is available to allow for construction of the project within three years after issuance of the Record of Decision (ROD)
- Metro Board of Directors approves a project and adopts a Mitigation Monitoring and Reporting Program (MMRP) and CEQA Findings

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ES.1	Introduction
ES.2	Purpose and Need
ES.3	Alternatives Considered
ES.4	Comparison of Alternatives
ES.5	Issues to Be Resolved and Areas of Controversy
ES.6	Next Steps
ES.7	Summary of Environmental Consequences and Mitigation Measures

Figure ES-1: Existing and Proposed BRT and Rail Lines



Source: Metro, 2016.

- California Environmental Quality Act (CEQA) Notice of Determination (NOD)
- Federal Transit Administration (FTA) approves Record of Decision (ROD). Following the Federal ROD, the proposed project can proceed to final design, construction, and operation. The schedule of these milestones will be refined as the project nears the end of the state and federal mandated environmental review process.

## ES.2 Purpose and Need

### Purpose

The East San Fernando Valley Transit Corridor Project would provide new service and/or infrastructure that would improve passenger mobility and connectivity to regional activity centers, increase transit service efficiency (speeds and passenger throughput), and make transit service more environmentally beneficial via reductions in greenhouse gas emissions.

The purposes of the proposed project are summarized as follows:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the study area to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit-dependent population, including the disabled, high-transit ridership; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

### Need

The following mobility challenges within the project study area will continue to grow if no action is taken, due, in large part, to continued population growth, which increases the demand for transit service along the Van Nuys Boulevard corridor, a corridor that already has high population density and transit-dependent persons who rely on transit for daily transportation, including commuting:

- **Mobility challenges resulting from increased roadway congestion, affecting study area bus service** - Based on the Metro travel forecast model, the number of congested roadway segments (a portion of the roadway located between two intersections) in the study area is expected to increase from 126 to 162, a 29 percent increase in the AM peak hour and from 103 to 159, a 54 percent increase in the PM peak hour. Average speeds on these segments are expected to decrease by up to 12 miles per hour (mph) during the AM and PM peak hours. The increase in congested segments will result in lower vehicle speeds and increased travel delay in the study area, reducing mobility. Based on travel projections from the Metro model, the number of study intersections currently operating at LOS E or F along the Van Nuys Boulevard corridor will more than double by the year 2040.

Photo ES-1 shows typical existing congested conditions along the corridor.



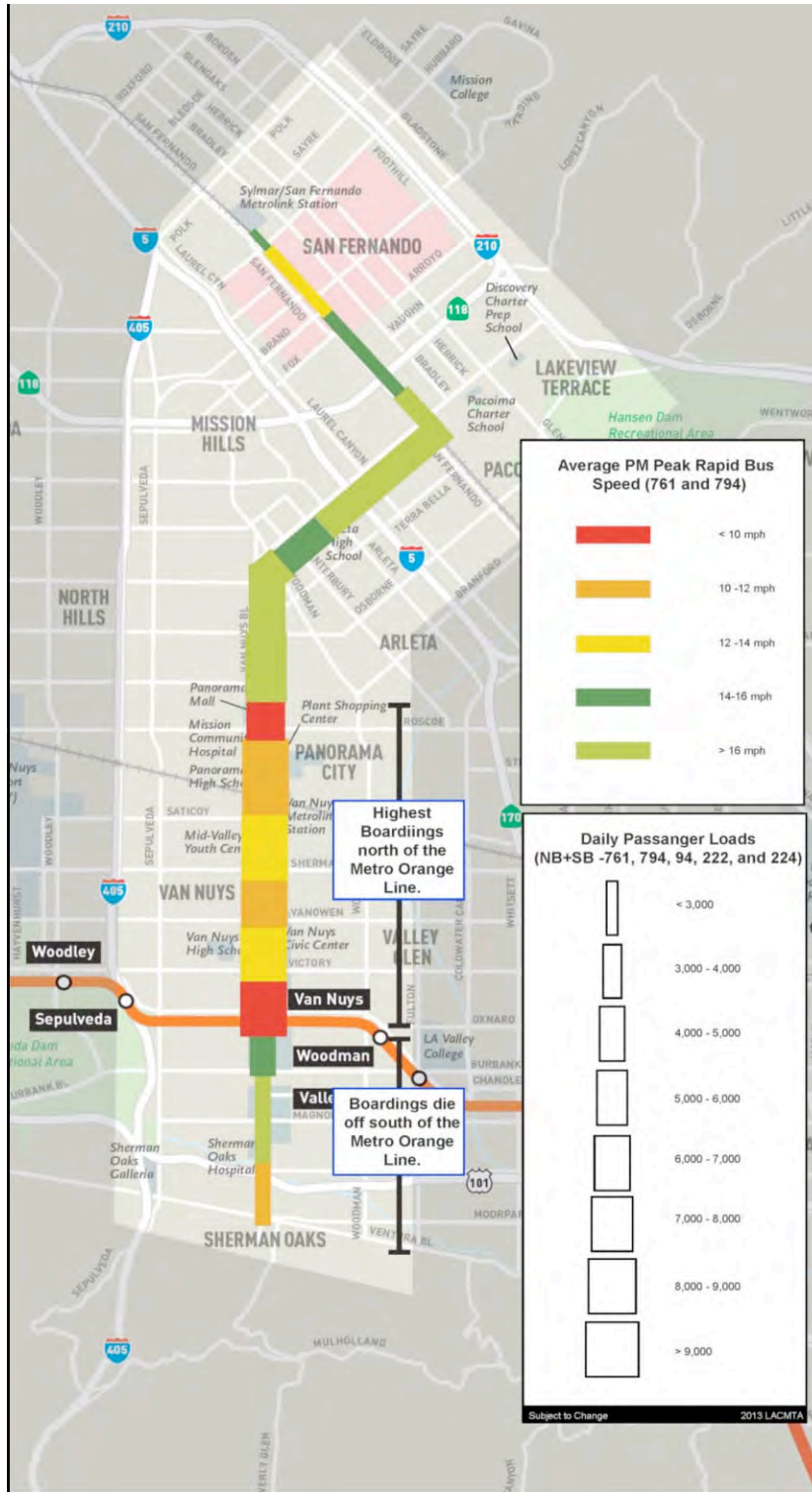
Photo ES-1: Existing Congestion on Van Nuys Boulevard Corridor



Source: Metro, 2016.

- **Increasing travel demand** - According to the Metro model, the person-trip distribution for the project study area indicates that a high number of travel trips tend to be localized to the communities within the area. Approximately 50 percent of the trips stay within the study area, with a large portion of trips occurring between the northern communities of the City of San Fernando and Pacoima and the southern communities of Mission Hills and Panorama City. These southern communities have a higher number of activity centers that include Kaiser Permanente Hospital, several high schools, and the Panorama Mall. A significant proportion of the overall study area trip distribution is to and from the Van Nuys Civic Center area, as demonstrated in Figure ES-2, constituting approximately 52 percent of all study area trips. These general trip trends are expected to remain similar in 2040 and show a high attraction of trips between the central study area and the Civic Center area. Because of the centralized trip patterns, transit accessibility and connectivity are integral to study area resident travel needs, especially to those who are transit dependent (35 percent). A total of 10 percent of households do not own a car and the average adult poverty ratio is 2.26 persons per acre compared to 1.08 per acre for Los Angeles County. These residents rely on Metro and City of Los Angeles Department of Transportation bus services for work and non-work trips within the study area and the greater Los Angeles County area. By 2040, the trip pattern is expected to remain similar, with a high number of trips (approximately 50 percent) staying within the study area. Local trips will remain a significant contributor to traffic and transit trends. Therefore, providing enhanced transit connections and accessibility to surrounding destinations is critical for residents that rely on public transit.
- **Transit service performance and reliability is decreasing due to increased congestion** - The existing bus service along the study area corridors does not meet the Metro on-time performance goal of 80 percent. This is directly correlated to levels of roadway congestion and related vehicular speeds, which together reduce the mobility of area bus riders. As congestion continues to increase, the reliability of bus service for riders will also worsen, because further congestion will further decrease bus speeds.

Figure ES-2: Existing Bus Boarding Distribution for Van Nuys Boulevard Corridor



Source: Metro, 2016.

- **Large transit-dependent population and expected growth in ridership** - The Van Nuys Boulevard corridor has the seventh highest total transit boardings on the Metro Bus system. This corridor is served by Rapid Line 761 and Local Line 233, which have combined passenger boardings that are the second highest in the San Fernando Valley, with the Metro Orange Line boardings at a slightly higher number. Sepulveda Boulevard and San Fernando Road also have some of the highest total boardings of all transit corridors in the San Fernando Valley. The demand in passenger boardings is constituted by both transit dependent and discretionary riders. The overall population density and the transit dependent population density are both more than twice as high in the study area as in the urbanized area of the County as a whole. The study area average of 0.53 zero-vehicle households per acre is 77 percent higher than the 0.30 County average. The study area average transit dependent population of 7.04 persons per acre is more than 100 percent higher than the 3.21 County average. The study area average of 2.26 adult persons below the poverty line per acre is over two times the 1.08 County average. Although population density and transit dependent population characteristics are expected to stay the same or improve slightly, study area population is expected to increase by almost 12 percent by the year 2040, and area employment will increase by approximately 15 percent. With the increase in population and employment growth, it is likely that there will be an increase in bus crowding (Photo ES-2).

**Photo ES-2: Existing Bus Crowding**



Source: Metro, 2016.

- **Exceeding air quality criteria pollutant standards within the study area** - Standards for many of the criteria pollutants monitored within the east San Fernando Valley have been exceeded multiple times during each of the previous three years of collected data (2010 – 2012). The traffic analysis indicates that travel speeds, vehicular delay, and congestion will worsen by 2040. This will result in increased gas consumption, and vehicle emissions in the study area. The increase in delay at the study intersections is expected to increase vehicle emissions and fuel consumption.

## ES.3 Alternatives Considered

The following six alternatives include the No-Build Alternative, Transportation Systems Management (TSM) Alternative, two Bus Rapid Transit (BRT) alternatives, and two rail alternatives are evaluated in this Draft EIS/EIR:

- No-Build Alternative
- TSM Alternative
- BRT Alternatives
  - Alternative 1 – Curb-Running BRT Alternative
  - Alternative 2 – Median-Running BRT Alternative
- Rail Alternatives
  - Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative
  - Alternative 4 – LRT Alternative

All build alternatives (Alternatives 1 through 4) would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which includes a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

### No-Build Alternative

The No-Build Alternative represents projected conditions in 2040 without implementation of the project (Figure ES-1). No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040. These projects include highway and transit projects funded by Measure R and specified in the current constrained element of the *Metro 2009 Long-Range Transportation Plan* (LRTP) and the 2016 Southern California Association of Governments (SCAG) *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). Existing infrastructure and future planned and funded projects assumed under the No-Build Alternative include:

- Existing Freeways – Interstate 5, and Interstate 405, State Route 118, and U.S. 101;
- Existing Transitway – Metro Orange Line;
- Existing Bus Service – Metro Rapid and Metro Local Service;
- Los Angeles Department of Transportation Commuter Express, and DASH;
- Existing and Planned Bicycle Projects – Bicycle facilities on Van Nuys Boulevard and connecting east/west facilities; and
- Other Planned Projects – Various freeway and arterial roadway upgrades, upgrades to the Metrolink system and the proposed California High-Speed Rail Project.

This alternative establishes a baseline for comparison to other alternatives in terms of potential environmental effects, including adverse and beneficial environmental effects.

## TSM Alternative

The TSM Alternative emphasizes transportation systems upgrades, which may include relatively low-cost transit service improvements such as increased bus frequencies and minor modifications to the roadway network. Additional TSM Alternative transit improvements that may be considered include, but are not limited to traffic signalization improvements, bus stop amenities/ improvements, and bus schedule restructuring.

The TSM Alternative could include enhanced operating hours and increased bus frequencies for Rapid Line 761 and Local Line 233. Under this Alternative, the Metro Rapid Line 761 and Metro Local Line 233 bus routes would retain existing stop locations (see Figure ES-3). It would not change the existing bus operations on San Fernando Road, including those of Metro Local Line 244 and Metro Rapid Line 794. This alternative would add 20 additional buses to the existing Metro Local 233 and Metro Rapid 761 bus routes. These buses would be similar to existing Metro 60-foot articulated buses (shown in Photo ES-3), and each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment to allow for improved operations and on-time performance.

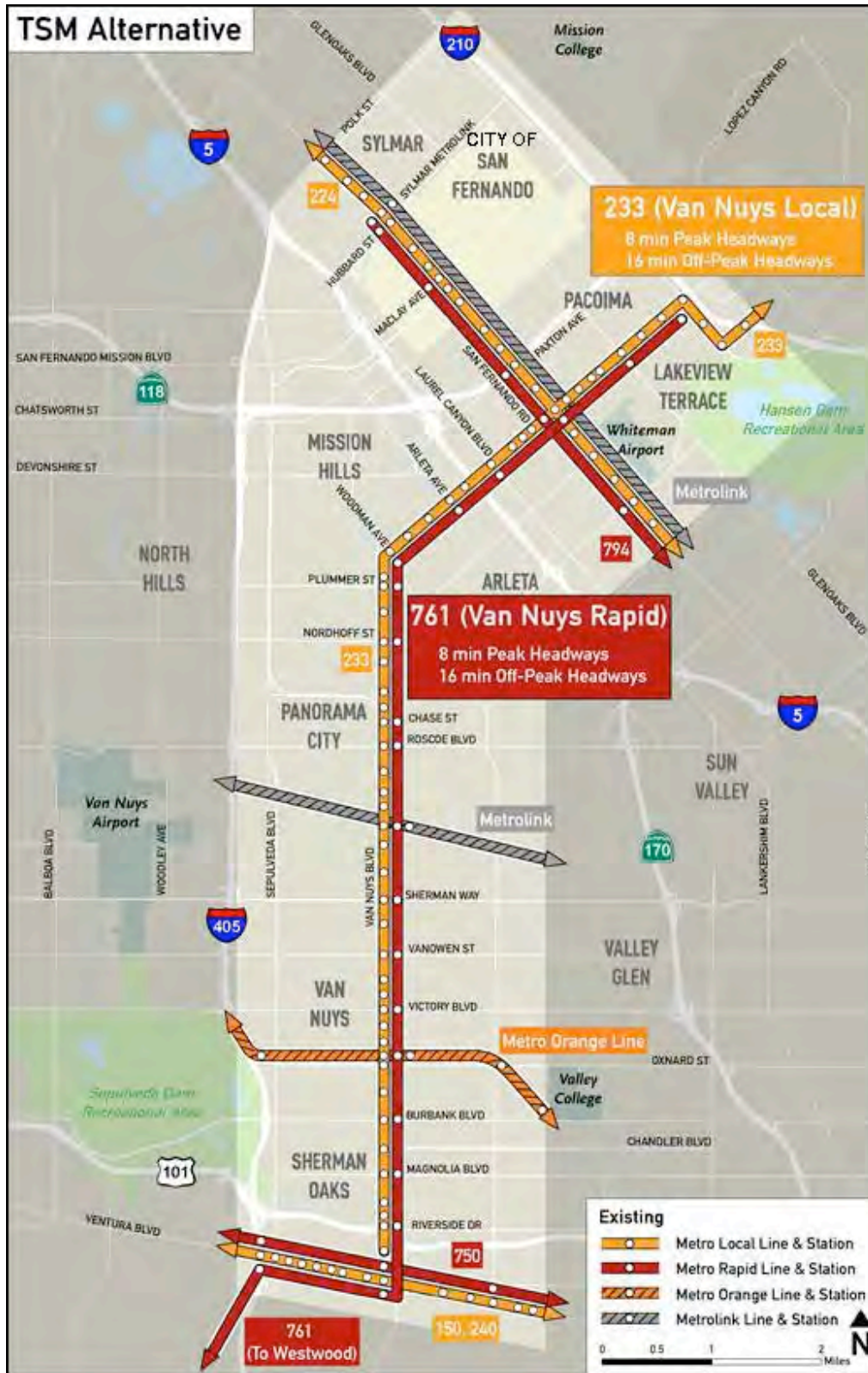
It should be noted that modifications were made in December 2014 to one of the primary Metro bus routes operating on Van Nuys Boulevard after this project analysis was already underway. Metro Rapid Line 744 was added connecting Pacoima in the east to Northridge in the west, and traveling for a large portion of the route (north-south) along Van Nuys Boulevard, and replacing the Metro Rapid Line 761. For the purposes of this study, the evaluation was based on the routes (Metro Rapid Line 761 and Metro Local Line 233) that were already in place in 2012 when the transportation modeling for this study began.

### Photo ES-3: Example of Metro 60-Foot Articulated Bus



Source: Metro Transportation Library and Archives, 2015.

Figure ES-3: TSM Alternative



Source: STV, 2014.

The existing Metro Division 15 Maintenance and Storage facility (MSF) located in Sun Valley would be able to accommodate the 20 additional buses with the implementation of the TSM Alternative. Operational changes would include reduced headway (elapsed time between buses) times for Metro Rapid Line 761 and Metro Local Line 233, as follows:

- Metro Rapid Line 761 would operate with headways reduced from 10 minutes to 8 minutes during peak hours (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. on weekdays) and from 17.5 minutes to 12 minutes during off-peak hours.
- Metro Local Line 233 would operate with headways reduced from 12 minutes to 8 minutes during peak hours and from 20 minutes to 16 minutes during off-peak hours.

## **BRT Alternatives**

### **Alternative 1 – Curb-Running BRT Alternative**

Under the Curb-Running BRT Alternative, the BRT guideway would incorporate 6.7 miles of existing curb lanes (i.e., lanes closest to the curb) along Van Nuys Boulevard between San Fernando Road on the north and the Metro Orange Line on the south. This alternative would be similar to the Metro Wilshire BRT Project with a dedicated bus lane that could operate 24-hours a day or only during peak periods. The lanes would be dedicated curb-running bus lanes for Metro Rapid Line 761 and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue for Metro Line 761. Metro Line 233 would continue north on Van Nuys Boulevard to Lakeview Terrace. These improvements would result in an improved Metro Rapid Line 761 (hereafter referred to as 761X) and an improved Metro Local Line 233 (hereafter referred to as 233X). The route of the Curb-Running BRT Alternative is illustrated in Figure ES-4.

From the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within roadway travel lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, Metro Rapid Line 761X would turn southwest and travel south within a curb-running dedicated bus lane along Van Nuys Boulevard.
- The alternative would continue to be curb running along Van Nuys Boulevard until reaching the Metro Orange Line Van Nuys station where Metro Rapid Line 761X service would be integrated into mixed-flow traffic.
- Metro Line 761X would then continue south to Westwood as under existing conditions, though it should be noted that in December 2014 the Metro Rapid Line 761 was re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood.

Metro Local Line 233X would operate similar to how it currently operates between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. However, Metro Local Line 233X would operate with improvements over existing service because it would utilize the BRT guideway where its route overlaps with the guideway along Van Nuys Boulevard.

Figure ES-4: Alternative 1 – Curb-running BRT



Source: KOA and ICF International, 2014.



Transit service would not be confined to only the dedicated curb lanes. Buses would still have the option to operate within the remaining mixed-flow lanes to bypass right-turning vehicles, a bicyclist, or another bus at a bus stop.

The Curb-Running BRT Alternative would operate in dedicated bus lanes, sharing the lanes with bicycles and right turning vehicles. However, on San Fernando Road and Truman Street, no dedicated bus lanes would be provided. The Curb-Running BRT Alternative would include 18 bus stops.

## **Alternative 2 – Median-Running BRT Alternative**

The Median-Running BRT Alternative consists of approximately 6.7 miles of dedicated median-running bus lanes between San Fernando Road and the Metro Orange Line, and would have operational standards similar to the Metro Orange Line. The remaining 2.5 miles would operate in mixed-flow traffic between the Sylmar/San Fernando Metrolink Station and San Fernando Road/Van Nuys Boulevard. The Median-Running BRT Alternative is illustrated in Figure ES-5.

Similar to the Curb-Running BRT Alternative, the Median-Running BRT (Metro Rapid Line 761X) would operate as follows from the Sylmar/San Fernando Metrolink station:

- Within mixed-flow lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, the route would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- Upon reaching the Van Nuys Metro Orange Line Station, the dedicated guideway would end and the Rapid Line 761X service would then be integrated into mixed-flow traffic.
- The route would then continue south to Westwood, similar to the existing route. Similar to Alternative 1, it should be noted that in December 2014 the Metro Rapid Line 761 was re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood.

Metro Local Line 233 would operate similar to existing conditions between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. Rapid Bus stops that currently serve the 794 and 734 lines on the northern part of the alignment along Truman Street and San Fernando Road would be upgraded and have design enhancements that would be Americans with Disabilities Act (ADA) compliant. These stops would also serve the redirected 761X line:

1. Sylmar/San Fernando Metrolink Station
2. Hubbard Station
3. Maclay Station
4. Paxton Station
5. Van Nuys/San Fernando Station

Along the Van Nuys Boulevard segment, bus stop platforms would be constructed in the median. Seventeen median stations and four curb bus stops would be included.

Figure ES-5: Alternative 2 – Median-running BRT



Source: KOA and ICF International, 2014.

## Rail Alternatives

### Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would operate along a 9.2-mile route from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south. The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Van Nuys Metro Orange Line station. The Low-Floor LRT/Tram Alternative would operate in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate in a median dedicated guideway. It would include 28 stations. The route of the Low-Floor LRT/Tram Alternative is illustrated in Figure ES-6.

The Low-Floor LRT/Tram Alternative would operate along the following route:

- From the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate within a median dedicated guideway on San Fernando Road.
- At Wolfskill Street, the Low-Floor LRT/Tram would operate within mixed-flow travel lanes on San Fernando Road to Van Nuys Boulevard.
- At Van Nuys Boulevard, the Low-Floor LRT/Tram would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- The Low-Floor LRT/Tram would continue to operate in the median along Van Nuys Boulevard until reaching its terminus at the Van Nuys Metro Orange Line Station.

Based on Metro's *Operations Plan for the East San Fernando Valley Transit Corridor Project*, the Low-Floor LRT/Tram Alternative would assume a similar travel speed as the Median-Running BRT Alternative, with speed improvements of 18 percent during peak hours/peak direction and 15 percent during off-peak hours.

The Low-Floor LRT/Tram Alternative would operate using low-floor articulated vehicles that would be electrically powered by overhead wires, as in the example shown in Photo ES-4. This Alternative would include supporting facilities, such as an overhead contact system (OCS), traction power substations (TPSS), signaling, and a maintenance and storage facility (MSF).

Because the Low-Floor LRT/Tram Alternative would fulfill the current functions of the existing Metro Rapid Line 761 and Metro Local Line 233, these bus routes would be modified to maintain service only to areas outside of the project corridor. Thus, Metro Rapid Line 761 (referred to as 761S with reduced service) would operate only between the Metro Orange Line and Westwood, and Metro Local Line 233 (referred to as 233S with reduced service) would operate only between San Fernando Road and Glenoaks Boulevard. It is most likely that this area would continue to be served by a neighboring bus line or that the 233S route is modified, so that it is not serving such a limited geographic area. Metro Operations would make such modifications based on observation of the line's performance and feedback from the communities it serves. It should be noted that in December 2014 the Metro Rapid Line 761 was re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 now travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood and provides peak period freeway express service.

Figure ES-6: Alternative 3 – Low-Floor LRT/Tram



Source: KOA and ICF International, 2014.

Photo ES-4: Examples of Low-Floor LRT/Tram Vehicle Types



Portland Streetcar Tram Vehicle/Siemens S70 Low-Floor LRT Vehicle on Portland's MAX System



San Diego Trolley Siemens S70 Low-Floor LRT Vehicle/Stadler Variotram in Munich, Germany

Stations for the Low-Floor LRT/Tram Alternative would be constructed at various intervals along the entire route. There are portions of the route where stations would be closer together and other portions where they would be located further apart. With the Low-Floor LRT/Tram Alternative, 28 ADA compliant stations are proposed.

## Alternative 4 – LRT Alternative

Similar to the Low-Floor LRT/Tram Alternative, the LRT would be powered by overhead electrical wires; however, it is relevant to note the onboard commuter load capacities for Alternatives 3 and 4. A low-floor and high-floor LRT vehicle have different load capacities, 100 versus 133, respectively. Using the San Diego Trolley low-floor vehicle as an example, their 90-foot low-floor vehicle has a commute/load capacity of 100 persons. Additionally, aisles are narrower and include step(s) to get to some/many seats. Additionally, seats above 'trucks' have less leg room. The low floor combined with the area dedicated to the trucks/wheels and the longer cab areas result in reduced capacity. For comparison, Metro's 90-foot high-floor model has a commute/load capacity of 133 passengers, and is the vehicle type that would likely be used for Alternative 4 (shown in Photos ES-5 and ES-6).

Photo ES-5: Example of Metro 90-Foot LRT Vehicle



Source: Metro, 2016.

Photo ES-6: Metro LRT Vehicle



Source: Metro, 2016.

Under Alternative 4, the LRT would travel in a dedicated guideway from the Sylmar/San Fernando Metrolink station adjacent to San Fernando Road south to Van Nuys Boulevard, from San Fernando Road to the Van Nuys Metro Orange Line Station, over a distance of approximately 9.2 miles (Figure ES-7). The LRT Alternative includes a segment in exclusive right-of-way through the Antelope Valley Metrolink railroad corridor, a segment with semi-exclusive right-of-way in the middle of Van Nuys Boulevard, and an underground segment beneath Van Nuys Boulevard from just north of Parthenia Street to Hart Street.

Figure ES-7: Alternative 4 – LRT



Source: KOA and ICF International, 2014.

The LRT Alternative would be similar to other street-running LRT lines that currently operate in the Los Angeles area, such as the Metro Blue Line, Metro Gold Line, and Metro Exposition Line. The LRT would travel along the median for most of the route, with a subway of approximately 2.5 miles in length between Vanowen Street and Nordhoff Street. On the surface-running segment, the LRT Alternative would operate at prevailing traffic speeds and would be controlled by standard traffic signals.

Stations would be constructed at approximately 1-mile intervals along the entire route. There would be 14 stations, three of which would be underground at locations near Sherman Way, the Van Nuys Metrolink station, and Roscoe Boulevard. Entry to the three underground stations would be provided from an entry plaza and portal. The entry portals would provide access to stairs, escalators, and elevators leading to an underground LRT station mezzanine level, which, in turn, would be connected via additional stairs, escalators, and elevators to the underground LRT station platforms

Similar to the Low-Floor LRT/Tram Alternative, the LRT Alternative would require a number of additional elements to support vehicle operations, including an OCS, TPSS, communications and signaling buildings, and a MSF.

## ES.4 Comparison of Alternatives

Physical and operating characteristics of alternatives evaluated in this Draft EIS/EIR are summarized in Figure ES-8. The environmental effects of the alternatives are summarized in Table ES-1. The selection of criteria to evaluate the alternatives is based on their effectiveness in providing transit improvements that meet the project objectives, as reflected in the project purpose and need, while taking into account each alternative's environmental impacts, including effects on project area circulation and access, safety, property acquisition, and displacement, as well as the operating performance of each alternative and cost. The criteria are listed below.


















- Travel and Mobility Benefits and Impacts;
- Regional Connectivity;
- Cost-Effectiveness;
- Environmental Benefits and Impacts;
- Economic and Land Use Considerations;
- Community Input; and
- Financial Capability.

### Summary of Environmental Impacts

In compliance with NEPA and CEQA guidelines, this Draft EIS/EIR studied potential environmental consequences associated with construction and operation of the Alternatives described above.



Figure ES-8: Comparison of Alternatives

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT COMPARISON OF ALTERNATIVES							
CONSIDERATIONS *		NO BUILD	TSM	CURB RUNNING BRT Alternative 1	MEDIAN RUNNING BRT Alternative 2	MEDIAN RUNNING TRAM Alternative 3	MEDIAN RUNNING LRT Alternative 4
	LEFT-TURN RESTRICTIONS AT CERTAIN INTERSECTIONS	-	-	-	✓	✓	✓
	STREET PARKING RESTRICTIONS	-	-	✓	✓	✓	✓
	FUTURE BIKE LANE RESTRICTIONS	-	-	✓	✓	✓	✓
	REDUCES CURRENT SIDEWALK WIDTHS	-	-	-	✓	✓	✓
	TRAVEL LANES IN EACH DIRECTION	3	3	2	2	2	2
	POTENTIAL REAL ESTATE ACQUISITION	-	-	-	-	✓	✓
	REQUIRES NEW RAIL MAINTENANCE STORAGE FACILITY (MSF)	-	-	-	-	✓	✓
2040 OPERATIONAL CHARACTERISTICS *							
	AVERAGE SPEED (MPH)	11.3	11.3	13.4	15.0	13.1	19.2
	TRAVEL TIME (MINUTES)	49	48	41	37	42	29
	CAPITAL COSTS IN 2014 \$ (APPROXIMATE) \$170 MILLION CURRENTLY IDENTIFIED	-	\$ 35.2 M	\$294 M	\$402 M	\$1.3 B	\$2.67 - \$2.79 B
	CAPACITY PER VEHICLE	75	75	75	75	266	400

\*SUBJECT TO CHANGE

Source: Metro, 2015.

Due to the highly urbanized nature of the project area, potential environmental impacts pertain primarily to the built environment. Over 20 categories of environmental impacts were evaluated. Environmental impact categories where at least one alternative would have a substantial adverse effect or significant impact remaining after mitigation are discussed below under unavoidable substantial adverse effects/significant impacts remaining after mitigation. Table ES-1 summarizes effects/impacts, mitigation measures, and impacts remaining after mitigation associated with each alternative.

## Unavoidable Substantial Adverse Effects/Significant Impacts

At least one of the alternatives (see Table ES-1) would have unavoidable adverse effects/significant impacts on the following environmental resources:

**Traffic and Bicycle Facilities:** The build alternatives, Alternatives 1 through 4, would result in reductions in roadway capacity due to the conversion of existing motor vehicle lanes to accommodate the BRT and rail alternatives. As a consequence, significant traffic impacts could occur at 16 to 32 study intersections, depending on the alternative. Mitigation measures such as lane configuration changes that would increase capacity of the roadways or restrictions in allowable turning movements, were considered infeasible due to right-of-way (ROW) constraints or secondary effects to upstream and downstream locations. Since no feasible mitigation measures exist that would reduce these impacts below the level of significance, impacts would be significant and unavoidable. Additionally, existing bicycle lanes on Van Nuys Boulevard would be removed and future bicycle lanes designated for implementation along Van Nuys Boulevard would not be feasible under the build alternatives, which would conflict with the City of Los Angeles Bicycle Plan. Therefore, impacts on bicyclists and bicycle facilities would remain significant.

**Community and Neighborhood:** The unavoidable significant adverse impacts described above due to removal of bicycle lanes would also be considered a significant adverse community and neighborhood impact. Additionally, under Alternatives 3 and 4, construction and operational impacts on social and community interactions due to business displacements, and operational visual impacts on sensitive viewers would be significant after implementation of proposed mitigation measures.

**Visual and Aesthetics:** Alternatives 3 and 4 would result in potentially significant impacts to the visual environment within the project corridor. The visual changes in communities along the project corridor due to the introduction of new vertical structures affecting scenic views of the surrounding mountains and foothills would result in an adverse effect under NEPA and a significant impact under CEQA after mitigation.

**Air Quality:** Construction of Alternatives 1 through 4 would result in localized PM10 and PM2.5 emissions during construction that would exceed local thresholds. Even with implementation of mitigation measures, emissions thresholds would be exceeded and impacts would remain significant during construction.

**Safety and Security:** Implementation of Alternative 1 would result in impacts, after mitigation, on bicycle safety due to the removal of existing bike lanes. In addition, Alternatives 2 through 4 would result in impacts, after mitigation, on pedestrian sidewalk safety due to narrowing of sidewalks, bicycle safety due to the removal of existing bike lanes, and potential impacts on emergency vehicle response time due to turn restrictions and the increased congestion resulting from the removal of mixed-flow travel lanes.

More information regarding the proposed project's environmental impacts is provided in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. All impacts and mitigation measures associated with each alternative are summarized below in Table ES-1.

## ES.5 Issues to Be Resolved and Areas of Controversy

### Areas of Controversy

Public comments submitted during the scoping period expressed concerns regarding the issues listed below. Please note that these comments are meant to provide a synopsis of the top trending themes. A detailed description of the comments received during the scoping period is provided in Appendix CC, the Final Scoping Report.

- A strong preference by the public for LRT, despite the high cost, which is viewed as the best mode of transit, with higher carrying capacity and better mobility benefits;
- A feeling among some community members that the San Fernando Valley is not receiving its fair share of investment in rail, compared to other parts of the county;
- Concerns expressed about the effects on local businesses of removing on-street parking along Van Nuys Boulevard;
- Concerns about economic impacts on adjacent businesses during project construction;
- Concerns over the loss of traffic lanes to accommodate the project and increased congestion in the motor vehicle lanes due to the project;
- Strong opposition to extending the project limits south of the Metro Orange Line, by community members south of the Metro Orange Line;
- Concerns about the location of the maintenance facility and potential impacts on the surrounding community;
- Concerns that BRT would be slower, carry fewer people, and have limited benefits compared with LRT;
- Concerns that LRT is too expensive and BRT can provide almost the same level of benefits at a much lower cost;
- Concerns about any potential elimination of existing Metro Local and Rapid bus routes and stops;
- Strong support for inclusion of bicycle lanes as part of this project, and opposition to their removal; and
- Concerns about fare increases to pay for this project.

## Issues to Be Resolved

### Operating Characteristics of Alternative 3 within Downtown San Fernando

If Alternative 3, the Low-Floor LRT/Tram Alternative is selected as the preferred alternative, Metro would continue to coordinate with the City of San Fernando regarding mutually agreeable operating characteristics, such as operating the alignment within a median/dedicated guideway on San Fernando Road and developing an appropriate design that is compatible and appropriate for this multi-modal corridor. Potential operating and design issues to be considered include transit, automobile, and pedestrian access and safety issues as well as pedestrian bridge implementation, lane removal, tree removal, OCS pole installation, and tram station designs and locations.

### Connection with Metro Orange Line

The Metro Orange Line intersects the southern terminus of the alignment (shown in Photo ES-7). Currently, the Metro Orange Line is a BRT that operates in a dedicated right-of-way with an average of 30,000 boardings per day. The Metro Orange Line Van Nuys Station is also a major transfer point. In planning this project, special consideration should be given to how this project intersects with the Metro Orange Line and how to best facilitate transfer to/from both services.

#### Photo ES-7: Existing Metro Orange Line Connection with Van Nuys Boulevard



Source: KOA, 2015.

## Uncertainties and Opportunities with California High Speed Rail

California’s High-Speed Rail (CAHSR) Project is in the planning phase, and could potentially include a segment near or within the proposed project study area (Figure ES-9). If the CAHSR alignment plans progress with a preferred alignment in the vicinity of the proposed project area, coordination with the California High-Speed Rail Authority would continue to occur to ensure that the CAHSR Project does not conflict with this planned proposed project.

**Figure ES-9: Possible California High Speed Rail Planned within the Study Area**

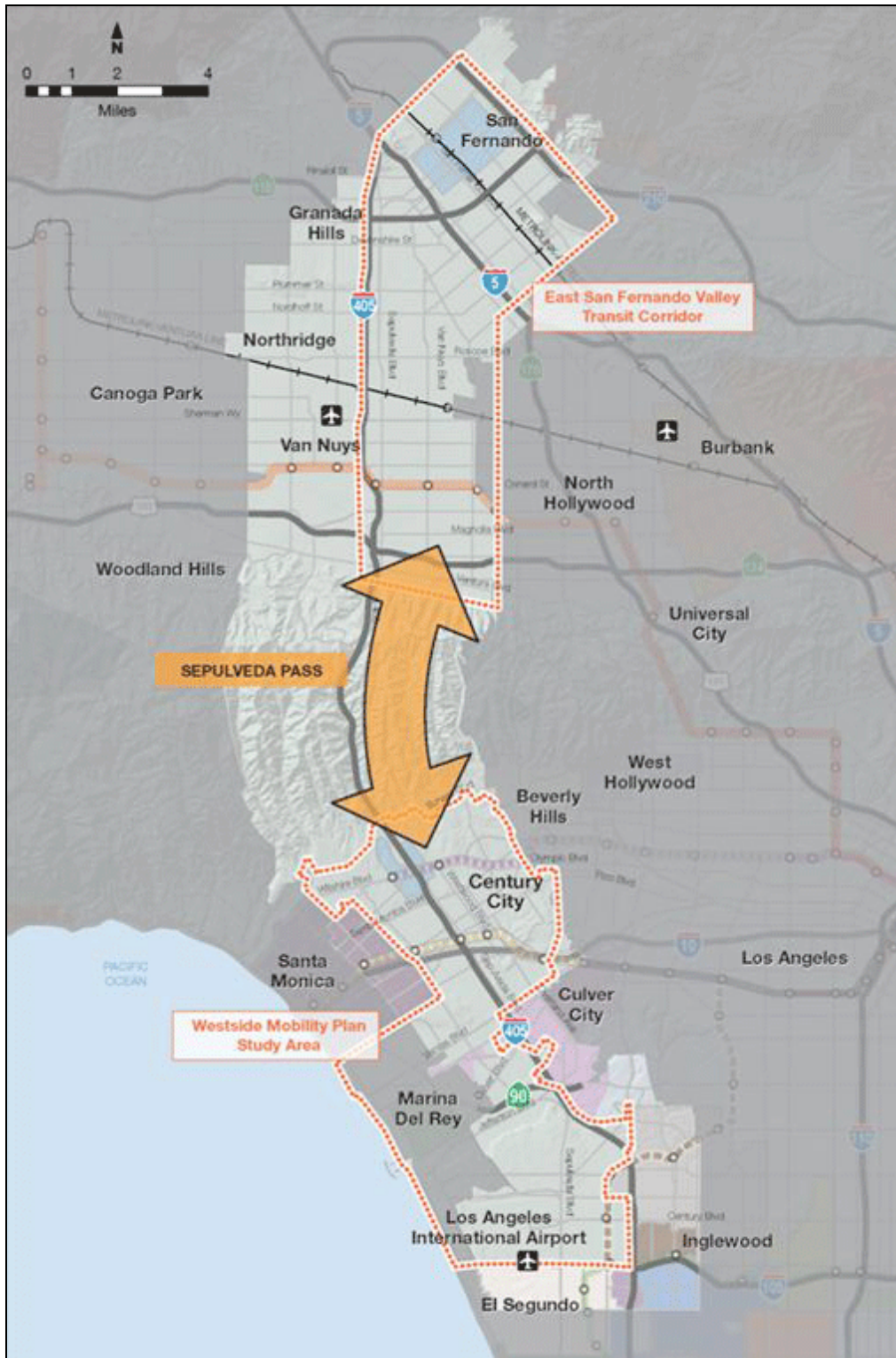


Source: State of California High Speed Rail Authority, 2016.

## Uncertainties and Opportunities with Sepulveda Pass Transit Project

Along with planning for this proposed project, Metro is also studying how best to provide improved transit service through the Sepulveda Pass connecting the San Fernando Valley and the Westside (e.g. Westwood, Brentwood, West LA, Culver City). Selection of a preferred alternative for the East San Fernando Valley Transit Corridor Project will recognize the Sepulveda Pass Project and consider any potentially feasible and advantageous points for connecting the two corridors (Figure ES-10).

Figure ES-10: Sepulveda Pass Transit Connection



Source: Metro, 2016.

## Bus Shelters and City Bus Shelter Advertising Contracts

Any proposed changes to the existing bus shelters (Photos ES-8) and benches as part of the proposed project would need to be coordinated and approved in consultation with the City of Los Angeles. Since the City has an exclusive contract with a bus stop advertising company and proposed project changes would have to be coordinated per the City’s contract.

**Photo ES-8: Bus Shelter/Bus Shelter Advertising**



Source: Google Maps, 2016.

## Specific Effects on Landmark Palm Trees in the Civic Center

One of the most noticeable visual elements along the Van Nuys Boulevard corridor is the dual row of palm trees in the Van Nuys Civic Center portion of the corridor (Photo ES-9). The impact assessment for the median-running BRT and both LRT alternatives indicated that the guideway requirements would require the removal of some portion of these trees. It is Metro’s intent to hold focused community urban design and station area meetings during final design of the project to obtain input on the re-planting of the trees. The community will be informed during the meetings about drought-tolerant California native plants and trees that could be considered for sun protection/shade as part of the landscaping plan that would be developed during final design.

**Photo ES-9: Landmark Palm Trees along Van Nuys Boulevard in the Van Nuys Civic Center**



Source: Metro, 2016.

## Specific Effects on Mature Trees in the City of San Fernando’s Downtown

One of the most noticeable visual elements along San Fernando Road through downtown San Fernando is the mature street trees on each side of the street (shown in Photo ES-10). The impact assessment for the Low-Floor LRT /Tram Alternative indicated that the guideway requirements would require the removal of some portion of these trees. It is Metro’s intent to hold focused community urban design and station area meetings to obtain input on the re-planting of the trees with final design of the project. The community will be informed during the meetings about drought-tolerant California native plants and trees that could be considered for sun protection/shade as part of the landscaping plan that would be developed during final design.

**Photo ES-10: Mature Trees along San Fernando Boulevard in Downtown San Fernando**



Source: Metro, 2016.

## Pedestrian Safety Improvements at Nearby Schools

A number of private and public schools are either adjacent to or near Van Nuys Boulevard and the San Fernando Road corridors (Photos ES-11 through ES-13). The Metro Board will need to consider whether additional pedestrian safety measures are warranted, beyond Metro’s current pedestrian safety program.

**Photo ES-11: San Fernando Middle School      Photo ES-12: Arleta High School**



Source: Google Maps, 2016.



Source: Google Maps, 2016.



Photo ES-13: Panorama High School



Source: Google Maps, 2016.

## Specific Effects of Project on Left Turns into Businesses

Alternatives 2, 3, and 4 would eliminate some mid-block, or outside of intersection left-turns into properties on Van Nuys Boulevard. There are businesses throughout the corridor where delivery trucks access the business via a left turn (Photo ES-14). A formal outreach effort would be established to work with the businesses on a new access plan that would continue to provide access while being compatible with the operation of a median-running alternative, should one be the selected alternative.

Photo ES-14: Truck Making a Left Turn along Van Nuys Corridor



Source: Metro, 2016.

## Project Funding

### Capital Funding Sources

Metro's approved 2009 LRTP reserved \$170.1 million for the project, which is the present worth in 2014 dollars, escalated to the year of expenditure. The following combination of federal, state, and local revenue sources are eligible sources of funding for the East San Fernando Valley Transit Corridor Project:

- **Federal Sources**
  - o Congestion Management and Air Quality (CMAQ)
  - o Regional Surface Transportation Program (RSTP)
  - o Other future FTA funding
- **State Sources**
  - o Regional Improvement Program (RIP)
  - o Traffic Congestion Relief Program (TCRP)
  - o Cap and Trade
- **Local Sources**
  - o Measure R Sales Tax
  - o Local Agency Funds
  - o Proposition A Sales Tax
  - o Proposition C Sales Tax

### 2016 Transportation Sales Tax Ballot Measure

Los Angeles County is expected to grow by 2.4 million people by 2057. Metro is updating its Long Range Transportation Plan (LRTP) to enhance mobility and quality of life for Los Angeles County to position the region for future growth and meet transportation needs. The foundation for the updated LRTP is a transportation sales tax ballot measure which provides a vision, through nine categories of funding for the variety of transit related infrastructure and programs needed to build and operate a balanced multi-modal transportation system. Specifically, the potential ballot measure identifies major highway and transit projects evaluated and sequenced based on performance metrics approved by the Metro Board of Directors at its December 2015 meeting. The potential ballot measure also includes projects identified by staff that are necessary to improve and enhance system connectivity; promote bicycling and walking; support Americans with Disabilities Act (ADA)/paratransit services for the disabled; discounts for students and seniors; investments to fund bus and rail operations; ongoing system maintenance and repair, including repair of bridges and tunnels; and funds for repair and enhancement of local streets and roads. To fund these projects and programs, the Metro Board agreed, at its June 2016 meeting, to place a measure on the ballot in November 2016 that would augment Measure R with a new half-cent sales tax, and extend the current Measure R tax rate to 2057.

In March 2016, the Metro Board released the draft Potential Ballot Measure Expenditure Plan for public review. The draft Plan anticipates approximately \$120+ billion (year of expenditure (YOE)) over a 40+ year period. It relies on the following funding assumptions: a ½ cent sales tax augmentation to begin in FY18; an extension of an existing ½ cent sales tax rate beyond the current expiration of Measure R in 2039; with a combined one cent sales tax sunset in the year 2057 and a partial extension for ongoing repairs, operations, and debt service. The draft Expenditure Plan currently identifies the East San Fernando Valley Transit Corridor Project for a total of \$1.33 billion in funding, including \$810 million of potential ballot measure revenues and \$520 million of funding from other LRTP revenues. The project as defined in the draft Expenditure Plan would be a high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys Station to the Sylmar/San Fernando Metrolink Station with a minimum of 14 stations over 9.2 miles.

### L RTP Priority Projects

In order to accelerate a project in the LRTP, the funds must be available and the Metro Board must approve an amendment to the 2009 LRTP. Metro is currently working to update the LRTP, which will include the approval of the East San Fernando Valley Transit Corridor Project, its new schedule and its new funding. When this occurs and the new dates of construction are known, if warranted, a supplemental environmental analysis will be conducted.

## ES.6 Next Steps

- Draft EIS/EIR Comment Period – A 45-day comment period will begin with publication of the Notice of Availability of the Draft EIS/EIR.
- Metro Board adopts the Locally Preferred Alternative – The Metro Board of Directors may choose to select a Locally Preferred Alternative (LPA) in the spring of 2017.
- Upon adoption of the LPA, the Metro Board may initiate the Final EIR. FTA’s approval to initiate the Final EIS may be contingent upon having funding in place. The Metro Board must obtain funds to allow the initiation of a Final EIS as described above in Issues to be Resolved.

## ES.7 Summary of Environmental Consequences and Mitigation Measures

Metro is committed to satisfying applicable federal, state, and local environmental regulations and to applying reasonable mitigation measures to reduce adverse effects and significant impacts. Measures to mitigate potential effects and impacts for the project alternatives are identified in this Draft EIS/EIR. Metro Board of Directors authorizes the completion of the Final EIR when they approve a project alternative, the Board will also adopt a Mitigation Monitoring and Reporting Program (MMRP), which lists all of the committed mitigation measures and CEQA Findings. Upon approval of the proposed project, these mitigation measures will become part of the proposed project, and will be considered binding under CEQA.

Table ES-1, below, provides a summary of all the impacts and mitigation measures associated with each alternative.

# East San Fernando Valley Transit Corridor

## PUBLIC COMMENT SUMMARY



# Contents

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## Attachment A Public Comment Summary Table

## **1.1 Public Scoping Activities and Meetings**

Opportunities for public participation are required throughout the environmental clearance phase at key milestones. The first major milestone during the environmental review process begins with “Scoping.” During the Scoping Period, stakeholders had various opportunities to provide input on the issues they felt should be addressed in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). The Scoping Period officially started on March 1, 2013, when the Federal Transit Administration (FTA) issued a Notice of Intent (NOI) and Metro issued a Notice of Preparation (NOP). The Public Scoping Period ended on May 6, 2013.

Community outreach activities were completed during the Scoping Period to ensure that the public, stakeholders, and agencies had an opportunity to learn about the study and comment on the scope of the DEIS/DEIR. The following key activities were completed as part of the public participation program during this phase:

- Scoping Meeting Notification Activities
- Digital Engagement Activities
- Elected Officials Briefing
- Four Public Scoping Meetings
- One Interagency Scoping Meeting

### **1.1.1 Summary of Scoping Comments Received**

To maximize the opportunities to receive public input regarding the East San Fernando Valley Transit Corridor Project, Metro collected comments in a variety of ways including:

- Comment forms at the four Public Scoping Meetings
- Verbal comments during the question and answer portion of meetings
- Email
- US Mail
- Telephone
- Facebook (using the “Scoping comments” app)
- Twitter (using #EastSFVScoping).

During this round of meetings, Metro received 258 formal comments from various stakeholders on a variety of topics relevant to the study process and the overall project. A synopsis of those comments is provided below.

- Strong support for a light rail transit (LRT) alternative.
- Support for a continuous connection with the Sepulveda Transit Corridor Project.
- Desire to accommodate bicycle lanes along the project corridor area; if not along Van Nuys Boulevard, then on other parallel streets.
- Frustration over funding available for the rail alternatives and perceived “unfair share” of funds being allocated for San Fernando Valley projects.
- Need to alleviate overcrowding on Metro Lines 761, 233 and the Metro Orange Line.
- Desire that this project bring additional local jobs to the San Fernando Valley.
- Questions regarding how the project would interface with the Metro Orange and Red Lines, Metrolink and California High Speed Rail.
- Concerns about potential impacts to businesses during construction, specifically the potential loss of revenue and jobs.
- Information on why the project did not continue south of the Metro Orange Line in dedicated lanes and desire for segment to be reconsidered.
- Better schedule/timeline for when the project could be completed.
- Suggestions that the maintenance storage facility be built in Panorama City.
- Recommendations that improved service (and connections) are provided to residents north of San Fernando Road in the communities of Pacoima and Lake View Terrace and west of the Sylmar/San Fernando Metrolink Station to Olive View Medical Center and Los Angeles Mission College.
- Inclusion of local artists to showcase artwork at the future stations.
- Support for converting the Metro Orange Line to light rail.

## **2.1 Notification and Meetings for Public Review Period**

The DEIS/DEIR was released for public review on September 1, 2017, when the FTA and Metro issued a Notice of Availability (NOA) to notify Federal, State, Tribal, regional, and local government agencies, as well as organizations and individuals, of the completion of the DEIS/DEIR, and to request comments on the environmental document pursuant to Section 15087 of the California Environmental Quality Act (CEQA) Guidelines. The document was made available for review online at (<https://www.metro.net/projects/east-sfv/>, by clicking on the Draft EIS/EIR tab) and at various local libraries during the Public Review Period, which was held from September 1, 2017 to October 30, 2017.

Community outreach activities were completed during the Public Review Period in English and Spanish to ensure that the public, stakeholders, and agencies had an opportunity to learn and comment on the DEIS/DEIR, including potential impacts, benefits, and other findings related to the alternatives studied. The following key activities were completed as part of the public participation program during this phase:

- Notification of Public Review Period and upcoming meetings via print newspaper ads, e-blasts, and distribution of take-one notices along the entire corridor and on Metro bus lines serving the corridor;
- Digital engagement activities on Facebook, Twitter, and The Source;
- Elected officials briefings; and
- Project information and Public Hearing invitation drop-off material delivered to corridor neighborhood and community groups.

Metro held the following five Public Hearings during the Public Comment Period for the DEIS/DEIR:

**Thursday, September 14, 2017, 6:00 – 8:00 p.m.**  
City of San Fernando Regional Pool Facility  
208 Park Ave., San Fernando, CA 91340

**Monday, September 18, 2017, 8:30 – 11:00 am**  
Zev Yaroslavsky Family Support Center  
7555 Van Nuys Blvd., Van Nuys, CA 91405



**Monday, September 18, 2017, 5:00 pm – 8:00 pm**  
Valley Municipal Building, Council Chambers  
14410 Sylvan St, 2nd Floor, Van Nuys, CA 91401

**Wednesday, September 20, 2017, 9:00 am - 11:30 am**  
Pacoima Charter Elementary School Auditorium  
11016 Norris Ave, Pacoima, CA 91331

**Saturday, September 23, 2017, 9 am to 12 pm**  
St. Mark's, Episcopal Church,  
14646 Sherman Way, Van Nuys, CA 91405

During the first month of the Public Review Period, Metro received a number of comments from property owners and tenants who had been notified that their property was identified for potential acquisition. In response, Metro extended the Public Review Period from October 16, 2017 to October 30, 2017 and held a focused informational meeting with these property/business owners and tenants at the following date, time, and location. To publicize this meeting, Metro notified the public via e-blast and door-to-door noticing in the three locations identified as potential maintenance and storage facilities.

**October 10, 2017, 5:00 pm -8:30 pm**  
Van Nuys State Building Auditorium,  
6150 Van Nuys Boulevard, Van Nuys, CA 91401

At each Public Hearing, Metro presented an overview of the project purpose and need, project description, the alternatives analyzed in the DEIS/DEIR, a summary of impacts and mitigation measures, and next steps in the environmental process, including selection of a preferred alternative. Metro staff informed the attendees that while the DEIS/DEIR described and analyzed the four build alternatives as defined in the document, Metro could in fact select a preferred alternative that includes a combination of different components, such as an at grade LRT alternative with 14 stations (which would be a hybrid of Alternatives 3 and 4 analyzed in the DEIS/DEIR). The Public Hearings were held along different segments of the project corridor and at locations that were accessible by bus. For the convenience of those attending the Public Hearings, two nighttime meetings, two daytime meetings, and one weekend meeting were held.

# Chapter 3 Summary of Comments Received During Public Review Period of DEIS/DEIR

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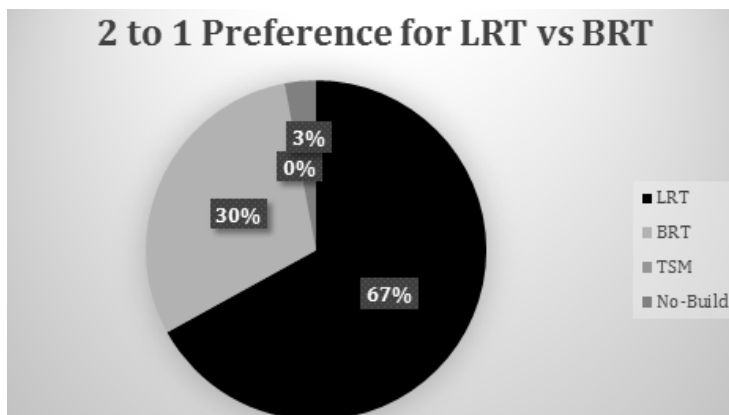
## 3.1 Tally of Comments Received

During the Public Review Period, Metro received 933 formal individual comments via US mail, email, and the project website (<https://www.metro.net/projects/east-sfv/>; by clicking on “Contact Us”), at the five Public Hearings and at numerous community events where Metro hosted an informational table. Additionally, Metro received a unified petition and letters containing almost 1,700 comments related to the location of a Maintenance and Storage Facility (MSF). MSF-related comments were summarized independently from all other comments because they focused solely on the location of the MSF and they would have skewed the summary of the remaining comments had they been analyzed jointly. A summary table of all of the comments received is included in Appendix A.

Professional judgment was exercised in determining comments received by type, as many comments did not indicate an affiliation. Of the comments received, study area residents and individual commenters represented the largest group of commenters (over 80 percent). Businesses, including owners and their representatives (11 percent), governmental groups and agencies (2 percent) and stakeholder groups (4 percent) collectively represented 16 percent of all comments. The comments are summarized into the following major categories:

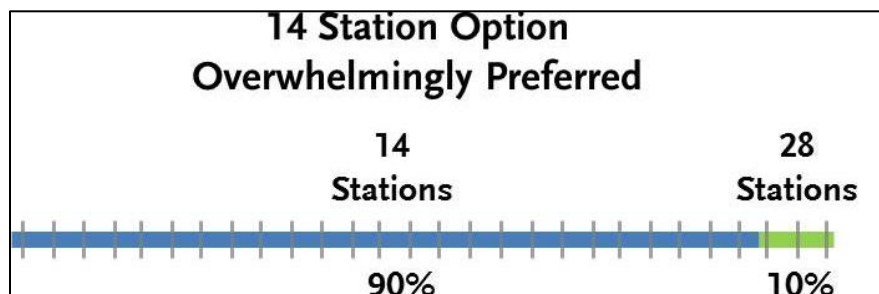
### Preferred Travel Mode

Metro received over six hundred (600) comments related to travel mode preference. Over two-thirds of these comments favored light rail transit (LRT); about 30 percent preferred bus rapid transit (BRT), and about three percent favored the No-Build Alternative.



### Number of Stations (LRT)

Over seventy comments received pertained to a preferred number of stations under the LRT alternative. An overwhelming majority of those comments (90 percent) expressed preference for a 14-station LRT option, while 10 percent preferred LRT with 28 stations.



### At-Grade Versus 2.5-mile Subway

Over ninety comments identified at-grade LRT service or a combination of at-grade service and a 2.5-mile subway segment as preferred options. Of these comments, 56 percent preferred at-grade LRT service, while 44 percent preferred the at-grade with subway segment option.

### Maintenance and Storage Facility (MSF) Location

Metro received nearly 2,000 comments (mainly from the unified petition and letters comprised of almost 1,700 business owners, employees and proprietors) that weighed in solely on the location of a Maintenance and Storage Facility (MSF) if LRT is selected as the locally preferred alternative (LPA).

Ninety-four (94) percent of these comments expressed opposition to Option A. Option B emerged as the site with the highest level of support, with five (5) percent of all MSF-related comments in support of the Option B site. This includes a letter of support from City of Los Angeles Council District 6, which represents the area covering all three potential MSF sites. Council District 6 expressed support for the Option B site as the preferred location for the MSF. Additionally, the Panorama City Neighborhood Council and the Van Nuys Neighborhood Council, which cover the areas surrounding the potential MSF sites, also expressed support for building the MSF at the Option B site.

## 3.2 Additional Themes and Issues in the Comments Received

Some additional themes and issues that emerged in the public comments received consist of the following:

- Property acquisition concerns
- General safety and security concerns
- Potential connection with other Metro projects (Metro Orange Line, Sepulveda Transit Corridor)
- Loss of on-street parking
- Loss of bike lanes
- Construction-related impacts
- Unfamiliarity with new transit technology (LRT) among existing bus riders along the corridor
- Scarcity of land zoned for industrial uses in the East San Fernando Valley

## Chapter 4

# Issues to be Addressed

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Further study and coordination regarding the following issues is recommended, before finalizing project design plans for the proposed ESFVTC project:

- A Grade Crossing Safety Study at five intersections along the San Fernando rail right-of-way: Paxton, Jesse/Wolfskill, Brand, Maclay, and Hubbard should be undertaken in response to the Southern California Regional Rail Authority's (SCRRA's) Comment Letter stating a concern for expanded at-grade rail operations in that segment of the corridor and California Public Utilities Commission (CPUC) requirements for design and operating criteria.
- Additional engineering analysis and refinement should be undertaken for the segment of the ESFVTC alignment within the City of San Fernando in response to a Comment Letter from the City of San Fernando stating concerns over potential property acquisitions adjacent to the San Fernando rail right-of-way (ROW). This should include ongoing coordination with SCRRA (Metrolink) and the City of San Fernando to ensure that the ESFVTC project can allow for a future second Metrolink track on the ROW and to address the City's concerns, as they pertain to minimizing the need for ROW acquisitions.
- A Connection Study should be undertaken that would coordinate the design efforts and planning, including a connection, between the ESFVTC and the Metro Orange Line Improvements Project.

**Attachment A: East San Fernando Valley Transit Corridor -  
Public Comment Period Summary Table**

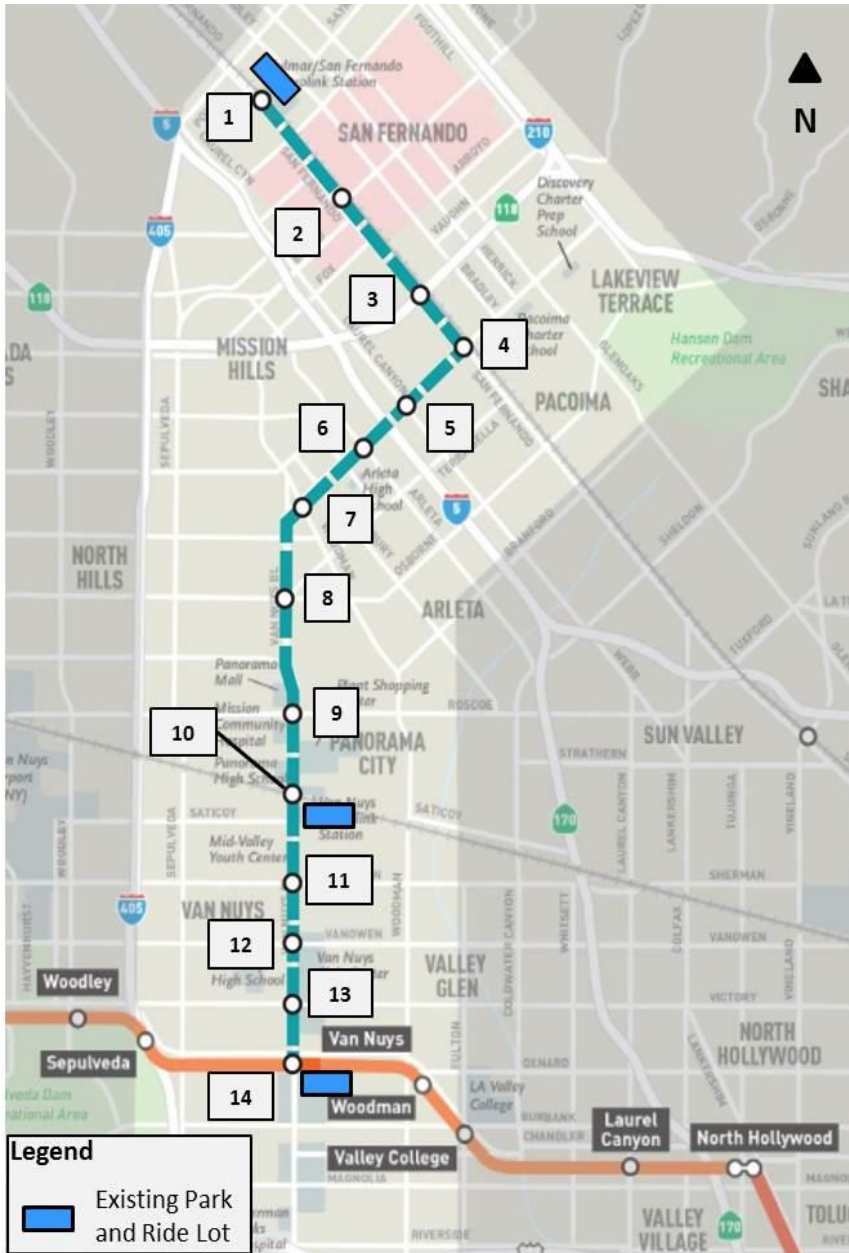
# East San Fernando Valley Transit Corridor DEIS/R - Public Comment Summary Table

Count	Preferred Mode				# of LRT Stations		Grade Preferences		MSF Comments Only	
	LRT	BRT	TSM	NB	28-stations	14-stations	At-grade	At-grade & 2.5-mile Subway	Oppose MSF Option A	All other MSF comments
	<b>67%</b>	30%	0%	3%	10%	<b>90%</b>	<b>56%</b>	44%	<b>94%</b>	6%
434	192	1	21	7	66	54	42	1862	128	

Commenter by Type	#	%
Residents/Individuals	784	<b>84%</b>
Businesses	98	11%
Government/Agencies	15	2%
Stakeholder Groups (including residential groups)	36	4%
Total	933	

## ESFVTC: Alignment Map, Station Locations & Project Description

Staff recommended LPA: 9.2 Mile, At-grade, Light Rail Alignment with 14 Stations

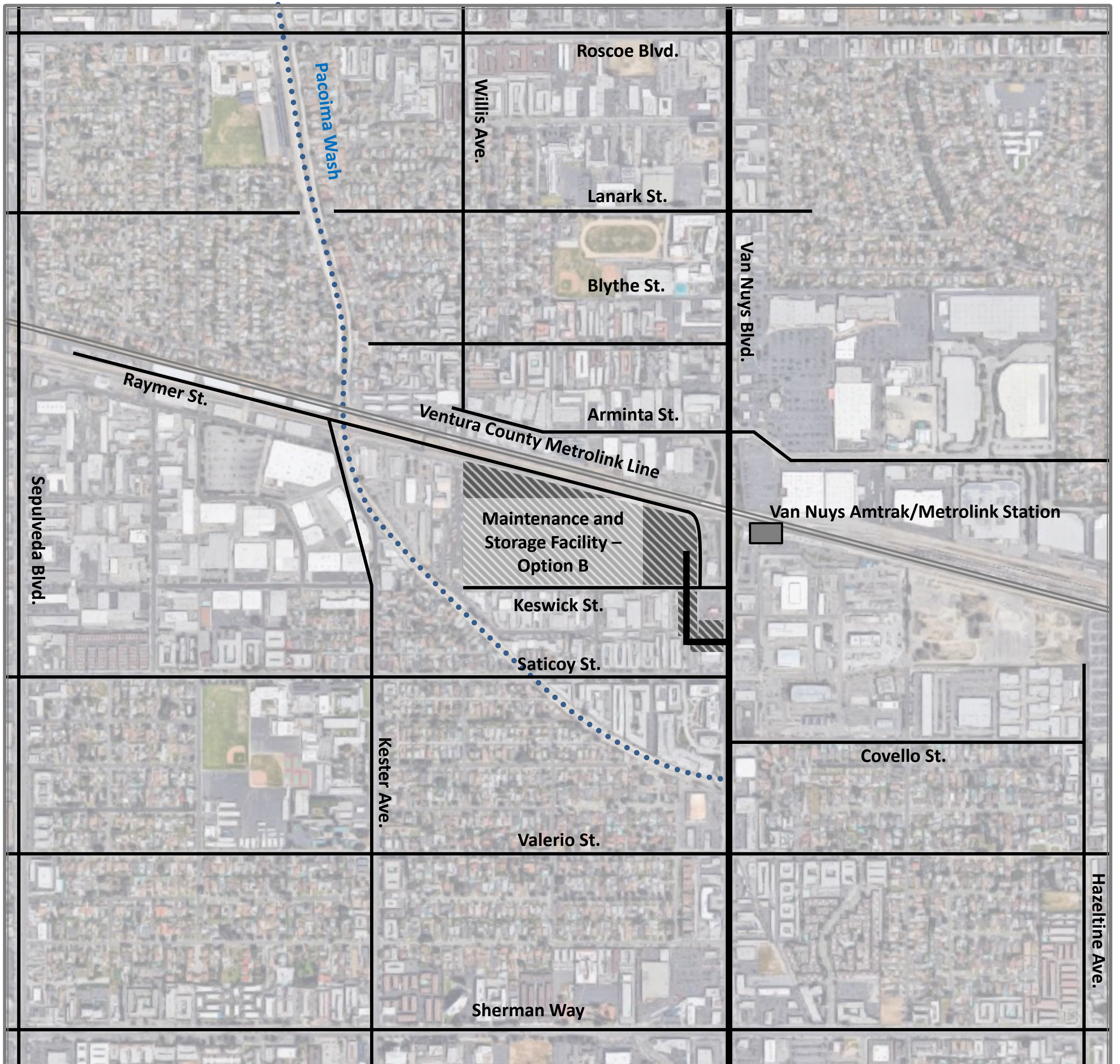


1. Sylmar/San Fernando Metrolink Station
2. Maclay Station
3. Paxton Station
4. Van Nuys/San Fernando Station
5. Laurel Canyon Station
6. Arleta Station
7. Woodman Station
8. Nordhoff Station
9. Roscoe Station
10. Van Nuys Metrolink Station
11. Sherman Way Station
12. Vanowen Station
13. Victory Station
14. Van Nuys Metro Orange Line Station

The staff-recommended modified Alternative 4, At-grade, Light Rail Transit (LRT) with 14 Stations alternative would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection of Van Nuys Boulevard and San Fernando Road, the alignment would transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.



# Maintenance and Storage Facility – Option B Map



## PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR LOCALLY PREFERRED  
ALTERNATIVE AND CONTRACT MODIFICATIONS / PS4370-2622

1.	<b>Contract Number:</b> PS4370-2622		
2.	<b>Contractor:</b> KOA Corporation		
3.	<b>Mod. Work Description:</b> Exercise Option B for final EIS/R and technical analysis in support of at-grade Alternative #4		
4.	<b>Contract Work Description:</b> Professional services to complete the AA, DEIS/R and CE for the East San Fernando Valley Transit Corridor project including options for final environmental clearance and clearance of other near and mid-term bus speed improvements.		
5.	<b>The following data is current as of:</b> 05/30/18		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	04/28/11	<b>Contract Award Amount:</b> \$3,554,641
	<b>Notice to Proceed (NTP):</b>	04/28/11	<b>Total of Modifications Approved:</b> \$2,005,277
	<b>Original Complete Date:</b>	01/22/14	<b>Pending Modifications (including this action):</b> \$2,720,268
	<b>Current Est. Complete Date:</b>	12/31/19	<b>Current Contract Value (with this action):</b> \$8,280,186
7.	<b>Contract Administrator:</b> Samira Baghdikian		<b>Telephone Number:</b> (213) 922-1033
8.	<b>Project Manager:</b> Walt Davis		<b>Telephone Number:</b> (213) 922-3079

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 16 to exercise Option B for the Project's final environmental impact statement/report (EIS/R) and Contract Modification No. 17 issued in support of technical analysis of an at-grade Alternative #4. The period of performance will be extended 18 months through December 31, 2019.

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

On April 28, 2011, the Board awarded Contract No. PS4370-2622 with KOA Corporation in the firm fixed amount of \$4,106,366 for professional services to complete the AA, DEIS/R and CE for the East San Fernando Valley Transit Corridor (formerly known as Van Nuys Rapidway) project including options for final

environmental clearance and clearance of other near and mid-term bus speed improvements. The period of performance was 32 months.  
Refer to Attachment B – Contract Modification/Change Order Log.

## **B. Cost Analysis**

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

Contract Modification No. 16 is to exercise Option B for the Project's final EIS/R which was negotiated and awarded in April 2011 as the Metro ICE below. To exercise Option B, a new proposal was required based on the current market environment and rates. The negotiated amount is higher than the awarded amount due to the current market rates.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$721,897	\$551,725	<b>\$699,255</b>

Contract Modification No. 17 in support of technical analysis of an at-grade Alternative #4 includes advance conceptual engineering (ACE), first/last mile planning, connectivity study with the Metro Orange Line and grade crossing safety analysis. The negotiated amount includes refinements pertaining to the ACE and the grade crossing safety analysis which are required to satisfactorily complete the work.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$2,069,686	\$1,852,186	<b>\$2,021,013</b>

## CONTRACT MODIFICATION/CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR LOCALLY PREFERRED  
ALTERNATIVE AND CONTRACT MODIFICATIONS / PS4370-2622

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Alignment alternatives and traffic analysis	Approved	02/24/12	\$449,941
2	Draft and Final EIS/EIR	Approved	02/28/13	\$1,090,851
3	Supplemental parking analysis	Approved	04/19/13	\$5,103
4	Supplemental analysis	Approved	07/23/13	\$200,000
5	Reallocation of tasks	Approved	04/30/14	\$0
6	Period of performance (POP) extension through 12/31/15	Approved	08/29/14	\$0
7	Expansion of number of alternatives and maintenance yards to be environmentally cleared	Approved	03/11/15	\$177,871
8	POP extension through 2/5/16	Approved	12/23/15	\$0
9	POP extension through 3/4/16	Approved	02/04/16	\$0
10	Reallocation of tasks and co cost time extension through 12/31/16	Approved	03/04/16	\$0
11	White paper defining hybrid rail alternative, period of performance extension through 12/31/17 and addition of DBE subcontractor	Approved	11/29/16	\$68,758
12	Spanish translation services and addition of DBE subcontractor	Approved	05/24/17	\$12,753
13	POP extension through 1/31/18	Approved	12/28/17	\$0
14	POP extension through 3/5/18	Approved	01/30/18	\$0
15	POP extension through 6/29/18	Approved	03/05/18	\$0
16	<b>Exercise Option B for final EIS/R</b>	<b>Pending</b>	<b>06/28/18</b>	<b>\$699,255</b>
17	<b>Technical analysis in support of at-grade Alternative #4 and POP extension through 12/31/19</b>	<b>Pending</b>	<b>06/28/18</b>	<b>\$2,021,013</b>
	<b>Modification Total:</b>			<b>\$4,725,545</b>
	<b>Original Contract:</b>		<b>04/28/11</b>	<b>\$3,554,641</b>
	<b>Total:</b>			<b>\$8,280,186</b>

## DEOD SUMMARY

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR LOCALLY PREFERRED  
ALTERNATIVE AND CONTRACT MODIFICATIONS / PS4370-2622**A. Small Business Participation**

KOA Corporation (KOA) made a 29.20% Disadvantaged Business Enterprise (DBE) commitment. The project is 84% complete and current DBE participation is 25.48%, which represents a 3.72% shortfall. KOA's Project Manager explained that at the beginning of the project, Metro removed the video simulation scope, which eliminated DBE CLR Analytics' scope of work, and other DBEs were scheduled to perform at the latter phase of the project.

KOA reaffirmed its 29.20% DBE commitment in its work plan submitted May 21, 2018. In addition to work performed under the current contract, for the proposed modification, KOA made a 42.88% DBE commitment to three (3) additional firms. According to KOA, the added DBEs will perform community outreach, first/last mile planning, and advanced conceptual engineering.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that KOA is on schedule to meet or exceed its DBE commitment. If KOA is not on track to meet its small business commitment, Metro staff will ensure that a plan is submitted to mitigate shortfalls. Additionally, access has been provided to Metro's tracking and monitoring system to more key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

<b>Small Business Commitment</b>	<b>DBE 29.20%</b>	<b>Small Business Participation</b>	<b>DBE 25.48%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	W2 Design, Inc.	Asian Pacific American	3.62%	3.43%
2.	CNS Engineers, Inc.	Asian Pacific American	8.94%	3.38%
3.	Wagner Engineering Survey	Caucasian Female	8.26%	6.66%
4.	Diaz Yourman Associates	Hispanic American	3.18%	2.93%
5.	CLR Analytics	Asian Pacific	0.80%	0.00%

		American		
6.	Cogstone Resource Management	Caucasian Female	0.52%	0.29%
7.	Galvin Preservation Associates	Caucasian Female	3.88%	6.06%
8.	Lenax Construction Services	Caucasian Female	Added	2.13%
9.	Katherine Padilla & Associates	Hispanic American Female	Added	0.18%
10.	Universal Reprographics, Inc.	Caucasian Female	Added	0.42%
	<b>Total</b>		<b>29.20%</b>	<b>25.48%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management 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 #: 2018-0360, File Type: Project

Agenda Number: 25.

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### PLANNING AND PROGRAMMING COMMITTEE JUNE 20, 2018

**SUBJECT: ARTS DISTRICT/6<sup>TH</sup> STREET STATION**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to enter into a funding agreement with the City of Los Angeles to undertake pre-design activities, prepare an Environmental Impact Report (EIR) and conduct public engagement for a potential Arts District/6<sup>th</sup> Street Station for an amount of \$500,000.

#### **ISSUE**

On May 15, 2018, the Los Angeles City Council Transportation Committee approved a motion (Attachment A) to authorize the transfer of \$500,000 to Metro for “project expenditures associated with the environmental clearance and pre-design activities of the Arts District/6<sup>th</sup> Street Metro Station”. A vicinity map of the Arts District/6<sup>th</sup> Street Station is in Attachment B. Final action on the City’s proposed appropriation is tentatively scheduled for June 19 or 20, 2018.

To receive and administer these funds, Metro will need to enter into a funding agreement with City of Los Angeles prior to initiating pre-design study, the Environmental Impact Report (EIR) and public engagement. Metro will be the lead agency, pursuant to the California Environmental Quality Act (CEQA). All costs, including additional costs, will be the responsibility of the City of Los Angeles. These additional costs may include, but are not limited to, advanced engineering design, additional work on technical studies, and responses to comments on the Draft EIR and public engagement direct costs.

The Arts District/6<sup>th</sup> Street Station is not in the financially constrained Long Range Transportation Plan. Conducting this work does not commit Metro to funding and delivering the Arts District/6<sup>th</sup> Street Station and extension of heavy rail transit to it.

#### **BACKGROUND**

In January 2017 the Metro Board passed a motion directing staff to “initiate a holistic assessment of Metro’s long-term needs at Division 20 and accommodation of future Arts District station access” (Attachment C). In May 2017, this assessment was presented to the Metro Board, including

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a preferred location for a potential new heavy rail station serving the Arts District to be located at 6<sup>th</sup> Street instead of an alternative site at 3<sup>rd</sup> Street. A Draft EIR was then prepared for the Division 20 Portal Widening and Expansion Project and public hearings were held in March/April 2018. Design of the Division 20 Portal Widening and Turnback Facility Project has completed Preliminary (30%) Design and is now nearing completion of 60% design. The design is following the direction to not preclude a future Arts District/6<sup>th</sup> Street Metro Station. Metro is now preparing the Final EIR for the Division 20 project.

The West Santa Ana Branch Updated Northern Alignment Options Screening Report considered an option for Light Rail Transit to connect to Heavy Rail Transit at a potential Arts District/6<sup>th</sup> Street. However, on May 24, 2018, the Metro Board did not carry forward that alternative as part of the West Santa Ana Branch project. As a result, the potential Arts District/6<sup>th</sup> Street Station can be studied and reviewed as a separate project since it has independent utility.

## **DISCUSSION**

The funding agreement with the City of Los Angeles will cover an environmental report, and the development of a station design including related tracks and platforms, vertical circulation elements and linkages to adjacent private development and the 6<sup>th</sup> Street Bridge and Arts Park. Any right-of-way requirements that could involve property owners or railroad operators (BNSF, Amtrak and Metrolink) will be identified. Very close development coordination will also be required between the Arts District/6<sup>th</sup> Street Station and Metro's Maintenance of Way Building, which is currently under construction. Coordination with the LA River Bike Path Gap Closure project, a recently awarded contract, as well as the California High Speed Rail Authority will also be needed. The Federal Transit Administration will also be consulted.

The Arts District/6<sup>th</sup> Street Station and heavy rail extension to it are not currently included in Metro's adopted Long Range Transportation Plan (LRTP) or unconstrained project list. Metro has submitted this project for inclusion in the Southern California Association of Government's Regional Transportation Plan (RTP) Strategic Project list (fiscally unconstrained/unfunded), pursuant to prior Board action, and it is currently awaiting approval.

The City of Los Angeles' proposed Downtown Los Angeles Community Plan Updates (DTLA 2040; <https://www.dtl2040.org/>) clearly envisions a transit-oriented community within the Arts District and adjacent areas, along with existing land use patterns. The City's new 6<sup>th</sup> Street viaduct, which is presently being constructed, is designed to improve the connection by pedestrians, bicyclists, buses and automobiles from communities to the east to downtown-including the Arts District- which enhances access to opportunity by communities that were significantly constrained when the freeway network was built decades ago.

The confluence of changing land use patterns and mobility opportunities suggests there is merit in studying this potential project. By doing so, Metro's many public and private partners will have a clearer, conceptual understanding of what the project would be, its timeline and the cost. Metro's recently-adopted Equity Platform Framework will guide the process for studying and evaluating a potential Arts District/6<sup>th</sup> Street Station.



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**DETERMINATION OF SAFETY IMPACT**

There is no impact to the safety of our customers and/or employees because this is an authorization to conduct administrative and study work.

**FINANCIAL IMPACT**

Impact to Budget

This funding agreement does not create direct costs to Metro and does not require amendments to the adopted budget.

**ALTERNATIVES CONSIDERED**

The Board could decline to authorize the CEO to enter into a funding agreement for this potential station and not authorize staff to conduct the associated work. Pre-design activities, preparation of an EIR and public engagement is consistent with Board directives to not-preclude a future Arts District/6<sup>th</sup> Street Station and to design improvements in Division 20 that will accommodate such a station at the Arts District/6<sup>th</sup> Street location. Funding by the City of Los Angeles enables Metro to evaluate a potential project-without committing to it-when the resources would not otherwise be available to do so.

**.Next\_Steps**

**NEXT STEPS**

Upon Board approval, staff will work with the City of Los Angeles to execute a funding agreement and will initiate the procurement of consultant services to prepare the EIR, pre-design services and community outreach.

**ATTACHMENTS**

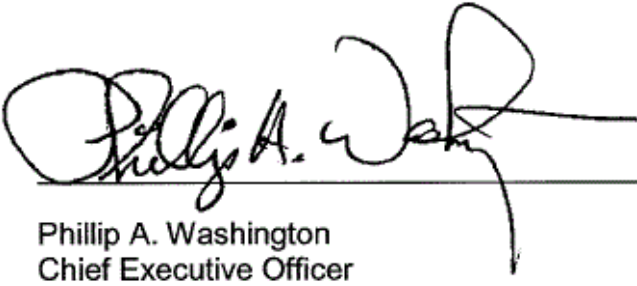
Attachment A - Los Angeles City Council Transportation Committee Motion, May 15, 2018

Attachment B - Arts District/6<sup>th</sup> Street Station Vicinity Map

Attachment C - Metro Board Motion, January 2017

Prepared by: Meghna Khanna, Senior Manager (213) 922-3931  
David Mieger, Executive Officer (213) 922-3040  
Manjeet Ranu, Senior Executive Officer (213) 418-3157  
Laurie Lombardi, Senior Executive Officer (213) 418-3251

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



Phillip A. Washington  
Chief Executive Officer

MOTION

BUDGET & FINANCE

With the construction of the new 6th Street Bridge, the Arts District in Downtown Los Angeles has seen immense growth. What was once an industrial neighborhood has become a vibrant walking and biking community with new businesses and residential properties. While the growth is welcome, the neighborhood was not designed to be pedestrian or bicycle friendly.

The Bureau of Engineering is also constructing the new \$482 million dollar 6th Street Viaduct Replacement Project between Boyle Heights and the Arts District. Under the new viaduct, the \$28 million 6th Street Park, Arts, River, and Connectivity (PARC) Improvements Project will be constructed. The PARC will be comprised of a 12 acre park underneath the viaduct that will include amenities such as an Arts Plaza, dog park, athletic facilities, and connections to the future LA River Bike Path. Moreover, the City also received \$25 million dollars in grant funding to make first/last mile improvements between the new viaduct and the surrounding communities.

As a result of an increase in developments, new recreational facilities, and improved bicycle and pedestrian facilities, the neighborhood is in need of a mass transit portal in order to get people to and from the Arts District. In response to this demand, the Los Angeles County Metropolitan Transportation Authority (Metro) Board approved a motion (Garcetti – Solis – Bonin - Dupont-Walker) in 2017 that instructed Metro staff to design the proposed Division 20 Portal Widening and Turnback Facility Project in a manner that would not preclude a future 6th Street/Arts District Metro Station. Metro has proceeded to redesign their project in a way to ensure that a future station can be constructed as easily as possible.

Moving the station forward requires the initiation of environmental clearance and pre-design activities. Metro has committed to initiating the environmental clearance process as soon as funding has been secured by the Department of Transportation. The plan is to use future traffic mitigation and development fees in the Arts District, however, funding is needed immediately to begin the environmental process. Once this process is completed, it is expected that Metro and the City will seek outside funds for the construction of the station.

I THEREFORE MOVE that the Council AUTHORIZE the Controller to transfer \$500,000 from Proposition A Fund 385, Department 94 Account 94P399 "Reserve for Future Transit Service" to a new account entitled "6th Street/Arts District Metro Station" and use the funds to reimburse Metro upon review and approval of project expenditures associated with the environmental clearance and pre-design activities of the 6<sup>th</sup> Street/Arts District Metro Station; and

I FURTHER MOVE that the Council INSTRUCT the Department of Transportation to deposit \$500,000 in future Arts District traffic mitigation and development fees into the Proposition A Fund 385 Account 94P399 "Reserve for Future Transit Service" to offset the costs related to the environmental clearance and pre-design of the proposed 6th Street/Arts District Metro Station; and

I FURTHER MOVE that the Council AUTHORIZE the Department of Transportation and the City Attorney, to negotiate a Memorandum of Understanding (MOU) with the Los Angeles County Metropolitan Transportation Authority (Metro) to fund environmental clearance and design costs related to the 6th Street/Arts District Metro Station, and present the draft MOU to the Council for approval.

PRESENTED BY:   
JOSE HUIZAR  
Councilmember, 14<sup>th</sup> District

SECONDED BY: 

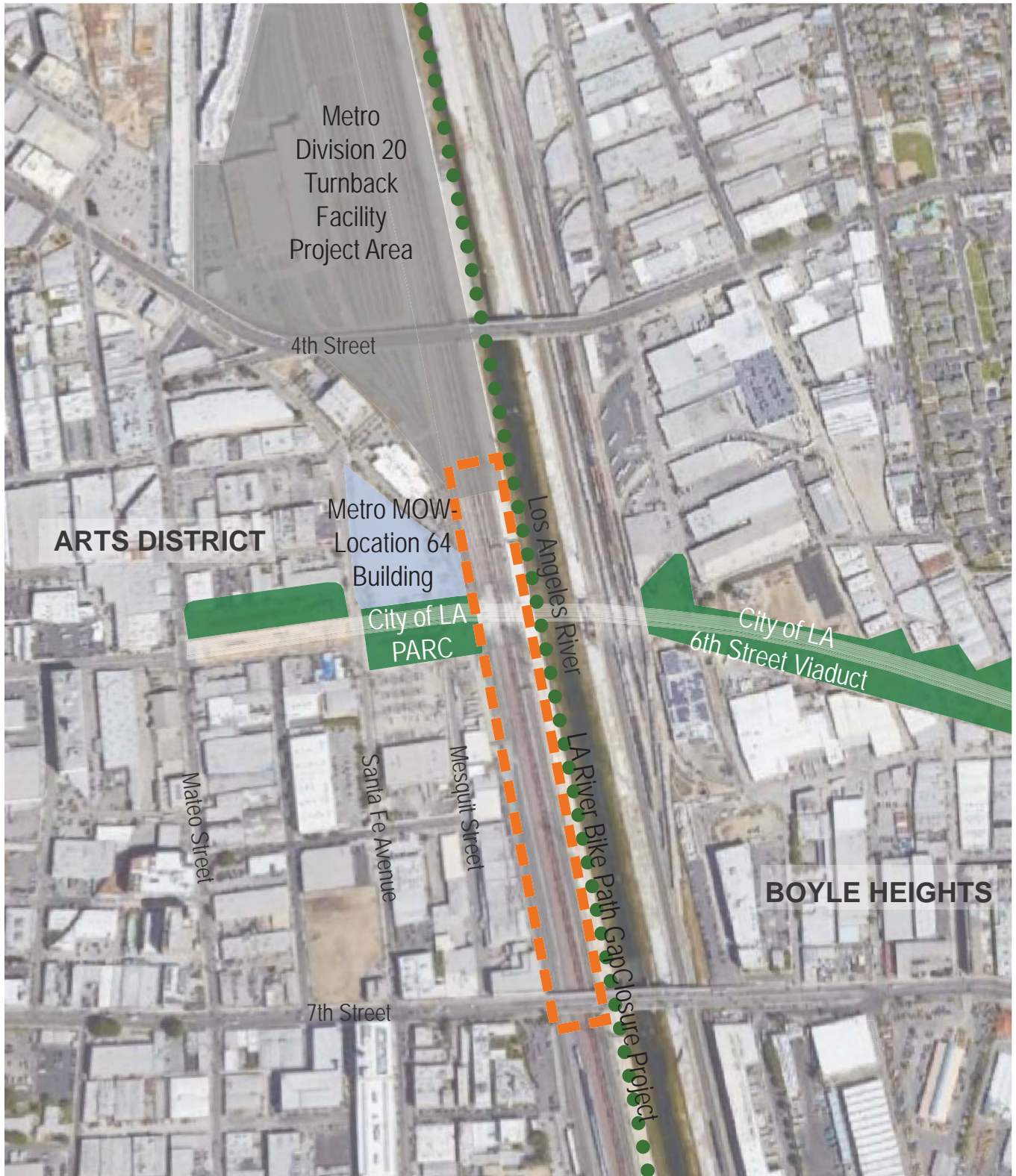
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ORIGINAL

# Attachment B: Arts District/6th Street Station Vicinity Map



 Potential Project Area

## Metro



## Board Report

File #:2017-0020, File Type:Motion / Motion  
Response

Agenda Number:41

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JANUARY 19, 2017**

**Motion by:**

**Directors Garcetti, Solis, Bonin and Dupont-Walker**

January 19, 2017

**Downtown Los Angeles Arts District Connectivity**

Metro Rail service is intended to serve high-density areas and major trip generators throughout Los Angeles County. Transit service to these types of locations, such as the Wilshire Corridor, the Historic Core, North Hollywood, Santa Monica, Pasadena, Long Beach, and other thriving locations is important to meet the mobility needs of Los Angeles County.

There are several outstanding priorities in and around MTA's Division 20 rail maintenance facility in the Arts District. MTA must improve Division 20 to service the Purple Line Extension project. Additionally, there is an opportunity to extend rail service to the Arts District.

Combined, the Purple Line Extension Section 1 and Section 2 projects include over \$3.6 billion in federal funding and financing. These federal funds are predicated on specific service standards, namely, train service every four minutes.

The federal funding requirements compel MTA to improve the subway turn-back capabilities by constructing a facility at the Division 20 maintenance facility. These improvements must be completed to meet federal service requirements, maintain federal funding agreements, and to start service on the Purple Line Extension. Failure to do so could put over \$3.6 billion in federal funding at risk.

In addition, with the passage of Measure M, MTA's current plans for Division 20 must be revised to accommodate the acceleration of the Purple Line Extension Section 3 to 2024. This will require an expansion of subway vehicle storage, maintenance, and testing infrastructure.

At the same time, MTA has since 2010 studied extending the Red and Purple Lines from Union Station to the Arts District, with possible stations and 1st Street, 3rd Street, and/or 6th Street.

An Arts District Extension is a great opportunity to support the continued development of a transit-oriented community with a rapidly expanding population and a strong desire for transit service. The Arts District has become a widely popular arts, culture, and shopping destination with rapid

**File #:**2017-0020, **File Type:**Motion / Motion Response

Agenda Number:41

residential growth. There are over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and others. Additionally, the Arts District is the location of several major infrastructure projects that will improve the public realm, such as the 6th Street Viaduct Replacement project and MTA's LA River Waterway & System Bikepath project.

MTA's first priority for Division 20 must be to support the Purple Line Extension. However, MTA should do everything possible to extend rail service to the Arts District.

**CONSIDER Motion by Garcetti, Solis, Bonin and Dupont-Walker** that the Board direct the CEO to:

- A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:
1. Turn-back facility improvements,
  2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,
  3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,
  4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

- A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.
- B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.
- C. Provide an initial report back on all the above during the April 2017 Board cycle.



## Board Report

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File #: 2018-0168, File Type: Policy

Agenda Number: 26.

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**REVISED  
PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2018**

**SUBJECT: TRANSIT ORIENTED COMMUNITIES POLICY**

**ACTION: ADOPT THE TRANSIT ORIENTED COMMUNITIES POLICY**

**RECOMMENDATION**

CONSIDER:

- A. ADOPTING the Transit Oriented Communities Policy (Attachment A); and
- B. DIRECTING staff to develop a TOC Implementation Plan including metrics, and report back to the Board with the Implementation Plan in 18 months.

**ISSUE**

The voter-approved Measure M Ordinance identifies “Transit Oriented Community (TOC) investments” as an eligible transportation-related use of Local Return funds. The inclusion of TOC investments is based on the success of the Metro TOC Demonstration Program. However, a formal policy does not exist. A TOC Policy (Policy) will help ensure compliance with the Measure M Ordinance and related Board-adopted Guidelines by the cities and the county. The Policy also clarifies Metro’s role and commitment to leveraging transit investments to enhance and support complete communities.

The TOC Policy, included as Attachment A, was developed through an iterative review and discussion process with a working group made up of members, alternates, and delegates of the Policy Advisory Council (PAC), representing a diverse group of stakeholders (Working Group). The Policy also reflects feedback from the Board as provided at the May 16 meeting of the Planning and Programming Committee.

**DISCUSSION**

**Background**

The concept of Transit Oriented Communities was introduced to Metro in May 2015 by Chief Executive Officer Phillip A. Washington with the development of the TOC Demonstration Program. The aim of the TOC Demonstration Program was to identify ways to look beyond individual transit

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oriented developments and identify how Metro could influence, implement and leverage its investments to have broader positive community impacts that increase ridership and improve quality of life. The TOC Policy is the evolution of the TOC Demonstration Program and will formalize Metro's definition of and approach to TOCs, clarifying Metro's role and commitment to leveraging transit investments for enhanced communities. The Local Return section of the Measure M Administrative Guidelines outlines a series of transportation purposes eligible for Local Return funds. The guidelines include "TOC Activities" as eligible transportation purposes, to be defined by the creation of a TOC Policy. Upon adoption by the Metro Board, the activities established in the Policy will be deemed transportation purposes, eligible for Measure M Local Return funds as well as other Metro transportation funds, subject to any specific compliance, requirements or regulations for those funds.

#### Policy Development and Stakeholder Engagement

The policy development process began at the January 9, 2018 meeting of the PAC. In addition to presenting the Policy, staff participated in a break out session with the PAC and members of the public, which included breaking into groups, brainstorming on key Policy issues to consider and report outs by each group. Following this meeting, the TOC Policy Working Group was established among PAC members, alternates, and delegates, creating a mix of representation across stakeholder groups (consumers, providers and municipalities), with the expectation that these groups collect and reflect feedback from their broader networks. The first Working Group meeting was held on January 22, 2018 and there have since been 9 meetings in total. Before each meeting, a draft section of the Policy was distributed to the Working Group to allow them time to review and engage with key stakeholders in their sectors and bring this feedback to each meeting. This created a collaborative and comprehensive policy development process.

About half-way through the Working Group process, staff returned to the PAC to provide an update on the Policy on March 13, 2018. After additional work with the Working Group, staff presented a draft Policy to the PAC on April 3, 2018. The final proposed Policy was presented at the June 5 PAC meeting.

Internal to Metro, the Policy (and related Nexus document) has been reviewed by County Counsel, the Senior Leadership Team, staff that implements the current Local Return program, and staff working on various workforce development and small business programs. These reviews ensured that language and policy direction is consistent with Metro's existing programs and initiatives and falls within administrative and legal parameters for funding.

Finally, staff participated in a Town Hall meeting hosted by ACT-LA on May 9 and presented the draft Policy to the Planning and Programming Committee at the May 16 meeting. Feedback from these discussions and additional review from the TOC Working Group has been incorporated into the final Policy. In particular, the section below on "Geographic Span" addresses feedback from the Metro Board's Planning and Programming Committee to ensure that TOC Activities have broad impact across Los Angeles County.

#### TOC Demonstration Program: Lessons Learned

Along with direction and feedback from core stakeholders, the TOC Policy was informed by lessons



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learned from the TOC Demonstration Program, launched in October 2015. Focusing on eight (8) targeted sites, programs and projects, the TOC Demonstration Program showcased a more holistic approach to considering Metro's impact on and ability to shape transit supportive communities. Quarterly reports on the Demonstration Program shared progress on the sites/projects and also highlighted other efforts across the agency that demonstrate Metro's expansive approach to considering community. Key lessons from this exercise, which are reflected in the goals and activities in the TOC Policy, include:

1. *Clarity and commitment:* Metro must make clear our priorities in ensuring that our transit investments consider a more holistic approach to community development, and our role in identifying and addressing the positive and sometimes more challenging impacts of our investments;
2. *Deep and meaningful community engagement:* The successes realized during the TOC Demonstration Program were reflective of a commitment to meaningfully engage with stakeholders. This means developing new partnerships with organizations that can facilitate deeper engagement of harder to reach stakeholders and innovative approaches to engagement. In particular, programs such as the Business Interruption Fund, the Joint Development process of creating Development Guidelines and the recently adopted Blue Line First/Last Mile Strategic Plan are examples of a new form of partnership and innovation in community engagement.
3. *Enable and incentivize:* Metro does not have jurisdiction over land use or other community development efforts that support TOC goals, and therefore is not the entity that can enact many of the policies or programs that enable TOCs. The agency must identify ways to leverage its power as planner, builder and operator of the transit system, as well as being a major funding entity in Los Angeles County, to enable and incentivize municipalities to embrace and implement TOC supportive goals, policies and programs.
4. *Partnership and coordination:* Building on the notion of enabling and incentivizing, realizing TOC goals requires direct partnerships and close coordination with municipalities, in particular cities (and Los Angeles County), who hold regulatory land use control and ownership of the public right-of-way. Metro's efforts to achieve transit supportive land uses in station areas and corridors, implement first/last mile improvements, and facilitate joint development on Metro-owned land all require cooperation and ownership, at every stage, with cities and LA County.

These key lessons will be summarized in a final report on the TOC Demonstration Program.

### Policy

The Policy defines the concept of TOCs for Metro, develops a set of goals, and establishes TOC Activities which, upon adoption by the Metro Board, will be eligible for Local Return Funds.

*Definition of TOC:* The Policy defines TOCs as places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. A transit oriented community maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development. TOCs differ from Transit Oriented Development (TOD)

in that a TOD is a specific building or development project that is fundamentally shaped by close proximity to transit. TOCs promote equity and sustainable living in a diversity of community contexts by: (a) offering a mix of uses that support transit ridership of all income levels (e.g. housing, jobs, retail, services and recreation); (b) ensuring appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected by multi-modal transit; (c) elevating vulnerable users and their safety in design; and (d) ensuring that transit-related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.

*Goals:* The Policy establishes the following set of overarching goals:

1. Increase transportation ridership and choice
2. Stabilize and enhance communities surrounding transit
3. Engage organizations, jurisdictions, and the public
4. Distribute transit benefits to all
5. Capture value created by transit

*TOC Activities:* The Policy also defines a set of TOC Activities, which are projects, programs, and policies that support, enable and incentivize TOCs. The TOC Activities in this Policy are intended to capture activities that are not otherwise explicitly defined in existing Metro policies or guidelines, but serve a transportation purpose. Eligible activities identified in the Policy include affordable housing, local business assistance, neighborhood amenities, grant assistance, land use planning, community engagement, and public improvements. While the Policy sets forth specific goals, the TOC Activities remain general in order to allow for innovation and for municipalities and partners to identify the appropriate programs and projects to achieve TOC goals. Staff has developed a Transportation Nexus document, included as Attachment B, to demonstrate how the TOC Activities identified serve a transportation purpose.

*Geographic Span:* The TOC Activities are defined according to 3 geographic areas: (1) “General Activities” which can be funded anywhere in LA County; (2) Within 0-3 miles of a High Quality Transit Stop; and (3) Within 0-1/2 mile of a High Quality Transit Stop. The Policy references the State of California definition of a High Quality Transit Stop (Stop) and notes that stops can be served by any transit operator. There are three factors that drive the use of these radii for determining eligibility of TOC Activities:

- 1) Transportation Nexus: As noted above, Board adoption of this Policy will define TOC Activities as a Transportation Purpose. Staff and our stakeholders referenced over 10 studies on the intersection of transit, land use, affordable housing and community development to develop the Transportation Nexus document (Attachment B). The radii recommendations reflect this research as well as existing Metro Board-adopted policies.
- 2) High Quality Transit Stop areas are broad: The map in Attachment C shows the area captured by the 0-1/2 mile radius around High Quality Transit Stops, for LA County. Review of the map demonstrates that this defined area, which is the most restrictive of the 3 geographic spans in the Policy, is broad and covers every region of LA County,
- 3) Matching Funds: The Measure M Local Return Guidelines require that these funds are

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matched with other funding sources. State and Federal funding for transit oriented real estate activities such as affordable housing and small business development generally target a  $\frac{1}{4}$  -  $\frac{1}{2}$  mile radius around transit stations. Matching the TOC geographic span to that of available funding sources can facilitate the ability of projects to secure matching funds.

*Edits to Draft Policy:* After review by the Metro Board, additional stakeholder feedback and a follow up meeting with the TOC Policy Working Group, minor typographical edits were made to the Policy. The only substantive change to the Policy was the addition of a definition for Neighborhood Serving Amenities.

*Implementation:* All TOC Activities are subject to the requirements of the applicable funding program. Many of the TOC Activities outlined in the Policy will be implemented by municipalities and other eligible partners; some will be directly implemented by Metro through existing programs such as Joint Development, First/Last Mile planning and the TOD Planning Grant, and others Metro will allow, enable and incentivize local partners to fund and implement. Metro staff will ask the following questions to determine which TOC Activities Metro will implement directly versus funding, enabling or incentivizing:

- *Jurisdictional role* - Is the TOC Activity within Metro's functional jurisdiction?
- *Funding sources* - Does Metro have the funds necessary to implement the activity and what governs how those funds are spent? Are the funds committed to other projects and programs?
- *Staffing Resources and Expertise* - Does Metro have sufficient and appropriate staffing resources and technical expertise to carry out the TOC Activity without impacting existing priorities, approved programs, projects and service delivery?

### Implementation Plan and Metrics

During the Policy development process, stakeholders were clear in their desire for Metro to build accountability and transparency into its TOC program. Staff recommends that the Board direct development of an Implementation Plan that includes metrics, which, once completed, will be reported on through an annual TOC Report. Development of the Implementation Plan will take place over the next 18 months, concurrent with the development of the Long Range Transportation Plan (LRTP) TOC Policy Framing Paper. The framing document is part of the LRTP process and will provide further clarity on Metro's role in achieving TOC goals over the long term.

### **DETERMINATION OF SAFETY IMPACT**

Adoption of the TOC Policy will not have a direct impact on safety. Implementation of TOC Activities, such as public improvements that lead to Complete Streets and First/Last Mile projects could improve safety for transit patrons, employees and contractors.

### **FINANCIAL IMPACT**

Adoption of the TOC Policy will not have a financial impact to the agency. TOC Activities can be funded by Measure M Local Return funds, which are dedicated to and controlled by local municipalities, as directed in the Measure M ordinance. Other ongoing activities that realize TOC goals (for example Joint Development, First/Last Mile planning, and the TOD Planning Grant) are already part of the FY19 adopted budget.

Since Metro's internal TOC Activities are multi-year, the cost center manager and Chief Planning Officer will be accountable for budgeting the cost in future years.

#### Impact to Budget

Existing TOC Activities across Metro are broad and funded through a variety of sources, including Local - General Fund ROW lease revenues, as well as various grants and sales taxes. There is no one programmatic source of funds for TOC Activities. Generally, these funds are eligible for bus and rail operating and capital expenses. The adoption of the TOC Policy will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget as no additional programs or projects are being recommended.

#### **ALTERNATIVES CONSIDERED**

The Board could choose not to adopt the final TOC Policy. This is not recommended, as development of the Policy is a requirement of the adopted Local Return guidelines. In addition, the Policy was developed through a transparent and iterative process with various internal and external stakeholders, with a draft review by the Metro Board.

The Board could chose not to direct staff to develop an Implementation Plan and performance metrics. This is not recommended, as staff received clear indication from stakeholders, including testimony at the May 16<sup>th</sup> Planning and Programming Committee, that this next step is critical to creating a transparent and accountable TOC program.

#### **NEXT STEPS**

With the adoption of the TOC Policy, staff will begin work on a TOC Implementation Plan and metrics, concurrent with the LRTP TOC Topical Framing Paper. The Implementation Plan will be brought to the Board for consideration and will be followed with an annual TOC Report that will be published to ensure accountability and transparency.

The TOC Policy, along with the Implementation Plan, will replace the TOC Demonstration Program as the permanent TOC Program. Staff will prepare a summary document on lessons learned from the TOC Demonstration Program.

#### **ATTACHMENTS**


Attachment A - TOC Policy\_Final - REVISED

Attachment B - Transportation Nexus

Attachment C - HQT Map

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Phillip A. Washington  
Chief Executive Officer

## **ATTACHMENT A (REVISED)**

### **METRO TRANSIT ORIENTED COMMUNITIES POLICY**

#### **I. POLICY CONTEXT**

Traditionally transit agencies have focused their mission on a combination of planning, constructing, and operating the public transit system with a focus on moving people from station to station within that system. Community impacts associated with the transit system, both positive and negative, were relegated to local jurisdictions to manage, promote or mitigate. Since the development of the last Long Range Transportation Plan, and with the passage of Measure R in 2008 that started a massive investment in public transportation in Los Angeles County, it has become evident that the regional serving transit systems we plan, construct, and operate have a tremendous impact on the communities we serve. These investments and services can:

- Result in targeted economic development/real estate investments or disinvestments
- Change the perception of a community as a desirable place to live or work, both positively and negatively
- Provide mobility and thus enhance access to jobs, schools, health care and economic mobility
- Accelerate change to the character and cultural cohesion of a community, in both positive and negative ways

Los Angeles made clear its commitment to continuing dramatic growth of its transit system in 2016 when voters approved Measure M and an additional \$120 billion in investment over 40 years. This investment will only be successful if Metro considers: issues of access and connectivity to the system (such as first/last mile connections); a deep understanding of the demographics of the customer base (to target and adjust service); safety, timeliness and consistency of service; and the impact of the system on issues of equity and equitable opportunity in the County. It is imperative for Metro to consider community wide impacts in its planning, development, operations and third-party funding.

To achieve this integrated goal of transit expansion and consideration of community impacts, Metro must forge partnerships with the municipal partners and local communities we serve. One of the most significant ways Metro can understand, define and measure both the possibilities and the impacts of its investments in public transit is to develop policies and procedures that promote Transit Oriented Communities (TOCs), as a path for communities to maximize the benefits of Measure M investments. This

TOC Policy is a step toward defining Metro’s goals in how we consider, fund, enable, and/or incentivize activities that support the development of balanced communities throughout Los Angeles County.

## II. PURPOSE

The purpose of this policy is to:

- a. Define the concept of TOCs for Metro and develop the goals and objectives of Metro’s approach to enabling TOCs.
- b. Define those “TOC Activities” that will be considered a “transportation purpose” and thus are eligible activities for funding under the Measure M guidelines, by Metro and by its municipal partners through Local Return as well as for other eligible sources at the federal, state and local level.
- c. Establish a set of criteria to determine which TOC Activities Metro will fund and implement directly and which activities Metro will allow, enable and incentivize local partners to fund and implement.

## III. DEFINITIONS (put in alphabetical order)

**Affordable Housing:** The California Department of Housing and Community Development (HCD) and the Federal Department of Housing and Urban Development (HUD) define affordable housing as housing for households earning 80% of the area median income (AMI) and below. This Policy specifically targets households earning 60% of AMI and below, a lower income level than HCD and HUD. In this Policy Affordable Housing is defined as covenanted, income-restricted, housing for households earning income 60% of AMI or below.

Income levels are further defined as:

- Extremely low-income: 0-30% of AMI
- Very low-income: 30% to 50% of AMI
- Low-income: 50% to 60% of AMI; the term may also be used to mean 0% to 60% of AMI

**Geographic Boundaries of TOC:** The span of Metro’s TOC program is LA County, with targeted activities, programs and projects: (1) generally, across the County; (2) within 3-miles of a Stop; and (3) within a half mile of a Stop.

**High Quality Transit Stop (HQT):** an existing or environmentally-cleared fixed-guideway transit station or the intersection of two buses with 15 minute headways, or

fewer, at the peak. High Quality Transit Stops may be served by any transit operator. A planned fixed-guideway station may also be considered if its location is the only alternative under consideration for a transit corridor in the planning stages. This definition may change to match changes in the State of California definition of a High Quality Transit Stop. High Quality Transit Stops may be referred to herein as “Stops”.

**Low-income Households:** This policy considers Low-income Households to be households earning annual income at or below 60% of the area median income (AMI).

**Neighborhood-serving Amenities:** community serving uses such as grocery retail, child care, health care, education, and recreational activities.

**Small Business:** a business that is independently owned and operated and adheres to the size standards established by the U.S. Small Business Administration (SBA) in terms of the average number of employees over the past 12 months or the average annual receipts over the past three years. These standards are defined at the following link: [SBA Size Standards Table](#).

**Transit Oriented Communities:** Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. A Transit Oriented Community maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development. TOCs differ from Transit Oriented Development (TOD) in that a TOD is a specific building or development project that is fundamentally shaped by close proximity to transit.

TOCs promote equity and sustainable living in a diversity of community contexts by: (a) offering a mix of uses that support transit ridership of all income levels (e.g. housing, jobs, retail, services and recreation); (b) ensuring appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected by multi-modal transit; (c) elevating vulnerable users and their safety in design; and (d) ensuring that transit related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities<sup>1</sup>.

**TOC Activities:** Activities identified in this policy that support, enable and incentivize TOCs, and thereby serve a transportation purpose.

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<sup>1</sup> For the purposes of this Policy, where Metro identifies disadvantaged and underrepresented communities, included are lower income households as well as households under the following protected categories as defined by the California Fair Employment and Housing Act (FEHA): race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age for individuals over forty years of age, military and veteran status, and sexual orientation.



## IV. GOALS

The TOC Policy will set direction for how Metro plans and implements new and existing transit corridor projects, for supporting land use and community development around existing transit corridors, and for encouraging and incentivizing partners to pursue the same goals. Specific TOC Goals include (*in no particular order*):

### 1. Increase transportation ridership and choice

- **Ridership:** Increase system ridership and promote usage of alternate, non-motorized, modes of transportation.
- **Transportation Options:** Leverage land use and urban design to encourage non-single occupant vehicle transportation options both on and off Metro property, through enhanced first/last mile options, travel demand management, and seamless transit connectivity.
- **Safety:** Work to reduce collisions and create welcoming environments for all ages, abilities and protected classes in the planning, construction, and operation of transit oriented community projects.

### 2. Stabilize and enhance communities surrounding transit

- **Housing Affordability:** Prioritize development and preservation of transit-adjacent Affordable Housing.
- **Neighborhood Stabilization:** Protect and support local residents and businesses from displacement.
- **Sustainability:** Ensure that infrastructure investments are multi-beneficial, improving access to transit and enhancing communities' environmental resilience.
- **Economic Vitality:** Promote sustained economic vitality directly benefiting existing communities.

### 3. Engage organizations, jurisdictions, and the public

- **Community Engagement:** Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, construction and operation of Metro's transit system.
- **Foster Partnerships:** Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with local residents and

businesses, labor, municipal and institutional entities, community-based organizations, workforce development providers, the private sector, and philanthropy, to realize TOC goals.

4. Distribute transit benefits to all

- **Equitable Outcomes:** Ensure transportation investments and planning processes consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged and underrepresented communities.
- **Complete Communities:** Promote and realize complete communities that support a mix of incomes, land uses, transportation choices, and equitable access to safe, sustainable and healthy living.
- **Small Business:** Encourage the utilization of Small Businesses in the contracting opportunities generated by Metro’s investments.

5. Capture value created by transit

- **Value Capture:** Capture increased value of properties surrounding Metro’s transit investments and re-invest that value into TOC activities.

## V. TOC ACTIVITIES

### Transportation Purpose

Metro can only fund activities deemed to have a transportation purpose. If that transportation purpose is not otherwise explicitly defined in existing Metro policies or guidelines, the Board must make a finding that the activity has a transportation nexus. The Metro Board adoption of this Policy will represent that finding, deeming the TOC Activities in this Policy to have a transportation purpose.

TOC Activities are consistent with responsibilities outlined in Metro’s enabling statute in the California Public Utilities Code Section 130001:

*“(e) The Transportation system should offer adequate public transportation to all citizens, including those immobilized by poverty, age, physical handicaps, or other reasons,” and “(h) Transportation planning should recognize that transportation systems have significant effect on the physical and socioeconomic characteristics of the area served, and emphasis should be given to the protection and enhancement of the*

*environment and restoration of blighted neighborhoods near community centers.”*

### TOC Activities by Geography

TOC Activities funded with Metro transportation funds must be within Los Angeles County. Some TOC Activities are general and may not be targeted around one particular High Quality Transit Stop (“Stop”), and others must take place, or be targeted within a half mile of the Stop (often referred to as the walk-shed) or within 3 miles of the Stop (often referred to as the bike-shed). References to “walk-shed” and “bike-shed” are not limited to walking and biking, but include rolling or other alternate modes of mobility. Eligible TOC Activities are characterized by these geographic requirements below.

#### *General activities –*

- Community engagement that targets harder-to-reach communities around/regarding TOC Activities or transit
- Events or programs that promote multi-modal transit options
- Discounted transit passes
- Grants and/or technical assistance to support projects and programs that achieve TOC goals
- Staffing or consultants that can implement TOC Activities
- Transportation related workforce training and education

#### *Within 3 miles of a Stop –*

- First/last mile improvements
- Complete Streets
- Land use planning that promotes TOC goals.
- Value capture studies and formation activities that support investment in TOCs. A value capture district must include at least one transit Stop but may span a broader radius around that Stop.

#### *Within a half mile of a Stop –*

- Public improvements that create stronger and safer connections to transit and improve the transit rider experience recognizing vulnerable users and their safety in design.
- Affordable Housing: Programs that produce, preserve, and protect affordable housing through:
  - Preservation or development of Affordable Housing units.
  - Innovative anti-displacement strategies to protect and retain Low-income Households.
- Small Business preservation: Programs that support and protect Small Businesses.

- Neighborhood--serving Amenities: Programs that preserve, protect and/or produce Neighborhood-serving Amenities.

## **VI. ADMINISTRATION**

### Implementation

Most of the TOC Activities outlined in this Policy will be implemented by municipalities and other eligible partners through Local Return or other eligible transportation funding programs, subject to the legal requirements and/or specifications of those funding programs. Some activities Metro will fund, enable or incentivize through its existing programs, planning work, policies and discretionary funding offered to partners.

Metro will only implement TOC Activities directly if they are within Metro's functional jurisdiction. Specific programs with the objective of meeting TOC goals may be implemented across various Metro departments.

### Compliance with Funding Requirements

TOC Activities funded by Metro and implemented by municipalities and eligible partners must follow the legal requirements, specifications, guidelines and administrative procedures of the applicable funding program and will be subject to any specific limitations that may apply to those funding sources, including matching requirements. Using transportation funds for a TOC Activity may require the implementing entity to provide a clear description of the TOC Activity and how it furthers the TOC Policy Goals defined in Section IV. If municipalities do not pass audits, they may risk losing future funding opportunities.

### Transparency and Accountability

With adoption of the TOC Policy, Metro will establish a TOC Implementation Plan that will include performance metrics. Thereafter, staff will prepare an annual TOC report.

## ATTACHMENT B

### Transit Oriented Communities (TOC) Activities – Transportation Nexus Research

The Transit Oriented Communities (TOC) Policy addresses activities that are not otherwise explicitly defined in existing Metro policies or guidelines. Through this Policy, these activities will be deemed to have a transportation purpose as they support, enable, and incentivize TOCs. The following research demonstrates the transportation nexus of key activities identified in the TOC Policy. Under each category, a statement is followed by data points from research, cited with footnotes.

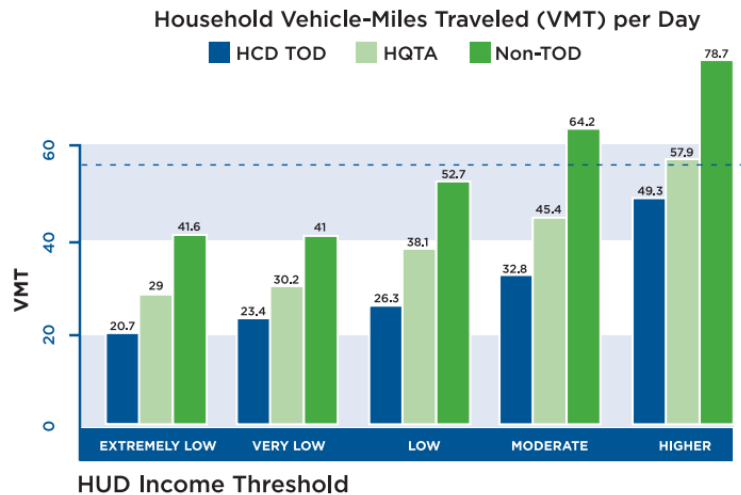
#### Affordable Housing

*The majority of Los Angeles County transit patrons are lower income individuals.*

- In 2017, the median annual income of Metro patrons was \$16,218 for bus patrons and \$24,390 for rail patrons.<sup>1</sup>
- In Los Angeles County, close to 90% of all transit commuters are workers with household incomes of less than \$50,000, and more than 70% have household incomes less than \$25,000.<sup>2</sup>

*Low income individuals have a higher propensity to take transit.*

- Lower Income households drive 25-30% fewer miles when living within 1/2 mile of transit than those living in non-TOD. When living within HCD's 1/4 mile of frequent transit they drove nearly 50% less.<sup>3</sup> (see graph below)



<sup>1</sup> [Metro 2017 Customer Satisfaction Survey](#)

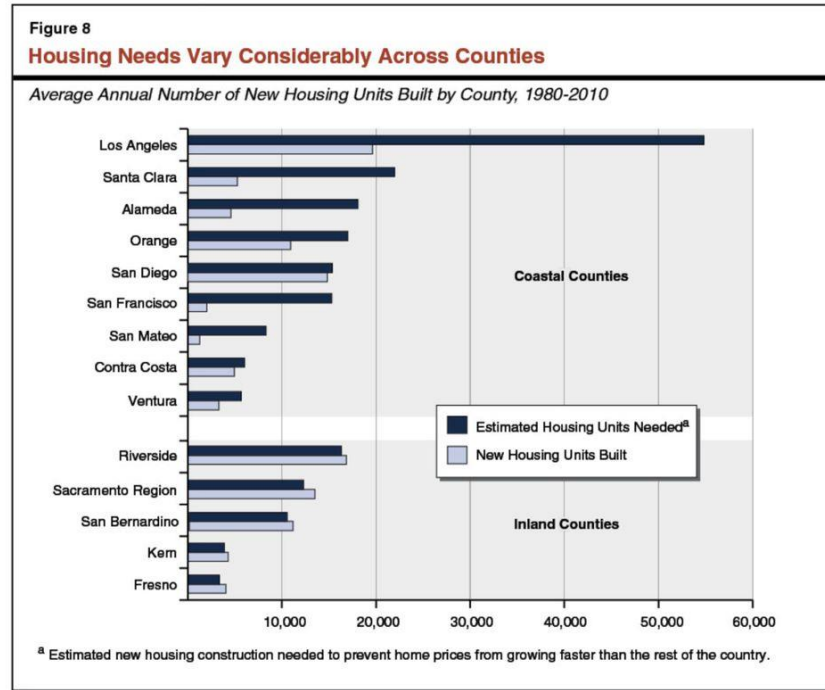
<sup>2</sup> [Incentives to Encourage Equitable Development in Los Angeles County Transit Oriented Districts](#)

<sup>3</sup> [Why Creating And Preserving Affordable Homes Near Transit Is A Highly Effective Climate Protection Strategy](#)

- Higher Income households drive more than twice as many miles and own more than twice as many vehicles as Extremely Low-Income households living within 1/4 mile of frequent transit.<sup>4</sup>

*There is a dire need for more housing serving households of all income levels in Los Angeles, but particularly for low income households*

- *Los Angeles County leads the State in the difference between number of new housing units needed and average number of new housing units built since 1980.<sup>5</sup> See chart below:*



- Los Angeles County has experienced a 64% reduction in affordable housing investment since 2008, and needs 551,807 more affordable units in order to accommodate its lowest-income renters.<sup>6</sup>
- More than 40% of California’s homeless population lives in Los Angeles County, while only about 25% of the state’s population live in the County.<sup>7</sup>

*Land surrounding transit may increase in value faster than land not served by transit.*

- A 2010 study concluded that all transit-rich neighborhoods show a rise in property value, with a portion rising significantly more than the regional average. It also supported the conclusion that neighborhoods with a large number of renters were more susceptible to gentrification.<sup>8</sup>

<sup>4</sup> [Why Creating And Preserving Affordable Homes Near Transit Is A Highly Effective Climate Protection Strategy](#)

<sup>5</sup> [California’s High Housing Costs: Causes and Consequences](#)

<sup>6</sup> [Los Angeles County Renters In Crisis: A Call For Action](#)

<sup>7</sup> [2017 Greater Los Angeles Homeless Count Results](#)

<sup>8</sup> [Maintaining Diversity in America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change](#)

- A map created by UCLA researchers shows gentrified neighborhoods across Los Angeles County. A significant number of these neighborhoods exist along existing and planned transit corridors.<sup>9</sup>

*As land becomes more expensive, residents can be pushed out. Without investing in affordable housing around transit, core transit riders may be pushed further away from transit, requiring additional transit investments be made to reach them, increased frequencies of transit service to further distances, and/or resulting in lower ridership. With any of these outcomes, Metro has a vested interest in protecting, preserving and producing housing serving low income households and protecting transit rich communities from displacement.*

### **Land Use Planning**

Transit-supportive land use planning is crucial to making the most of our transit investments. Without the right uses around transit, patrons will have no housing, jobs, or amenities to travel to or from on our transit. Greater densities of such housing and amenities ensure that more trips can be made and more people can be served with the transit investment.

- Transit use is primarily dependent on local densities and secondarily on the degree of land-use mixing<sup>10</sup>
- Compact development was found to have the strongest impact on personal business trips. The relationship between dimensions of the built environment and travel demands were not inconsequential, thus supporting a city planning process that creates more compact, diverse, and pedestrian-oriented neighborhoods which can influence how people live and travel.<sup>11</sup>
- In the Fargo-Moorhead community, residential density, walkability, and land use-mix were significant in predicting transit ridership.<sup>12</sup>
- A report prepared by TransLink in Vancouver stresses the importance of the design quality of the neighborhood environment at the street level, as it contributes to increased rates of transit use, walking, and cycling. The report also notes that land use diversity is important in providing access to transit, as well as generating ridership at both peak and off peak times.<sup>13</sup>

### **Small Business Preservation/ Neighborhood Serving Amenities**

In addition to housing, it is crucial that jobs, shopping, and other amenities are located near transit in order to connect housing to those jobs and amenities.

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<sup>9</sup> [Mapping Neighborhood Change in Los Angeles County](#)

<sup>10</sup> Zhang, M. (2004). "The Role of Land Use in Travel Mode Choice." Journal of the American Planning Association 70(3): 344-360

<sup>11</sup> Cervero, R. and K. Kockelman (1997). "Travel Demand and the Three D's: Density, Diversity and Design." Transportation Research D 2: 199-219.

<sup>12</sup> [Transit Ridership and the Built Environment](#)

<sup>13</sup> [Transit-Oriented Communities: A Primer on Key Concepts](#)

- Nationwide, 87% of all public transportation trips have an economic benefit. Of those, 49% are to and from work, 21% involve shopping, and 17% are recreational spending.<sup>14</sup>

Real estate premiums associated with rail investment can alter the demographic composition of surrounding neighborhoods, and research is finding a link between residential and commercial gentrification, in relation to transit.<sup>15</sup> Both for those who are transit dependent, and to encourage more use of transit, the system must connect people not only to their homes, but to their jobs, community amenities and facilitates and retail that meet their day to day needs. Local businesses and neighborhood amenities, particularly those serving lower income and ethnic minority communities, face displacement pressures when property values and rents rise in the wake of transportation investments. If one is a predictor of the other, we can assume that over time ridership may decrease as a result the combined effects of both forms of gentrification. Supporting these businesses and services increases access to them, which helps to stabilize and enhance these communities while preserving and increasing ridership.

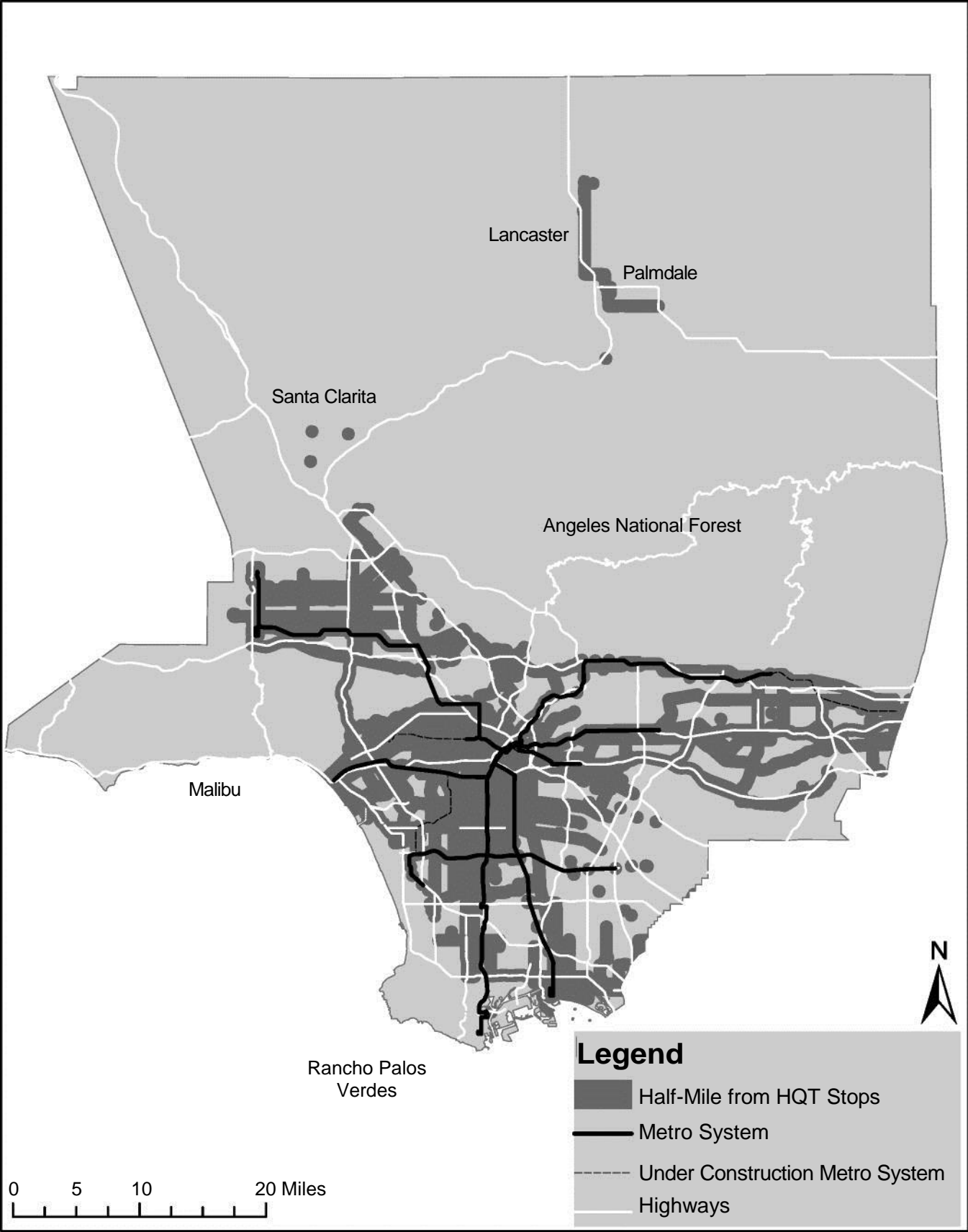
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<sup>14</sup> [Who Rides Public Transportation](#)

<sup>15</sup> [Transit-Oriented Development & Commercial Gentrification: Exploring the Linkages](#)



# Attachment C: Half-Mile Radius Around High Quality Transit Stops (LA County)



High Quality Transit Areas (HQTA) 2040. Southern California Association of Governments  
Based on data as of May 2018

# Los Angeles County Metropolitan Transportation Authority



## Transit Oriented Communities Policy



June 28, 2018

# Policy Development Process

- Policy development required as part of Local Return Guidelines
- **Stakeholder-driven process:**
  - **January** : kick off and brainstorming with PAC and stakeholders
  - **Jan – May:**
    - ✓ 8 PAC Working Group Meetings
    - ✓ PAC check-in and draft review (3 meetings)
    - ✓ Meetings with interested stakeholders
    - ✓ Iterative review with County Counsel
    - ✓ Meetings with targeted internal Metro stakeholders
    - ✓ ACT LA Town Hall on TOC Policy and Equity Framework
    - ✓ Metro Board presentation on draft policy



**Metro**

# TOC Definition

Transit Oriented Communities (TOCs) are places (such as corridors and neighborhoods) that, by their design, allow people to drive less and access transit more.

A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use and holistic community development



# TOC Policy Goals

1. Increase transportation ridership and choice
2. Stabilize and enhance communities surrounding transit
3. Engage organizations, jurisdictions, and the public
4. Distribute transit benefits to all
5. Capture value created by transit

# TOC Activities

- Geographic span defined as “General,” “Within 0-1/2 mile of a station” and “0-3 mile of a station”
- Include affordable housing, local business assistance, neighborhood amenities, grant assistance, land use planning, community engagement, public improvements
  - Metro has a history of programs/projects in each of these areas
- Require a “ transportation nexus” (Attachment B)
- Are permissive but not directive

# Next Steps

Within 18 months, return to Board with:

- TOC Implementation Plan and performance metrics
- TOC Annual Report



**Board Report**

**File #:** 2018-0208, **File Type:** Contract

**Agenda Number:** 27.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JUNE 21, 2018**

**SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR  
METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL  
PROPERTIES**

**ACTION: APPROVE CONTRACT MODIFICATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. Execute Modification No. 2 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, in the amount of \$1,250,000, increasing the not-to-exceed three-year base contract value from \$1,000,800 to \$2,250,800, and
- B. Execute Modification No. 3 to Contract No. OP4056400OP with APW Construction Inc., DBA Ace Fence Co., for Metro Rail Facilities Fence Repair and Installation services, to exercise and increase the value of option year one in the amount of \$250,000, from \$343,200 to \$593,200, and extending the contract term from April 1, 2019 to March 31, 2020.

These two Modifications will increase the total contract value from \$1,000,800 to \$2,844,000.

**ISSUE**

There are multiple types of fencing systems installed on the perimeters of Metro operational and non-operational railroad properties throughout Los Angeles County. Property fences are subject to damage due to vandalism, forced entries, vehicle accidents and natural disasters requiring repair on an as-needed basis.

The existing contract three-year base period will expire on March 31, 2019. To continue providing the necessary as-needed fencing repair and installation services system-wide, a Contract Modification is required to increase the three-year base contract authority by \$1,250,000 from \$1,000,800 to \$2,250,800, and to exercise and increase the value of option year one in the amount of \$250,000 from \$343,200 to \$593,200, increasing the total contract value from \$1,000,800 to \$2,844,000 and extending the contract term from April 1, 2019 to March 31, 2020.



## **DISCUSSION**

Under the existing Contract, a 100% SBE commitment was made by the prime. Ace Fence Co. is a Metro certified SBE and is meeting their commitment with a 100% SBE participation.

In order to meet Metro's security needs, fencing is required on active railroad rights-of-way, electrified railroad yards, traction power substations, storage yards and other Metro rail operating properties to prevent the public from accessing these restricted areas and placing themselves at the risk of being hit by trains, being electrocuted by third rail or high-power electrical lines, to mitigate illegal dumping and to protect Metro properties from theft and vandalism.

Under this Contract, as-needed fencing repair inquiries and service requests have significantly increased due to vandalism, vehicular accidents, and in support of Metro's Construction projects to ensure safety and security incidents are addressed. Also, the scope of work has been expanded to include fencing repair and improvements for Metro expansion projects including Metro Foothill Extension and Expo II. Furthermore, services have been expanded to provide initial fencing repair and improvements along with as-needed services throughout 17 Caltrans owned Park and Ride lots currently maintained by Metro in accordance with the executed Operations and Maintenance agreement effective January 1, 2018. Additional fencing repair and improvements are anticipated as part of the New Blue improvement project.

Since the scope of work has been expanded to include additional locations and services, there are insufficient funds remaining within the current contract term. Contract Modifications are required to increase the three-year base contract authority by \$1,250,000 from \$1,000,800 to \$2,250,800, and exercise and increase the value of option year one in the amount of \$250,000 from \$343,200 to \$593,200, increasing the total contract value from \$1,000,800 to \$2,844,000. The additional funding is required to ensure timely execution of the pending tasks and service continuity through March 31, 2020.

## **DETERMINATION OF SAFETY IMPACT**

The approval of this item will ensure safe, timely and quality as-needed fencing repair and installation services system-wide.

## **FINANCIAL IMPACT**

Funding of \$1,398,300 is included in the FY19 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

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

### **Impact to Budget**

Funding for this action will come from the Enterprise operating fund. The source of funds will come

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from state and local funds including fares that are eligible for Bus and Rail Operating Projects. These funding sources will maximize fund use based on funding allocation provisions.

### **ALTERNATIVES CONSIDERED**

Staff considered providing this service with in-house staff. This would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates this is not a cost-effective option for Metro.

### **NEXT STEPS**

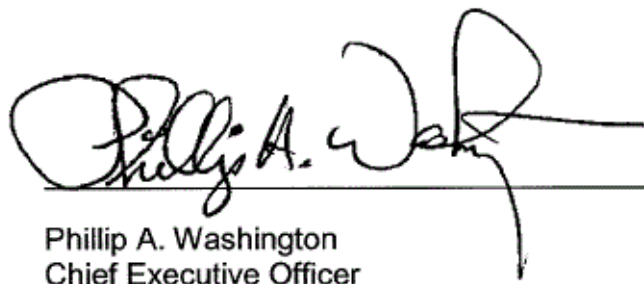
Upon approval by the Board, staff will execute Modifications No. 2 and Modification No. 3 with APW Construction Inc., DBA Ace Fence Co., under the current Contract No. OP4056400OP to continue providing fence repair and installation services for Metro Rail right of ways, facilities and parcel properties.

### **ATTACHMENTS**

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

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767  
Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424  
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES / OP4056400OP

1.	<b>Contract Number:</b> OP4056400OP		
2.	<b>Contractor:</b> APW Construction Inc., DBA Ace Fence Co.		
3.	<b>Mod. Work Description:</b> Additional funding; exercise option year 1		
4.	<b>Contract Work Description:</b> As-needed fencing repair and installation services system-wide.		
5.	<b>The following data is current as of:</b> 5/22/18		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	2/25/16	<b>Contract Award Amount:</b> \$1,000,800
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	3/31/19	<b>Pending Modifications (including this action):</b> \$1,843,200
	<b>Current Est. Complete Date:</b>	3/31/20	<b>Current Contract Value (with this action):</b> \$2,844,000
7.	<b>Contract Administrator:</b> Rommel Hilario		<b>Telephone Number:</b> (213) 922-4654
8.	<b>Project Manager:</b> Maral Minasian		<b>Telephone Number:</b> (213) 922-6762

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 2 issued in support of Facilities Maintenance to continue providing as-needed fencing repair and installation services system-wide, increasing the not-to-exceed three-year base contract value by \$1,250,000 from \$1,000,800 to \$2,250,800.

Additionally, this Board Action is to approve Contract Modification No. 3 to exercise and increase the value of option year one in the amount of \$250,000, from \$343,200 to \$593,200, and extend the contract term from April 1, 2019 to March 31, 2020.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

On February 25, 2016, the Board approved a five-year contract, inclusive of two, one-year options, to APW Construction Inc., DBA Ace Fence Co., to provide as-needed fencing repair and installation services for Metro owned rail rights-of way, facilities, and parcel properties.

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

**B. Cost/Price Analysis**

California Prevailing Wage requirements are applicable to this Contract. The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE) and technical evaluation. The labor rates that were established as part of the current contract executed on April 1, 2016 remain unchanged. Therefore, it is in Metro’s best interest to exercise Option Year One.

<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$1,843,200	\$1,843,200	\$1,843,200

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES / OP4056400OP

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Add locations	6/2/16	\$0
2.	Increase the 3-year base contract amount	<b>PENDING</b>	<b>\$1,250,000</b>
3.	Exercise option year 1 and extend contract term to March 31, 2020	<b>PENDING</b>	<b>\$593,200</b>
	<b>Modification Total:</b>		<b>\$1,843,200</b>
	<b>Original Contract:</b>	<b>04/01/16</b>	<b>\$1,000,800</b>
	<b>Total Contract Value:</b>		<b>\$2,844,000</b>

**DEOD SUMMARY**

**FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL ROW, FACILITIES AND PARCEL PROPERTIES / OP4056400OP**

**A. Small Business Participation**

APW Construction Inc. dba Ace Fence Co., an SBE Prime, made a 100% SBE commitment. The project is 51% complete. APW Construction Inc. dba Ace Fence Co. is currently meeting its commitment with an SBE participation of 100%.

<b>Small Business Commitment</b>	<b>100% SBE</b>	<b>Small Business Participation</b>	<b>100% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	APW Construction Inc. dba Ace Fence Co. (SBE Prime)	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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

**Board Report**

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**File #:** 2018-0226, **File Type:** Contract**Agenda Number:** 28.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JUNE 21, 2018****SUBJECT: P3010, LIGHT RAIL VEHICLE PROCUREMENT  
CONTRACT KINKISHARYO****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE Modification No. 32 to Contract No. P3010 with Kinkisharyo International, LLC for two Request for Changes (RFC): RFC No. 7 to revise the sandbox location for a firm fixed price of \$2,551,782.56, and RFC No. 19 to add reflective decal labels for a firm fixed price of \$1,123,644.61, for a combined firm fixed amount of \$3,675,427.17, increasing the total Contract value from \$920,964,842.19 to \$924,640,269.36. The Contract increase is within the Life of Project Budget.

**ISSUE**

During the exercise of the P3010 Base Order contract, Metro issued 11 RFCs to Kinkisharyo International LLC (KI) to enhance vehicle performance and passenger experience. Contract Modifications for the 11 RFCs were successfully executed and implemented on the Base Order vehicles. To maintain consistency in fleet configuration, staff recommends applying the previously approved changes to the remaining 157 Option Light Rail Vehicles (LRVs). These two RFCs exceed the Chief Executive Officer's delegated negotiating authority of \$1,000,000, so staff is requesting Board approval for Contract Modification Authority.

**DISCUSSION**

In April 2012, the P3010 LRV contract, for a base order of 78 LRVs, was awarded to KI. The contract includes four options for an additional 157 LRVs which were subsequently awarded. To date, KI is delivering safe, reliable, and maintainable vehicles on time and within budget.

To maintain consistency in fleet configuration, staff recommends applying the previously approved changes to the remaining 157 Option LRVs to enhance vehicle performance and passenger experience. Metro staff is requesting Board approval of the following two (2) RFC's:

- 1) RFC No. 7: Revise Sandbox Location. This change permits maintenance staff the option to either fill the sandbox manually or automatically using a pressurized nozzle system from Metro's cleaning platforms.

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- 2) RFC No. 19: Add Reflective Decals. The addition of reflective decal on the exterior vehicle provides more visibility of approaching trains to passengers and pedestrians, and therefore enhances the safety requirements as detailed in 49 CFR Part 659 - Rail Fixed Guideway Systems; State Safety Oversight.

Application of these changes is required to ensure a consistent fleet configuration and preserve enhanced levels of vehicle performance and passenger experience. Additionally, application of these changes will have no impact to project schedule and is within the remaining contingency of the Life of Project budget.

KI is on the Federal Transit Administration's (FTA) list of eligible Transit Vehicle Manufacturers (TVM). In compliance with 49 Code of Federal Regulations (CFR) Part 26.49(a)(1), KI established an overall goal of 2.3% and reports DBE participation directly to the FTA. Per the reports shared by KI, they reported 6.8% from April 1, 2017 to September 30, 2017. In previous fiscal years they reported 26.5% in FY2016, 16.85% in FY2015, and 18.5% in FY2014. As KI reports directly to the FTA, these values are not subject to Metro review.

Based on staff's review, it is recommended to proceed with the two Contract Modifications described in Attachment A.

### **DETERMINATION OF SAFETY IMPACT**

This board action will not have an impact to safety; however, it does enhance vehicle performance and passenger experience.

### **FINANCIAL IMPACT**

Adoption of the recommendation to approve the two RFC's will increase the Contract price by \$3,675,427.17, from \$920,964,842.19 to \$924,640,269.36. This amount is within the P3010 project LOP of \$972,000,000. Funding for these changes as outlined are included in the FY19 budget in Cost Center 3043 - Strategic Vehicle and Infrastructure Delivery, Account 53105 - Acquisition of Revenue Vehicle, Project 206035 - P3010 LRV Project including options.

Since this is a multi-year Contract, the Cost Center manager and Project Manager will ensure that the balance of funds are budgeted in future years, including all options exercised.

### **Impact to Budget**

The FY19 source of funds for this action are, Federal Congestion Mitigation and Air Quality (CMAQ) and Proposition A. These funding sources maximize allowable fund use given funding provisions.

### **ALTERNATIVES CONSIDERED**

Should the Board choose not to approve staff's recommendation for the changes recommended in action A above, Metro operations will be required to support two different fleet configurations with different levels of performance and passengers will be subjected to vehicles with different levels of



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amenities. This alternative is not recommended as it will add additional burden to Metro Operations and passengers will be subjected to different levels of service.

**NEXT STEPS**

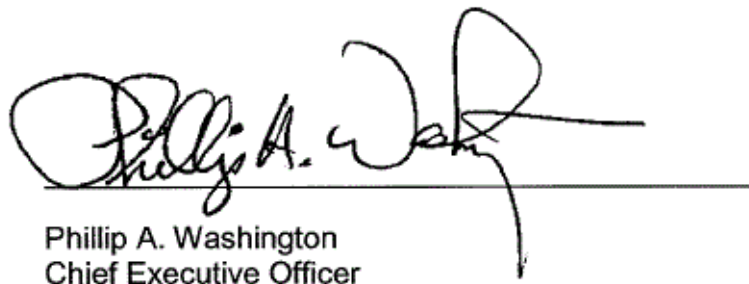
If this item is approved, staff will proceed with implementation of the changes outlined above and continue delivery of the P3010 option order vehicles.

**ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - Contract Modification Authority (CMA) Summary
- Attachment C - DEOD Summary

Prepared by: Jason Yaw, Manager, Project Control, (213) 922-3325  
Wayne Okubo, Director of Contract Administration, (213) 922-7466

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## P3010 LIGHT RAIL VEHICLE

1.	<b>Contract Number:</b> P3010		
2.	<b>Contractor:</b> Kinkisharyo, International LLC		
3.	<b>Mod. Work Description:</b> The Contractor will perform configuration changes to the 157 Option LRVs that were performed on the 78 Base LRVs to maintain vehicle configuration consistency. These configurations changes are: a) RFC No. 7 – Relocation of Sandbox for \$2,551,782.56 b) RFC No. 19 – Addition of Reflective Decals for \$1,123,644.61		
4.	<b>Contract Work Description:</b> New Light Rail Vehicles		
5.	<b>The following data is current as of:</b> 5/2018		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	4/2012	<b>Contract Award Amount:</b> \$890,142,275, inclusive of Options 1 through 4.
	<b>Notice to Proceed (NTP):</b>	8/2012	<b>Total of Modifications Approved:</b> 31
	<b>Original Complete Date:</b>	2/2017 (Base only)	<b>Pending Modifications (including this action):</b> 1
	<b>Current Est. Complete Date:</b>	6/2021 (including Options)	<b>Current Contract Value (with this action):</b> \$924,640,269.36
7.	<b>Contract Administrator:</b> Wayne Okubo		<b>Telephone Number:</b> (213) 922-7466
8.	<b>Project Manager:</b> Jason Yaw		<b>Telephone Number:</b> (213) 922-3325

**A. Procurement Background**

This Board Action is to approve Modification No. 32 to Contract No. P3010 for vehicle configuration changes on the 157 Option light rail vehicles.

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

In April 2012, Contract No. P3010 was awarded to Kinkisharyo International LLC. (KI) in the firm fixed price amount of \$299,061,827 for the manufacturing and delivery of 78 light rail vehicles (LRV) for the base contract buy. The Board also authorized the CEO to negotiate and award up to four Contract Options totaling \$591,080,448 for up to 157 additional LRVs. These four options were executed in August 14, 2013 (Option 1 and 4) and July 31, 2015 (Option 2 and 3).

This Contract Modification is to enable KI to perform configuration changes to the 157 Option LRVs that were performed on the 78 Base LRVs to maintain vehicle configuration consistency.

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon MAS audit, independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations.

RFC No. 7. The Metro ICE underestimated values for installation labor and materials resulting in a 52% differential in the negotiated price. The additional labor and material costs incurred by the KI were supported by additional Contractor documentation and corroborating technical analysis.

	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
RFC 7	\$2,744,457	\$1,670,480	\$2,551,783
RFC 19	\$1,175,836	\$1,263,945	\$1,123,644
<b>TOTAL</b>	<b>\$3,920,293</b>	<b>\$2,934,425</b>	<b>\$3,675,427</b>

**ATTACHMENT B**

**CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY**

**P3010 LIGHT RAIL VEHICLES**

<b>Contract Modification No.</b>	<b>Description</b>	<b>Status</b>	<b>Estimated Cost</b>
N/A	Award Base Contract	Approved	\$ 299,061,827.00
1	Modify SP-27 US Employment Plan, Section B – New FTE Positions	Executed	\$ 0.00
2	Exercise Contract Option No. 1 for \$104,428,419 and Option No. 4 for \$261,893,225 and Period of Performance	Executed	\$ 366,321,644.00
3	Revise Period of Performance to include 30 days retooling period after delivery of last car on prior order	Executed	\$ 0.00
4	Modify applicable commercial Specs and Technical Specs for Request for Change No. 9 LED on Recording Cameras. Increase Contract Amount for the Base Buy by \$120,362.19	Executed	\$ 120,362.19
5	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.10 - Door Close Operator Alert. Increase Contract Amount for the Base Buy by \$74,763.06	Executed	\$ 74,763.06
6	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.11 Train Operator Log In. Increase Contract Amount for the Base Buy by \$253,955.52	Executed	\$ 253,955.52
7	Modify Applicable Commercial and Technical specs for RFC No. 14 for revising car number to four digits	Executed	\$ 0.00
8	Modify Applicable Commercial and Technical specs for RFC No. 1 for the addition of a backup train operator display	Executed	\$ 861,695.00
9	Modify Applicable Commercial and Technical specs for RFC No. 8 Location for Emergency Tool Enclosures	Executed	\$ 0.00
10	Deleted	Not Executed	\$ 0.00
11	Exterior Rear View Mirrors	Executed	\$ 677,317.00
12	Sandbox Location	Executed	\$ 548,242.00
13	RFC No. 13 - Adding Graphic Display	Executed	\$ 355,848.00
14	Revised Invoice Procedures	Executed	\$ 0.00

15	RFC No. 2 - Exterior route signs with color ID	Executed	\$	1,206,791.85
16	RFC No. 6 - Interior Route Information Signs	Executed	\$	1,274,944.00
17	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 1 and Option 4	Executed	\$	6,534,165.00
18	Exercise of Contract Options 2 and 3	Executed	\$	224,758,804
19	Addition of Interior Route Information Signs – Design Change	Executed	\$	169,146.00
20	Cab Console – Door Control	Executed	\$	194,439.00
21	Vehicle Scale Model	Executed	-\$	75,000.00
22	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 2 and Option 3	Executed	\$	11,651,376.00
23	Transport of three LRVS (No. 1003, 1014, and 1016)	Executed	\$	30,647.00
24	Windshield wipers and brake cut out skirt openings	Executed	\$	248,892.03
25	Revision of SP-04 entitled "Approved Subcontractors and Suppliers" list	Executed	\$	0.00
26	Extension of Time Base Contract from 53 to 56 months	Executed	\$	0.00
27	Transport of 19 railcars from Monrovia to Green Line	Executed	\$	205,571.00
28	Modification of CP-02. Modification changes the percentage for the Conditional Acceptance and Final Acceptance Milestones	Executed	\$	0.00
29	Crenshaw Line Tie-In Support	Executed	\$	191,747.16
30	RFC #19 Reflective Labels for 78 Base LRV's	Executed	\$	609,974.61
31	Award RFC No. 1 for Addition of Train Operator, RFC No. 2 for Color Route ID, RFC No. 3 for Addition of exterior rear view mirrors, and RFC No. 6 for Interior route information signs	Executed	\$	5,687,690.42
32	Award RFC #7 for Sandbox Relocation and RFC# 19 Reflective Labels, on 157 LRVs Options 1-4	Recommended for Approval	\$	3,675,427.17
	Subtotal – Negotiated and In Process Changes			\$924,640,269.36
	Subtotal – Negotiated and Recommended for Approval			\$0.00
	Subtotal — Negotiated but Not Executed, Recommended Approval for CEO to negotiate and execute (Pending)			\$3,675,427.17
	Total Estimated Modifications Including Pending Changes			\$625,578,442.36

	<b>Prior CMA Authorized by the Board (CMA 10% of aggregate amount of original award plus Options 1-4)</b>	<b>\$89,014,227.10</b>
	<b>Increased CMA requested</b>	<b>\$0.00</b>
	<b>Total CMA including this action</b>	<b>\$16,312,453.36</b>
	<b>Remaining CMA for Future Changes</b>	<b>\$72,701,773.74</b>

**DEOD SUMMARY****P3010 LIGHT RAIL VEHICLES****A. Small Business Participation**

Kinkisharyo International, LLC is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs with a Disadvantaged Business Enterprise (DBE) overall goal methodology, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA. As such, Kinkisharyo International, LLC reported that it submitted its overall DBE goal of 2.3% to FTA for FY18. On May 4, 2018, Kinkisharyo confirmed that it reported 6.8% DBE participation from April 1, 2017 to September 30, 2017 in its last semi-annual report to FTA.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Program is not applicable to this Contract. Rolling stock solicitations are not one of the covered contract types in Metro's Living Wage and Service Contract Worker Retention Policy Applicability.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to the manufacturing of light rail vehicles.

**D. Project Labor Agreement/Construction Careers Policy**

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

**E. United States Employment Plan Program (USEP)**

United States Employment Plan Program is applicable on this contract. Staff has been monitoring progress on all USEP commitments, including the contractual commitment in creating employment opportunities in the U.S. The Contractor, Kinkisharyo, has currently created over 600 new jobs nationwide to support this project, totaling \$66,247,128 in new wages and benefits through the last Quarterly reporting period, January 2018.



## Board Report

File #: 2018-0203, File Type: Contract

Agenda Number: 29.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JUNE 21, 2018**

**SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION  
MAINTENANCE, AND TRASH AND VEGETATION  
REMOVAL SERVICES**

**ACTION: APPROVE CONTRACT MODIFICATION**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 4 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year one in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$16,622,414.50 to \$22,084,754.50 and extending the contract term from October 1, 2018 to September 30, 2019;
- B. EXECUTE Modification No. 3 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise and increase the value of option year one by \$883,645 from \$4,352,459 to \$5,236,104, thereby increasing the total contract not-to-exceed amount from \$14,870,140 to \$20,106,244 and extending the contract term from October 1, 2018 to September 30, 2019;
- C. EXECUTE Modification No. 2 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year one by \$1,396,884 from \$5,575,764 to \$6,972,648, thereby increasing the total contract not-to-exceed amount from \$20,415,550 to \$27,388,198 and extending the contract term from October 1, 2018 to September 30, 2019; and
- D. EXECUTE Modification No. 4 to Contract No. OP3638300, for Region 4 with Parkwood



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Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year one in the amount of \$4,141,657, increasing the total contract not-to-exceed amount from \$12,035,187 to \$16,176,844 and extending the contract term from October 1, 2018 to September 30, 2019.

## **ISSUE**

Under the existing contracts for Regions 1-4 awarded on September 24, 2015, on-going graffiti abatement, landscape and irrigation, and trash and vegetation removal services are performed on a regular basis system-wide to ensure providing safe, on-time and quality services.

The three-year base period for the existing four (4) contracts will expire on September 30, 2018. The contractors have been providing satisfactory maintenance services in each of their respective regions.

To continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services, a Contract Modification is required for each of the four (4) contracts to exercise option year one extending the period of performance through September 30, 2019, and increasing the option year one values for Regions 2 and 3 contracts to continue providing the required maintenance services system-wide including the Metro Gold Line Foothill and Expo Line Extensions.

## **DISCUSSION**

Under the existing contracts for each of the four (4) Regions, a 25% SBE goal was established. For Region 1, Woods Maintenance Services, Inc. actual contribution exceeds the goal by 0.5% with a 25.5% SBE participation. For Region 2, Parkwood Landscape Maintenance, Inc. actual contribution exceeds the goal by 0.1% with a 25.1% SBE participation. For Region 3, Woods Maintenance Services, Inc. actual contribution exceeds the goal by 0.1% with a 25.1% SBE participation. For Region 4, Parkwood Landscape Maintenance, Inc. actual contribution exceeds the goal by 1% with a 26% SBE participation.

Under these contracts for Regions 1-4, the contractors provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County to mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness and to ensure delivery of safe, clean, on-time and reliable services system-wide.

During the three-year base period, on February 25, 2016, Metro Board of Directors approved the execution of Modification No. 1 for each of Regions 2 and 3 respectively, to expand the services provided for the three-year base period only, to include Metro Gold Line Foothill and Expo Line Extensions in preparation for their revenue operating dates of March 5 and May 20, 2016, respectively.

To continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services, a Contract Modification is required for each of the four (4) contracts, to exercise option year one, extending the period of performance through September 30, 2019, and increasing the option year one values for Regions 2 and 3 to continue providing the required maintenance services system-wide including the Metro Gold Line Foothill and Expo Line Extensions.

### **DETERMINATION OF SAFETY IMPACT**

The approval of this item will ensure the continuity of maintenance services, mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness, and provide a proactive approach to maintenance needs, to ensure delivery of safe, clean, on-time and reliable services system-wide.

### **FINANCIAL IMPACT**

Funding of \$16,359,562 is included in the FY19 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

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

#### **Impact to Budget**

Funding for this action will come from the Enterprise operating fund. The source of funds will come from state and local funds including fares that are eligible for Bus and Rail Operating Projects. These funding sources will maximize fund use based on approved funding allocation provisions.

### **ALTERNATIVES CONSIDERED**

Staff considered providing this service through Metro in-house staff. This would require the hiring and specialized training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

### **NEXT STEPS**

Upon approval by the Board, staff will execute Contract Modifications for each of the four contracts to exercise option year one, extending the period of performance through September 30, 2019:

- A. Modification No. 4 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc.
- B. Modification No. 3 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc.

- C. Modification No. 2 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc.
- D. Modification No. 4 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc.

## **ATTACHMENTS**

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

Prepared by:

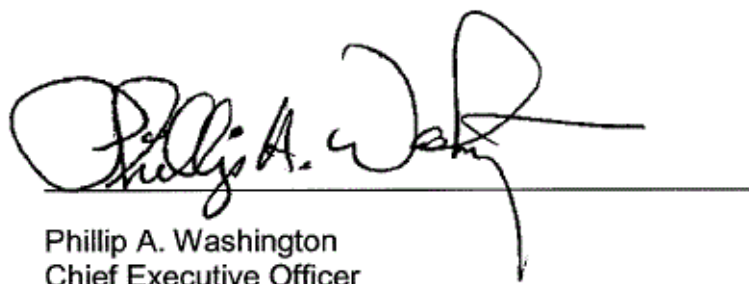
Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767

Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765

Reviewed by:

James T. Gallagher, Chief Operations Officer, (213) 922-4424

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



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND  
TRASH AND VEGETATION REMOVAL SERVICES / OP3569100, OP3635700,  
OP3569500, OP3638300**

1.	<b>Contract Numbers:</b> A) OP3569100, B) OP3635700, C) OP3569500, and D) OP3638300		
2.	<b>Contractors:</b> Woods Maintenance Services, Inc. and Parkwood Landscape Maintenance		
3.	<b>Mod. Work Description:</b> Exercise First Year Option for Regions 1 through 4 Contracts		
4.	<b>Contract Work Description</b> Provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County.		
5.	<b>The following data is current as of:</b> 5/24/18		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contracts Awarded:</b>	9/25/15	<b>Contracts Award Amounts:</b> A) \$16,542,520.00 B) \$12,599,235.00 C) \$16,863,892.00 D) \$11,996,937.00
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> A) \$79,894.50 B) \$2,270,905.00 C) \$3,551,658.00 D) \$38,250.00
	<b>Original Complete Date:</b>	9/30/18	<b>Pending Modifications (including this action):</b> A) \$5,462,340.00 B) \$5,236,104.00 C) \$6,972,648.00 D) \$4,141,657.00
	<b>Current Est. Complete Date:</b>	9/30/19	<b>Current Contracts Values (with this action):</b> A) \$22,084,754.50 B) \$20,106,244.00 C) \$27,388,198.00 D) \$16,176,844.00
7.	<b>Contract Administrator:</b> Rommel Hilario		<b>Telephone Number:</b> (213) 922-4654
8.	<b>Project Managers:</b> Maral Minasian – Region 1 Lew Yonemoto – Region 2 Shaunt Avanesian – Region 3 Todd Garner – Region 4		<b>Telephone Numbers:</b> (213) 922-6762 (213) 922-6773 (213) 922-5931 (213) 922-6788

**A. Procurement Background**

This Board Action is to exercise the first year option to the various contracts listed above to support Facilities Maintenance to continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services. A contract modification is required for each of the four contracts to exercise the first option year and extend the period of performance through September 30, 2019. Specifically, the following Contract Modifications will be issued:

- A) Modification No. 4 to Contract No. OP3569100 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year one in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$16,622,414.50 to \$22,084,754.50 and extending the contract term from October 1, 2018 to September 30, 2019;
- B) Modification No. 3 to Contract No. OP3635700 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise option year one by \$883,645 from \$4,352,459 to \$5,236,104, increasing the total contract not-to-exceed amount from \$14,870,140 to \$20,106,244 and extending the contract term from October 1, 2018 to September 30, 2019;
- C) Modification No. 2 to Contract No. OP3569500 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year one by \$1,396,884 from \$5,575,764 to \$6,972,648, increasing the total contract not-to-exceed amount from \$20,415,550 to \$27,388,198 and extending the contract term from October 1, 2018 to September 30, 2019; and
- D) Modification No. 4 to Contract No. OP3638300 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year one in the amount of \$4,141,657, increasing the total contract not-to-exceed amount from \$12,035,187 to \$16,176,844 and extending the contract term from October 1, 2018 to September 30, 2019

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract types are firm fixed unit rates.

On September 24, 2015, the Board approved four, five-year contracts, inclusive of two, one-year options to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services.

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

**B. Cost/Price Analysis**

Funding Source	METRO LIVING WAGE/STATE PREVAILING WAGE		
	Service Type	Graffiti Abatement (prevailing wage)	Landscape & Irrigation (living wage)
2015	\$43.37	\$16.04	\$48.88
2018	\$44.37	\$17.26	\$48.98
% increase	2.3%	8%	2.2%

As shown above, the state prevailing and Metro living wage rates have increased since the contract start date in 2015.

- A) Contract No. OP3569100 (Region 1) is subject to the State prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the independent cost estimate (ICE), technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$5,462,340	\$5,462,340	\$5,462,340

- B) Contract No. OP3635700 (Region 2) is subject to the state prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$5,236,104	\$5,236,104	\$5,236,104

- C) Contract No. OP3569500 (Region 3) is subject to the state prevailing wage and Metro living wage requirements. All direct labor rates remain unchanged from the original contract which was executed on November 11, 2015. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year One Amount	Metro ICE	Negotiated Amount
\$6,972,648	\$6,972,648	\$6,972,648

D) Contract No. OP3638300 (Region 4) is subject to the state prevailing wage and Metro living wage requirements. All direct labor rates remain unchanged from the original contract which was executed on November 11, 2015. The recommended price to exercise Option Year One has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

<b>Option Year One Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$4,141,657	\$4,141,657	\$4,141,657

## CONTRACT MODIFICATION/CHANGE ORDER LOG

**GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND  
TRASH AND VEGETATION REMOVAL SERVICES / OP3569100, OP3635700,  
OP3569500, OP3638300**

<b>REGION 1 – OP3569100 – Woods Maintenance Services, Inc.</b>			
<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Add locations to Attachment A – List of Locations	1/26/16	\$29,915.50
2.	Add location to Attachment A – List of Locations	5/27/16	\$0
3.	Provide for one-time clean-up project	9/22/17	\$49,979.00
4.	Exercise First Option Year	<b>PENDING</b>	<b>\$5,462,340.00</b>
	<b>Modification Total:</b>		<b>\$5,542,234.50</b>
	<b>Original Contract:</b>	<b>9/24/15</b>	<b>\$16,542,520.00</b>
	<b>Total Contract Value:</b>		<b>\$22,084,754.50</b>

<b>REGION 2 – OP3635700 – Parkwood Landscape Maintenance, Inc.</b>			
<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Add Gold Line Extension	3/30/16	\$2,270,905.00
2.	Add location to Attachment A – List of Locations	6/2/16	\$0
3.	Exercise First Option Year	<b>PENDING</b>	\$5,236,104.00
	<b>Modification Total:</b>		<b>\$7,507,009.00</b>
	<b>Original Contract:</b>	<b>9/24/15</b>	<b>\$12,599,235.00</b>
	<b>Total Contract Value:</b>		<b>\$20,106,244.00</b>

<b>REGION 3 – OP3569500 – Woods Maintenance Services, Inc.</b>			
<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Add Expo Line Extension	5/11/16	\$3,551,658.00
2.	Exercise First Option Year	<b>PENDING</b>	\$6,972,648.00
	<b>Modification Total:</b>		<b>\$10,524,306.00</b>
	<b>Original Contract:</b>	<b>9/24/15</b>	<b>\$16,863,892.00</b>
	<b>Total Contract Value:</b>		<b>\$27,388,198.00</b>



<b>REGION 4 – OP3638300 – Parkwood Landscape Maintenance, Inc.</b>			
<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Revise Statement of Work	3/30/16	\$0
2.	Revise Statement of Work	10/1/16	\$0
3.	Add location to Attachment A – List of Location	6/21/2017	\$38,250.00
4.	Exercise First Option Year	<b>PENDING</b>	\$4,141,657.00
	<b>Modification Total:</b>		<b>\$4,179,907.00</b>
	<b>Original Contract:</b>	<b>9/24/15</b>	<b>\$11,996,937.00</b>
	<b>Total Contract Value:</b>		<b>\$16,176,844.00</b>

## DEOD SUMMARY

**GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND TRASH AND VEGETATION REMOVAL REGIONS 1 – 4 / CONTRACT NUMBERS (1) OP3569100, (2) OP3635700, (3) OP3569500, AND (4) OP3638300**

**A. Small Business Participation**

**Region 1- Metro Red Line, Metro Orange Line, Inactive ROWs & Various Locations** - Woods Maintenance Services (WMS) made a 25.12% Small Business Enterprise (SBE) commitment. The solicitation was released prior to the elimination of Good Faith Efforts (GFE) for state/local RFPs effective September 2015. At the time of bid, WMS demonstrated adequate GFE in response to the Disabled Veteran Business Enterprise (DVBE) goal, and has been encouraged to outreach to DVBE firms, should subcontracting opportunities become available.

The project is 61% complete. WMS is exceeding its SBE goal commitment with a current participation of 25.55%.

<b>Small Business Commitment</b>	<b>25.12% SBE</b>	<b>Small Business Participation</b>	<b>25.55% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% SBE Commitment</b>	<b>% SBE Participation</b>
1.	Briteworks, Inc. (Graffiti)	3.29%	4.00%
2.	Briteworks, Inc. (Trash/Vegetation Removal)	3.29%	3.49%
3.	BJAG Group, LLC	3.40%	3.93%
4.	Far East Landscape & Maintenance	15.14%	14.13%
	<b>Total</b>	<b>25.12%</b>	<b>25.55%</b>

**Region 2 - Metro Gold Line, Inactive ROWs & Various Locations** – Parkwood Landscape Maintenance, Inc. made a 22% SBE and 3% DVBE commitment. The project is 82% complete. Parkwood is exceeding its commitment with a current SBE participation of 22.07% and 3.02% DVBE.

<b>Small Business Commitment</b>	<b>22.00% SBE 3.00% DVBE</b>	<b>Small Business Participation</b>	<b>22.07% SBE 3.02% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% SBE Commitment</b>	<b>% SBE Participation</b>
1.	Briteworks, Inc.	11.00%	11.03%
2.	Far East Landscape (Landscape)	5.87%	4.49%

3.	Far East Landscape (Trash Removal)	5.13%	6.55%
	<b>Total</b>	<b>22.00%</b>	<b>22.07%</b>

	<b>DVBE Subcontractors</b>	<b>% DVBE Commitment</b>	<b>% DVBE Participation</b>
1.	IECLT, Inc.	3.00%	3.02%
	<b>Total</b>	<b>3.00%</b>	<b>3.02%</b>

**Region 3 - Metro Expo Line, Metro Green Line, and Bus Facilities** – Woods Maintenance Services (WMS) made 24.46% SBE commitment. The solicitation was released prior to the elimination of GFE for state/local RFPs effective September 2015. At the time of bid, WMS demonstrated adequate GFE in response to the DVBE goal, and has been encouraged to outreach to DVBE firms, should subcontracting opportunities become available.

The project is 81% complete. WMS is exceeding its SBE commitment with a current participation of 25.05%.

<b>Small Business Commitment</b>	<b>24.46% SBE</b>	<b>Small Business Participation</b>	<b>25.05% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% SBE Commitment</b>	<b>% SBE Participation</b>
1.	BJAG	4.88%	3.93%
2.	Briteworks (Graffiti Abatement)	0.00%	2.96%
3.	Briteworks (Trash/Vegetation Removal)	10.67%	10.40%
4.	Far East Landscape & Irrigation	8.91%	7.76%
	<b>Total</b>	<b>24.46%</b>	<b>25.05%</b>

**Region 4 - Metro Blue Line, Harbor Transit Way, Various Bus Locations** – Parkwood Landscape Maintenance made a 22% SBE and 3% DVBE commitment. The project is 69% complete. Parkwood is exceeding its commitment with a current SBE participation of 22.68% and 3.35% DVBE.

<b>Small Business Commitment</b>	<b>22.00% SBE 3.00% DVBE</b>	<b>Small Business Participation</b>	<b>22.68% SBE 3.35% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% SBE Commitment</b>	<b>% SBE Participation</b>
1.	Briteworks, Inc.	11.00%	10.44%
2.	Far East Landscape (Landscape)	5.87%	4.49%
3.	Far East Landscape & Irrigation	5.13%	7.75%
	<b>Total</b>	<b>22.00%</b>	<b>22.68%</b>

	<b>DVBE Subcontractors</b>	<b>% DVBE Commitment</b>	<b>% DVBE Participation</b>
1.	IECLT, Inc.	3.00%	3.35%
	<b>Total</b>	<b>3.00%</b>	<b>3.35%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will continue to monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$17.26 per hour (\$12.08 base + \$5.18 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2018-0265, File Type: Contract

Agenda Number: 30.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: NEAR ZERO NATURAL GAS FUELED ENGINES**

**ACTION: APPROVE CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modifications Nos. 1 and No. 2 to Contract No. MA39865000, with Cummins Pacific, LLC, for Near Zero Emission Natural Gas Fueled Engines, to exercise Option 1 in the amount of \$11,296,774 and Option 2 in the amount of \$7,064,518, increasing the total contract value from \$8,160,522 to \$26,521,814, inclusive of sales tax.

#### **ISSUE**

The Central Maintenance Facility (CMF) engine replacement program is coordinated with Metro's strategic plans for transitioning to Zero Emission Buses which was adopted in July 2017. The Cummins ISL G 280 horse power (hp) engines, currently installed in our NABI 45-foot series composite buses, will be replaced with new "Near Zero" emission engines that will operate on Renewable Compressed Natural Gas (RCNG). This procurement is required to ensure the current engine replacement program continues without delays and with no impact on revenue service.

The current contract for a total of 395 Near Zero Emission Natural Gas Fueled Heavy Duty Engines was approved in July 2017. The base buy included 125 engines for \$8,160,522. To continue replacing engines in buses, Contract Modifications are required to increase the base contract by \$11,296,774, for the first one year option for an additional 168 engines, and \$7,064,518, for the second year option for an additional 102 engines.

#### **DISCUSSION**

CMF staff has identified a requirement to purchase an additional 270 natural gas fueled heavy duty engines to replace currently installed Cummins ISL G 280 hp engines during the period FY19 through FY21. The Cummins ISL G Near Zero Emission engines delivered under this procurement will be installed as part of the engine replacement program.

The ISL G Near Zero natural gas engine reduces NOx by 90 percent and greenhouse gases by nine percent compared to the standard ISL-G CNG-powered engine. Currently, the Cummins ISL G Near Zero Emission is the only CNG mid-range engine to receive emissions certifications from the Federal

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Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting the 0.02 g/bhp-hr optional Near Zero NOx emissions standard. These engines are designed to be operated on either pipeline CNG or bio-gas/RCNG.

The Cummins ISL G NZ fueled heavy-duty engines are warranted to be free from defects in design and materials for two-years with unlimited mileage with full parts and labor on all warrantable failures. The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to the lack of subcontracting opportunities. Cummins Pacific, LLC manufactures the engines in-house. The purchased engines are installed by Metro Mechanics.

### **DETERMINATION OF SAFETY IMPACT**

The approval of this item will result in a positive impact on safety. Installation of these new engines will ensure that buses are maintained in accordance with Metro Maintenance standards and improve on-road performance and reliability, with beneficial impact on system safety.

### **FINANCIAL IMPACT**

Subject to Board approval of the FY19 Budget, funding of \$11,296,774 is to be allocated under cost center 3366 - Central Maintenance Shops, account 50441, Parts- Revenue Vehicle under project 203024, Bus Midlife Program. Since this is a multi-year Contract, the project manager, cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

#### Impact to Budget

The current source of funds for this action is Proposition C 40% which is eligible for allocation to this type of Capital project. Use of this funding source is within approved funding provisions and guidelines.

### **ALTERNATIVES CONSIDERED**

The alternative is not to continue this master agreement Contract and procure natural gas fueled heavy-duty engines on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and a guaranteed fixed price for natural gas fueled heavy-duty engines.

### **NEXT STEPS**

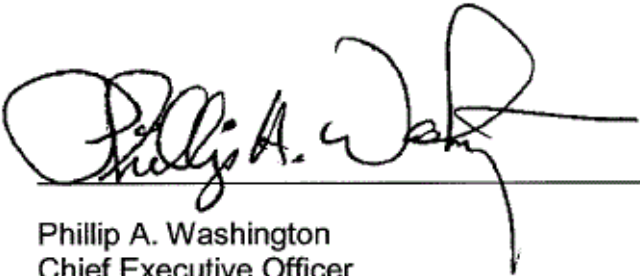
Refurbishment of the NABI bus fleet will continue in accordance with Operations Support Services bus midlife program and engine replacement program. The engine replacement program utilizing the engines is scheduled to be completed by the end of FY20.

### **ATTACHMENTS**

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

Prepared by: Amy Romero, Sr. Director Central Maintenance (213) 922-5709

Reviewed by: James T. Gallagher, Chief Operations Officer (213) 418-3108  
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## NEAR ZERO NATURAL GAS FUELED ENGINES / MA39865000

1.	<b>Contract Number:</b> MA39865000		
2.	<b>Contractor:</b> Cummins Pacific LLC		
3.	<b>Mod. Work Description:</b> Exercise Options 1 and 2 for Purchase of Near Zero Emissions Natural Gas Fueled Bus Engines as specified in Contract		
4.	<b>Contract Work Description:</b> Purchase of Near-Zero Emissions Natural Gas Fueled Bus Engines		
5.	<b>The following data is current as of:</b> May 10, 2018		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	August 14, 2017	<b>Contract Award Amount:</b> \$8,160,522
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	August 13, 2020	<b>Pending Modifications (including this action):</b> \$18,361,292
	<b>Current Est. Complete Date:</b>	January 29, 2021	<b>Current Contract Value (with this action):</b> \$26,521,814
7.	<b>Contract Administrator:</b> Edmund Gonzales		<b>Telephone Number:</b> (213) 418-3073
8.	<b>Project Manager:</b> Amy Romero		<b>Telephone Number:</b> (213) 922-5709

**A. Procurement Background**

This Board Action is to approve Contract Modifications No. 1 and 2 issued in support of Metro's Natural Gas Fueled Near Zero Emissions Bus Engines Program. Modification No. 1 exercises the first Contract Option to purchase 168 additional bus engines for use in Metro's bus fleet for maintenance and operations. Modification No. 2 exercises the second Contract Option to purchase 102 additional bus engines.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery/Indefinite Quantity with fixed unit prices.

On August 14, 2017, Metro awarded a three-year contract, inclusive of two, one-year options to Cummins Pacific LLC to provide Near-Zero Emissions Natural Gas Fueled Bus Engines in the total amount of \$26,521,814.

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



**B. Cost/Price Analysis**

Contract No. MA39865000 award was a result of an open competition Invitation for Bid, including formal advertising, a pre-bid conference, attempts to reach out to other vendors, and market research. Because only one bid was received, a price analysis was conducted comparing the bid prices to comparable prices paid by other Southern California transit agencies. The contract award included option years pricing, which was determined to be fair and reasonable.

According to the California Consumer Price Index Cost Index, consumers of goods and services experienced an average 3.5% price increase between 2017 and 2018. The Option 1 and 2 bus engine prices include a 3% increase, which is less than the CPI increase. Further, a market survey and price analysis comparison with other agencies, for similar engines, demonstrates that Metro is paying less than the other agencies. The prices for the contract Options remain unchanged from the Negotiated Amounts and, therefore, are considered fair and reasonable based on market survey and price analysis.

<b>Option No.</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
<b>1</b>	\$11,296,774	\$12,099,785	\$11,296,774
<b>2</b>	\$7,064,518	\$8,221,750	\$7,064,518

CONTRACT MODIFICATION/CHANGE ORDER LOG

NEAR ZERO NATURAL GAS FUELED ENGINES / MA39865000

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved pending)</b>	<b>Date</b>	<b>\$ Amount</b>
<b>1</b>	Exercise Option 1 to Contract	<b>Pending</b>	TBD	\$11,296,774
<b>2</b>	Exercise Option 2 to Contract	<b>Pending</b>	TBD	\$7,064,518
	<b>Original Contract (Base):</b>			<b>\$ 8,160,522</b>
	<b>Total:</b>			<b>\$26,521,814</b>

DEOD SUMMARY

NEAR ZERO NATURAL GAS FUELED ENGINES / MA39865000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to lack of subcontracting opportunities. Metro's Project Manager confirmed that Cummins Pacific, LLC is the only manufacturer certified for transit buses that meets the required emissions standards.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this Modification.

**A. Project Labor Agreement/Construction Careers Policy**

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

**Board Report**

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**File #:** 2018-0131, **File Type:** Contract**Agenda Number:** 31.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JUNE 21, 2018****SUBJECT: ENTERPRISE SAFETY MANAGEMENT SYSTEM****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a twelve-month, firm-fixed price Contract No. PS43249000 to Cority Software Inc. in the amount of \$1,292,925.80 to develop, configure, integrate, and implement a new Enterprise Safety Management System (ESMS), subject to resolution of protest (s) if any. The ESMS will capture all accident, incident, and injury data and be used to produce state and federal regulatory reports.

**ISSUE**

Staff is seeking an upgraded safety management system that will allow Metro to meet evolving safety requirements and new/changing state and federal safety laws and regulations. The new system will be integrated with Metro's other complementary operational and support systems, as well as leverage technologies to improve system reliability and provide scalability for Metro's future growth. The ESMS system will replace Metro's Vehicle Accident Monitoring System (VAMS) and TransitSafe systems which have reached obsolescence. The recommended contract award will provide an on premise, self-hosted web application, database server, and mobile application solution and will train the various departmental end-users with the new software tool. Furthermore, all of the existing incident/accident data collected over the past 25+ years will be migrated and integrated into the new software platform so that Metro will be able to operate, manage and use a single system of record for all related incident information.

**BACKGROUND**

Metro's VAMS and TransitSafe systems are the central repository for all bus and non-bus vehicle accidents, incidents, and injuries. VAMS was developed in 1984 to handle bus accidents and was expanded in 1991 to include rail accidents. To augment the limited VAMS functionality, TransitSafe software was integrated with VAMS and implemented in 2004. VAMS was used for reporting and administrative functions, and TransitSafe was used to capture accident, incident, and injury details. Although TRA Inc., which currently provides Metro's safety system, has upgraded their TransitSafe software to their newer IndustrySafe software, it plans to discontinue TransitSafe support in the next

two years. Metro has continued to use the TransitSafe system for reporting purposes due to the specific nature of Metro's incident reporting requirements.

Over the last 25 years, VAMS and TransitSafe's business logic has been continually upgraded to meet the changing requirements of Metro's business needs and regulatory requirements. Currently, the system captures bus, rail, and non-revenue accident details, personal injuries, all work related incidents, supervisory investigations, field investigations, instructor investigations, hazards, observations, efficiency testing records, audit findings and tracking, inspection findings and tracking, corrective actions, accident review cycle, blind claims, other accident/incident related information, and regulatory reports. The VAMS/TransitSafe systems have now reached obsolescence and discontinued vendor support.

## **DISCUSSION**

Metro seeks to implement a new system that incorporates the latest technology solutions for monitoring and adapting to the evolving safety and regulatory reporting requirements.

The new system will use the most current mobile technology that will allow data entry in the field via mobile tablet. This new mobile capability will improve operational efficiency and effectiveness by allowing enterprise access of incident details across the network anywhere within Metro's facilities. The application will allow the user to incorporate video clips that will better define the incident details.

Cority Software Inc. will be required to configure the software tool to best meet Metro's operational requirements. Cority's staff will reside on-premise to facilitate multi-departmental communication and problem resolution during implementation. On-site presence will also enable the 25-year database integration effort to proceed as efficiently as possible in order to ensure a seamless and complete system implementation.

Since incident/accident data is a critical source of safety and risk management information which is also used to support the disposition of claims against the agency, it is important that Metro maintain a robust and technology capable solution that will best meet the current and evolving requirements from state/federal regulatory agencies.

## **FINANCIAL IMPACT**

Funding for this service has been approved under a capital project (CP 207153) and is included in the FY18 budget under cost center 9210, Information Management - Transit Applications. Since this is a multi-year project, the project manager and the Chief Information Officer will be responsible for budgeting the cost in future years.

### **Impact to Budget**

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The funding for this action will be a combination of eligible local sales tax, state and federal operating funds.

### **DETERMINATION OF SAFETY IMPACT**

A safety system is necessary for the collection of post-loss safety incident information in order to comply with regulatory requirement for reporting from the FTA, the CPUC, CalOSHA and other. Accurate reporting post-incident assists in identifying root and contributing causes that can then be prioritized for mitigation using such techniques as retraining, engineering solutions, or procedural changes. In addition, the system will allow us to collect and respond to near miss incidents and hazards identified by front line employees, pre-loss, making possible expedited remediation for an injury or an accident occurs.

### **ALTERNATIVES CONSIDERED**

The Board may choose to not proceed with the contract award. This option is not recommended since Metro's existing systems have reached the end of their useful life and staff desires to upgrade the safety management applications with the latest technology solutions.

### **NEXT STEPS**

Upon approval by the Board, staff will execute the new Contract to Cority Software, Inc. and develop a project management plan and schedule.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

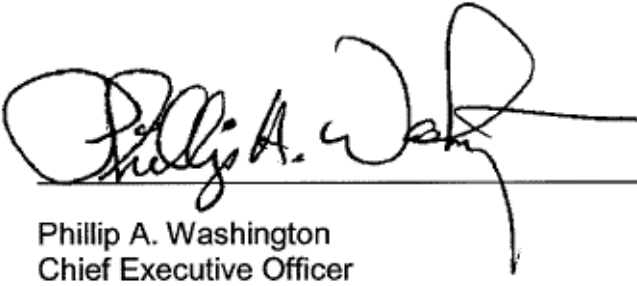
Al Martinez, Senior Director, IT Transit Applications (213) 922-2956

Reviewed by:

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

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

Bryan Sastokas, Chief Information Technology Officer, ITS Administration,  
(213) 922-5510



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## ENTERPRISE SAFETY MANAGEMENT SYSTEM/PS43249000

1.	<b>Contract Number:</b> PS43249000	
2.	<b>Recommended Vendor:</b> Cority Software, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	A. <b>Issued:</b> 7/10/17	
	B. <b>Advertised/Publicized:</b> 7/10/17	
	C. <b>Pre-Proposal Conference:</b> 7/19/17	
	D. <b>Proposals Due:</b> 8/24/17	
	E. <b>Pre-Qualification Completed:</b> 2/10/18	
	F. <b>Conflict of Interest Form Submitted to Ethics:</b> 5/7/18	
	G. <b>Protest Period End Date:</b> 6/22/18	
5.	<b>Solicitations Picked up/Downloaded:</b> 38	<b>Bids/Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Ana Rodriguez	<b>Telephone Number:</b> (213) 922-1076
7.	<b>Project Manager:</b> Al Martinez	<b>Telephone Number:</b> (213) 922-2956

**A. Procurement Background**

This Board Action is to approve Contract No. PS43249000 issued to develop, configure, integrate, and implement a new Enterprise Safety Management System. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

RFP No. PS43249 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

- Amendment No. 1, issued on July 26, 2017, revised SP-05, Insurance Requirements;
- Amendment No. 2, issued on August 7, 2017, extended the proposal due date to August 24, 2017.

A pre-proposal conference was held on July 19, 2017 and was attended by 10 participants representing eight firms. There were 12 questions submitted and responses were released prior to the proposal due date.

A total of 38 firms downloaded the RFP and were included on the plan holders list. A total of five proposals were received by the due date of August 24, 2017.



## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Information Technology Services Department, Risk Management Department, and Metro Operations Department including Service Planning and Scheduling, Bus and Rail Operations, and Maintenance was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |  |            |
|--|------------|
| • Proven Software Solution   | 40 percent |
| • Work Plan/Project Approach   | 20 percent |
| • Experience and Qualifications of Contractor and Proposed Personnel | 20 percent |
| • Price  | 20 percent |

Several factors were considered when developing these weights, giving the greatest importance to the proven software solution.

The PET began its independent evaluation of the proposals on August 25, 2017. Of the five proposals received, two proposals were determined to be outside the competitive range and were not included for further consideration. The remaining three firms were within the competitive range and are listed below in alphabetical order:

1. Cority Software, Inc.
2. Intelex Technologies, Inc.
3. Transportation Resource Associates, Inc.

The PET conducted interviews, oral demonstrations and requested clarifications from the firms in the competitive range between September 22, 2017 and January 17, 2018. During the interviews and demonstrations, the firms had the opportunity to present their team's qualifications and demonstrate their proven software solution. The firms also responded to the questions posed by the PET which included their assessment of the implementation challenges and plan to address the challenges and their data migration methodology.

After the interviews concluded, Metro requested additional technical information and clarifications. The clarifications resulted in a better understanding of the firms' project management approach, proposed hosting solutions, and plan to build the required interfaces. The PET finalized the scores on January 19, 2018. The final scoring determined Cority Software, Inc. to be the highest qualified proposer and Metro engaged in further technical discussions and negotiations with the firm from January 2018 through April 2018.

## **Qualifications Summary of Firms within the Competitive Range:**

### **Cority Software, Inc.**

Cority Software, Inc. (Cority) is an organization that specializes in environmental, health, safety and quality software. Cority has over 30 years experience in providing quality software solutions. Their proposed project team includes subject matter experts that have worked on large public transportation implementations such as the New York MTA and the Connecticut Department of Transportation.

Cority's software provided ample out-of-the-box functionality and they demonstrated a user-friendly, configurable system with a supporting mobile application. Additionally, their work plan, and project management approach were confirmed through clarification questions to be in line with Metro's expectations. Their proposal also included the migration of historical data into the new system and their assistance in building interfaces through flat files and application program interfaces (APIs) to be provided by Cority. Cority's software will be an on-premise solution as required by the Scope of Services. Overall, Cority's written proposal, demonstration, and thorough responses to Metro's clarification questions showed that they understood Metro's requirements and are prepared to meet them.

### **Intelex Technologies, Inc. (Intelex)**

Intelex Technologies, Inc. (Intelex), based out of Toronto, Canada has 25 years of experience providing safety management software. Their proposed software solution was determined to meet Metro's needs in terms of the functionality; however, Metro requested a self-hosted, on-premise solution and Intelex proposed Software-as-a-Service, cloud-based solution. Additionally, Intelex proposed a subcontractor to manage the implementation of the software; however, the proposed subcontractor had not managed an implementation for a major transportation agency. Furthermore, staff confirmed that the proposed Project Manager did not have a technical background. Metro requested clarification on the proposed Project Manager's role and Intelex's responded with a multi-pronged project management approach that would shift the ultimate technical oversight to a technical lead. Metro did not feel that this approach would fulfill the requirements envisioned for the Project Manager. Furthermore, Intelex could not confirm that all interfaces specified in the RFP would be built as part of their implementation but would need further information sessions with Metro to be able to price the building of the required interfaces and Metro would need to provide the APIs. Metro did not feel that Intelex understood Metro's needs nor that they provided a proposal that fully addressed Metro's requirements.

**Transportation Resource Associates, Inc.**

Transportation Resource Associates, Inc. (TRA) is headquartered in Philadelphia, Pennsylvania and is the incumbent provider of Metro's safety system. Although TRA is familiar with Metro's needs and environment, their new proposed software, IndustrySafe, did not appear to be as user-friendly as other proposed solutions and appeared to need some customization to meet Metro's requirements. In addition, the mobile solution was still in development as of the date of the demonstrations and a mobile application was required as part of the Scope of Services. While TRA appeared to understand Metro's requirements, their proposed solution did not best meet Metro's needs.

A summary of the final scores is presented below.

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>Cority</b>				
<b>3</b>	Proven Software Solution	84.00	40.00%	33.60	
<b>4</b>	Work Plan/Project Approach	90.05	20.00%	18.01	
<b>5</b>	Experience and Qualifications of Contractor and Proposed Personnel	86.50	20.00%	17.30	
<b>6</b>	Price	92.47	20.00%	18.49	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>87.40</b>	<b>1</b>
<b>8</b>	<b>Intelex</b>				
<b>9</b>	Proven Software Solution	78.00	40.00%	31.20	
<b>10</b>	Work Plan/Project Approach	64.70	20.00%	12.94	
<b>11</b>	Experience and Qualifications of Contractor and Proposed Personnel	66.00	20.00%	13.20	
<b>12</b>	Price	100.00	20.00%	20.00	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>77.34</b>	<b>2</b>
<b>14</b>	<b>TRA</b>				
<b>15</b>	Proven Software Solution	62.00	40.00%	24.80	
<b>16</b>	Work Plan/Project Approach	58.03	20.00%	11.61	
<b>17</b>	Experience and Qualifications of Contractor and Proposed Personnel	69.00	20.00%	13.80	
<b>18</b>	Price	36.91	20.00%	7.38	
<b>19</b>	<b>Total</b>		<b>100.00%</b>	<b>57.59</b>	<b>3</b>

### **C. Cost/Price Analysis**

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

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated amount</b>
1.	Cority	\$1,297,500	<b>\$1,926,080</b>	<b>\$1,292,925.80</b>
2.	Intalex	\$1,195,563		
3.	TRA	\$3,238,738		

### **D. Background on Recommended Contractor**

The recommended firm, Cority, is located in Toronto, Canada, and has been in business since 1985. With over 800 global clients and 250 employees around the world, Cority is one of the industry leaders in their field of environmental, health, and safety software. Their comprehensive work plan, methodology, schedule and above all, user-friendly software will provide Metro with a clear roadmap of how to transition from its legacy systems and move forward with this critical aspect of Metro's operations.

DEOD SUMMARY

ENTERPRISE SAFETY MANAGEMENT SYSTEM / PS43249000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to lack of subcontracting opportunities. As confirmed by the Project Manager, this procurement is for a software package, which is proprietary in nature, and the required hardware will be procured, installed and maintained by Metro personnel.

**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

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**File #:** 2018-0272, **File Type:** Contract

**Agenda Number:** 32.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND  
CERTIFICATION SERVICES**

**ACTION: APPROVE CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP5766200 with Link-Nilsen Corp., for Fire-Life Safety Systems Testing and Certification services in the amount of \$1,360,000 increasing the not-to-exceed three-year base contract value from \$1,623,895.90 to \$2,983,895.90.

#### **ISSUE**

Under the existing contract, fire/life safety regulatory mandated testing, repair and certification services are performed on an ongoing basis throughout Metro bus and rail facilities in accordance with the Los Angeles Fire Department Regulation 4 (LAFD Reg. 4).

The Contract three-year base term will expire on September 15, 2019. However, since the scope of work has been expanded to include additional rail locations and services, there are insufficient funds remaining within the current contract and additional funding is required to complete all mandated fire/life safety Reg. 4 testing.

#### **DISCUSSION**

The contractor, Link-Nilsen Corp., made a small business enterprise (SBE) commitment of 11%. The contractor's actual performance exceeds the commitment with a total of 40.07% SBE participation.

This Contract requires the contractor to provide regulatory required testing, repair and certification services for fire/life safety five-year water-based systems throughout Metro bus and rail facilities, and the bus facilities annual water-based systems, elevators, emergency power and exit lighting systems, complex and basic fire alarm panels, supervising station fire alarm systems, automatic closing fire assemblies and emergency generators.

During the Contract three-year base period, starting January 2017 and thereafter, services were

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expanded to include the rail facilities 484 annual water-based systems, 136 elevators and 32 auto closing assemblies. These services were added to this contract due to the limited resources of Reg. 4 certified testers among Metro personnel and to ensure compliance with the LAFD Reg. 4 and fire/life safety testing requirements.

### **DETERMINATION OF SAFETY IMPACT**

The approval of this Modification will ensure providing on-time fire/life safety testing and maintenance services in accordance with regulatory requirements and guidelines and to ensure delivering safe, quality, timely, and reliable services to our customers and the public.

### **FINANCIAL IMPACT**

The FY19 funding of \$1,165,714 for this action is allocated in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under multiple operating projects.

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

#### **Impact to Budget**

Funding for this action will come from State and Local sources including sales tax and fares that are eligible for Bus and Rail Operations. These funding sources will maximize the allowable fund use given approved funding provisions and guidelines.

### **ALTERNATIVES CONSIDERED**

Staff considered providing this service with in-house staff. This would require the hiring and training of additional certified personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates this is not a cost-effective option for Metro.

### **NEXT STEPS**

Upon Board approval, staff will execute Modification No. 3 to Contract No. OP5766200 with Link-Nilsen Corp., to continue providing fire/life safety systems testing and maintenance services.

### **ATTACHMENTS**

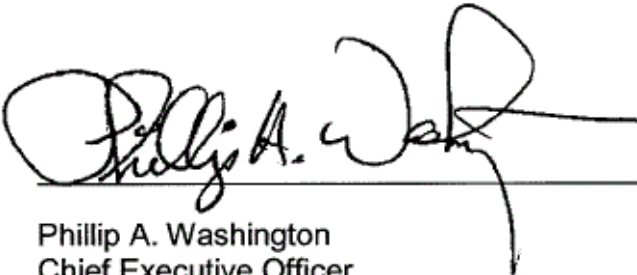
Attachment A - Procurement Summary  
Attachment B - Contract Modification/Change Order Log  
Attachment C - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767  
Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765

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Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424

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



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Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES /  
OP5766200

1.	<b>Contract Number:</b> OP5766200		
2.	<b>Contractor:</b> Link-Nilsen Corp.		
3.	<b>Mod. Work Description:</b> Additional funding to continue all mandated fire/life safety LAFD Reg 4 testing for the remainder of the contract base period.		
4.	<b>Contract Work Description:</b> Regulatorily mandated testing, repair and certification of Metro's fire/life safety equipment are performed on an on-going basis throughout Metro bus and rail facilities in accordance with the Los Angeles Fire Department Regulation 4.		
5.	<b>The following data is current as of:</b> 5/21/18		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	8/25/16	<b>Contract Award Amount:</b> \$1,388,558.00
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> \$235,337.90
	<b>Original Complete Date:</b>	9/15/19	<b>Pending Modifications (including this action):</b> \$1,360,000.00
	<b>Current Est. Complete Date:</b>	9/15/19	<b>Current Contract Value (with this action):</b> \$2,983,895.90
7.	<b>Contract Administrator:</b> Rommel Hilario		<b>Telephone Number:</b> (213) 922-4654
8.	<b>Project Manager:</b> Sean Roe		<b>Telephone Number:</b> (213) 922-6733

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 3 issued in support of Facilities Maintenance to continue providing fire/life safety regulatory mandates testing, repair and certification services in accordance with LAFD Regulation 4. The Contract Modification increases the three-year base contract value by \$1,360,000, from \$1,623,895.90 to \$2,983,895.90.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

On August 25, 2016, the Board approved a five-year contract, inclusive of two, one-year options, to Link-Nilsen Corp. to provide annual testing, calibration, repair, re-testing, and certification of water based fire suppression systems, simple and complex fire alarm panels, related sensors, systems and fire-life safety equipment at Metro.

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

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical evaluation, and fact finding. The Prevailing Wage requirements are applicable to this contract, and labor rate contract remains unchanged.

<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>Award Amount</b>
\$1,360,000	\$1,360,000	\$1,360,000

## CONTRACT MODIFICATION/CHANGE ORDER LOG

FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES /  
OP5766200

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Add funding for Reg 4 testing	10/24/17	\$100,000
2.	Add funding for Reg 4 testing	1/3/18	\$135,337.90
3.	Add funding for Reg 4 testing	<b>PENDING</b>	<b>\$1,360,000.00</b>
	<b>Modification Total:</b>		<b>\$1,595,337.90</b>
	<b>Original Contract:</b>	<b>04/01/16</b>	<b>\$1,388,558.00</b>
	<b>Total Contract Value:</b>		<b>\$2,983,895.90</b>

DEOD SUMMARY

FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES/  
OP5766200

**A. Small Business Participation**

Link-Nilsen Corporation made an 11.00% SBE commitment. The project is 75% complete. Link-Nilsen Corporation is currently exceeding their commitment with an SBE participation of 40.07%.

<b>Small Business Commitment</b>	<b>11.00% SBE</b>	<b>Small Business Participation</b>	<b>40.07% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Certified Testing Specialists, Inc.	11.00%	40.07%
	<b>Total</b>	<b>11.00%</b>	<b>40.07%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



**Board Report**

**File #:** 2018-0008, **File Type:** Appointment

**Agenda Number:** 33.

**2<sup>nd</sup> REVISED**  
**SYSTEMS SAFETY, SECURITY AND OPERATIONS COMMITTEE**  
**JUNE 21, 2018**

**SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS**

**ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS**

**RECOMMENDATION**

APPROVE nominees for membership on Metro’s Service Councils.

**ISSUE**

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

**DISCUSSION**

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the seat’s three-year term as indicated. A brief listing of qualifications for the new nominees is provided along with the nomination letters from the nominating authorities:

**Gateway Cities**

The demographic makeup of the Gateway Cities Service Council with the appointment of these

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nominees will consist of four (4) White members and four (4) Hispanic members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and three (3) women.

~~A member of the San Gabriel Valley Service Council has resigned effective June 30, which will create one (1) vacancy on this Council. The appointing authority is currently recruiting potential replacement candidates and will submit their nomination for approval in the near future.~~

- A. Jo Ann Eros Delgado, Gateway Cities Service Council, Re-Appointment  
Nominated by: Gateway Cities Council of Governments  
Term Ending: June 30, 2021
- B. Richard Burnett, Gateway Cities Service Council, Re-Appointment  
Nominated by: Gateway Cities Council of Governments  
Term Ending: June 30, 2021
- C. Wally G. Shidler, Gateway Cities Service Council, Re-Appointment  
Nominated by: Gateway Cities Council of Governments  
Term Ending: June 30, 2021

#### San Fernando Valley

The demographic makeup of the San Fernando Valley Service Council with the appointment of these nominees will consist of four (4) Hispanic members and four (4) White members in terms of racial/ethnic identity. The gender breakdown of the Council will be four (4) men and four (4) women.

- D. Jenny Daniels Freese, San Fernando Valley Service Council, New Appointment  
Nominated by: Los Angeles Mayor Eric Garcetti  
Term Ending: June 30, 2021
- E. Dave Perry, San Fernando Valley Service Council, Re-Appointment  
Nominated by: Fifth District Supervisor ~~Stephanie~~ Kathryn Barger  
Term Ending: June 30, 2021

An additional vacancy will be created with the expiration of the term of the seat assigned to the Cities of Burbank, Glendale, and San Fernando. The Cities have yet to reach an agreement as to whom should serve as their representative, which will create one (1) vacancy on this Council. The appointing authorities are currently negotiating to resolve this issue and will submit their nomination for approval in the near future.

#### San Gabriel Valley

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of four (4) White members, two (2) Hispanic members, one (1) Native American member, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and one (1) woman.

A member of the San Gabriel Valley Service Council recently resigned, leaving one (1) vacancy on this Council. The appointing authority is currently recruiting potential replacement candidates and will submit their nomination for approval in the near future.

- G. Roger Chandler, San Gabriel Valley Service Council, Re-Appointment  
Nominated by: The City of Arcadia  
Term Ending: June 30, 2021

#### South Bay

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of three (3) Hispanic members, three (3) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and two (2) women.

- J. Charles Michel Deemer, South Bay Service Council, Re-Appointment  
Nominated by: South Bay Council of Governments  
Term Ending: June 30, 2021
- K. Dan Medina, South Bay Service Council, Re-Appointment  
Nominated by: South Bay Council of Governments  
Term Ending: June 30, 2021
- L. Don Szerlip, South Bay Valley Service Council, Re-Appointment  
Nominated by: South Bay Council of Governments  
Term Ending: June 30, 2021

#### Westside Central

The demographic makeup of the Westside Central Service Council with the appointment of this nominee will consist of three (3) White members, four (4) Hispanic members, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- M. George Taulé, Westside Central Service Council, Re-Appointment  
Nominated by: Los Angeles Mayor Eric Garcetti  
Term Ending: June 30, 2021
- N. Elliot Petty, Westside Central Service Council, Re-Appointment  
Nominated by: Second District Supervisor Mark Ridley-Thomas  
Term Ending: June 30, 2021
- O. Madeline Brozen, Westside Central Service Council, New Appointment  
Nominated by: Third District Supervisor Sheila Kuehl  
Term Ending: June 30, 2020

- P. Martha Eros, Westside Central Service Council, Re-Appointment  
Nominated by: Westside Central Council of Governments  
Term Ending: June 30, 2021

**DETERMINATION OF SAFETY IMPACT**

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

**ALTERNATIVES CONSIDERED**

The alternative to approving this appointment would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having less diverse representation of their respective service area.

**NEXT STEPS**

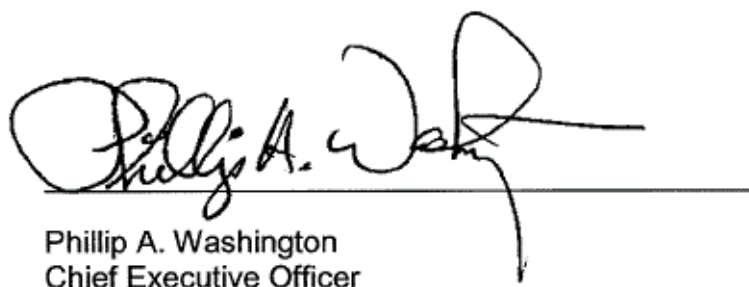
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan and to implement and improve bus service in their areas and the customer experience using our bus service.

**ATTACHMENTS**

Attachment A - New Nominees' Listing of Qualifications  
Attachment B - Nomination Letters

Prepared by: Conan Cheung, Sr. Executive Officer of Service Development, Scheduling and Analysis, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington  
Chief Executive Officer



**NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS**

**Jenny Daniels Freese, Nominee for San Fernando Valley Service Council**



Jenny Daniels Freese has served as the Director of Development and Marketing for Valley Village, a non-profit organization dedicated to protecting, fostering, developing and advancing the rights and interests of people with developmental disabilities. Prior to joining Valley Village, Ms. Freese has worked as a Fundraising Manager for the Alzheimer's Association and a Coordinator for Group Health Cooperative.

Ms. Freese holds a Bachelor's Degree in Interdisciplinary Arts from the University of Washington, and a Master in Nonprofit Management, Public Administration, Policy Administration, Civics, and Ethics from California Lutheran University. She is a member of the Association of Fundraising Professionals and the San Fernando Valley Jaycees.

**Madeline Brozen, Nominee for Westside Central Service Council**



Madeline is the Program Manager, UCLA Complete Streets Initiative and the Associate Director for External Relations of the Lewis Center for Regional Policy Studies and the Institute of Transportation Studies. At the Lewis Center and Institute of Transportation Studies, Madeline's research focuses on issues relating to complete streets and spatial analysis. Prior to her time with these centers, Madeline worked with a NASA-sponsored internship program, DEVELOP, where she analyzed satellite imagery to examine environmental issues working both at Jet Propulsion Laboratory in Pasadena and Stennis Space Center, outside of New Orleans. Ms. Brozen has also worked previously

as an assistant transportation planner on Safe Routes to School and Bicycle/Pedestrian Master plans with Ryan Snyder Associate/

Madeline holds a M.A in Urban Planning from UCLA, with a focus on transportation planning, and a B.S in Urban Studies from the University of New Orleans with a focus on GIS and Remote Sensing. Madeline is a two-time scholarship winner from WTS-LA, and a Lee Schippler Scholar from the World Resources Institute and EMBARQ. She is on the Board of Directors for the Association of Pedestrian and Bicycle Professionals, and a member of the Transportation Research Board and the American Planning Association

APPOINTING AUTHORITY NOMINATION LETTERS

SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES  
COUNCIL OF GOVERNMENTS

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey
- Hawaiian Gardens
- Huntington Park
- Industry
- La Mirada
- Lakewood
- Long Beach
- Lyndwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera
- Santa Fe Springs
- Signal Hill
- South Gate
- Vernon
- Whittier
- County of Los Angeles
- Port of Long Beach

May 3, 2018

Mr. Phillip A. Washington, CEO  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Washington:

**Nominees for the Metro Gateway Cities Service Council**

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated three Service Council members to fill seats expiring on June 30, 2018.

At its regularly scheduled meeting of May 2, 2018, the Gateway Cities Council of Governments Board of Directors nominated Mr. Wally Shidler, Mr. Richard Burnett, and Ms. Jo Ann Eros Delgado, to fill the seats expiring June 30, 2018. A copy of the nominee's application is enclosed.

We would appreciate your assistance in agendizing the nominations for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,

Nancy Pfeffer  
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Sr. Administrative Analyst, Regional Service Councils



ERIC GARCETTI  
MAYOR

April 25, 2018

Mr. Gary Spivack  
Deputy Executive Officer  
Metro Regional Service Councils  
One Gateway Plaza  
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Ms. Jenny Daniels Freese to be appointed as a representative on the San Fernando Valley Service Council, for term ending on June 30, 2021. Ms. Freese will fill the vacancy created by Vahid Khorsand, whose term will end on June 30, 2018.

I certify that in my opinion Ms. Freese is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right and a small flourish at the end.

ERIC GARCETTI  
Mayor

EG:cl



# BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

869 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012  
Tel: 213-974-5555 Fax: 213-974-1010

**KATHRYN BARGER**  
SUPERVISOR, FIFTH DISTRICT

April 27, 2018

Mr. Gary Spivack  
Deputy Executive Officer  
Metro Service Councils  
1 Gateway Plaza, MS 99-7-2  
Los Angeles, CA 90012  
spivackg@metro.net

Dear Mr. Spivack:

This letter serves as my recommendation to reappoint David Perry as my representative to the Los Angeles County Metro San Fernando Valley Service Council.

David resides in the San Fernando Valley and has served as my transportation policy deputy since I took office in December 2016. Prior to that, he served as the transportation policy deputy to Supervisor Michael D. Antonovich and as his field deputy in the Santa Clarita Valley for eight years.

In his capacity as my policy deputy, David has gained extensive knowledge and experience in the area of transportation and related issues affecting the San Fernando Valley and the region. He will continue to serve the San Fernando Valley well.

Sincerely,

KATHRYN BARGER  
Supervisor, Fifth District

KB:dpo

**ANTELOPE VALLEY**  
42455 10th Street West, Suite 104  
Lancaster, CA 93534  
(661) 726-3600

**EAST SAN GABRIEL VALLEY**  
615 East Foothill Boulevard, Suite A  
San Dimas, CA 91773  
(909) 394-2264

**SAN FERNANDO VALLEY**  
21943 Plummer Street  
Chatsworth, CA 91311  
(818) 993-5170

**SAN GABRIEL VALLEY**  
215 N. Marengo Avenue, Suite 120  
Pasadena, CA 91101  
(626) 356-5407

**SANTA CLARITA VALLEY**  
27441 Tournay Road, Suite 180  
Santa Clarita, CA 91355  
(661) 287-3657



## City of Arcadia

Dominic Lazzaretto  
*City Manager*

April 23, 2018

Mr. Gary Spivack  
Deputy Executive Officer  
Metro Service Councils  
1 Gateway Plaza, MS 99-7-2  
Los Angeles, CA 90012

**RE: Annual Appointments to Metro San Gabriel Valley Service Council**

Dear Mr. Spivack:

I am in receipt of your letter dated January 19, 2018 regarding the annual appointment to the Metro San Gabriel Valley Service Council. On behalf of the cities of El Monte, Temple City, and Arcadia, I would like to formally resubmit Arcadia Council Member Roger Chandler as our nominee to serve during the July 1, 2018 – June 30, 2021 term.

The City of Arcadia and our partners in El Monte and Temple City appreciate the work that the Metro Service Council's perform in determining routes and schedules for commuters throughout the San Gabriel Valley and beyond.

Cordially,

  
Dominic Lazzaretto  
City Manager

cc: Alex Hamilton, City Manager, City of El Monte  
Bryan Cook, City Manager, City of Temple City

240 West Huntington Drive  
Post Office Box 60021  
Arcadia, CA 91066-6021  
(626) 574-5401  
(626) 446-5729 Fax  
dlazzaretto@ArcadiaCA.gov



20285 Western Avenue, Suite 100  
Torrance, California 90501  
(310) 371-7222  
[sbccog@southbaycities.org](mailto:sbccog@southbaycities.org)  
[www.southbaycities.org](http://www.southbaycities.org)

April 30, 2018

The Honorable Eric Garcetti, Chair  
& Members of the Board  
Los Angeles Metropolitan Transportation Authority  
1 Gateway Plaza  
Los Angeles, California 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Metro Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously and with this letter we are submitting our nominees to fill the three seats whose terms are expiring. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of April 26, 2018 are the current incumbents: Don Szerlip (Redondo Beach businessman), Charles Michel Deemer (Torrance Environmental Commissioner) and Dan Medina (Gardena Councilmember). These appointments are all for 3 years.

We request that you agendize the appointment of these representatives for as soon as possible so they can be seated in July, 2018.

Please notify us when the appointments are confirmed or if you have any questions.

Sincerely,

Kurt Weideman  
SBCCOG Chair  
Councilman, City of Torrance

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita  
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills  
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



ERIC GARCETTI  
MAYOR

February 21, 2018

Mr. Gary Spivack  
Deputy Executive Officer  
Metro Regional Service Councils  
One Gateway Plaza  
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Mr. George Taule to be reappointed as a representative on the Westside/Central Metro Service Council, for term ending on June 30, 2021.

I certify that in my opinion Mr. Taule is qualified for the work that will devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right.

ERIC GARCETTI  
Mayor

EG:cl



# BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012  
Tel: 213-974-3333 Fax: 213-625-7360 [Sheilaqbos.lacounty.gov](http://Sheilaqbos.lacounty.gov)

SHEILA KUEHL  
CHAIR OF THE BOARD  
SUPERVISOR, THIRD DISTRICT

May 2, 2018

Mr. Gary Spivack  
Deputy Executive Officer  
Metro Regional Service Councils  
One Gateway Plaza MS 99-7-2  
Los Angeles, CA 90012

Dear Mr. Spivack,

This letter serves as the recommendation to appoint Madeline Brozen to serve as the Third District representative on the Westside Central Service Council for the term of July 1, 2018 - June 30, 2020.

I am confident that Ms. Brozen's knowledge and experience in the fields of transportation and urban planning will serve the Westside Central Service Council well.

Please let me know if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Sheila Kuehl  
Chair of the Board  
Supervisor, 3rd District

NE:sl





**BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES**

866 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

**MARK RIDLEY-THOMAS**  
SUPERVISOR, SECOND DISTRICT

April 16, 2018

Ms. Michelle Jackson  
Board Secretary  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**Re: Reappointment of Mr. Elliott Petty to the Westside/Central Service Council**

Dear Ms. Jackson:

I write in support of nominating Mr. Elliott Petty for reappointment to the Westside/Central Service Council (Council) for the seat which expires on June 30, 2018. Mr. Petty continues to make positive contributions to the Council. Please place his nomination on the next Metro Board agenda for consideration.

If you have any questions, please contact Karly Katona from my office at 213.974.2222.

With hope,

A handwritten signature in blue ink that reads "Mark Ridley-Thomas".

**MARK RIDLEY-THOMAS**  
Supervisor, Second District



**Date:** May 4, 2018

**To:** Gary Spivack  
Deputy Executive Officer, Metro

**From:** Cecilia Estolano  
Executive Directors, WSCCOG

**CC:** Eric Geier, Community Relations Manager, Metro  
Dolores Ramos, Sr. Administrative Analyst, Metro  
Martha Eros, Transportation Planner, City of Beverly Hills

**Subject:** Westside Cities COG Re-Appointment to the Metro Westside/Central Service Council

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On March 8, 2018, the Westside Cities Council of Governments (WSCCOG) Board reappointed Ms. Martha Eros to another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2018 and ending June 30, 2021. The WSCCOG Board voted unanimously to approve Ms. Goodman's reappointment.

Please accept this reappointment on behalf of the WSCCOG Board. Please contact the WSCCOG Project Director Winnie Fong at [winnie@estolanolesar.com](mailto:winnie@estolanolesar.com) or at (213) 612-4545.

**Board Report**

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**File #:** 2018-0213, **File Type:** Contract

**Agenda Number:** 37.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JUNE 21, 2018**

**SUBJECT: TAP FAREBOX AND STATION VALIDATOR UPGRADE  
PROJECT UPDATE, BUDGET, AND SCHEDULE**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project budget of \$45,000,000 for the purchase of bus farebox and station validator hardware and installation, and necessary software upgrades. The \$45,000,000 will provide funding for the subsequent contract recommendations (Items B to F);
- B. AWARD sole source Contract No. PS53915000 to Genfare SPX, Inc., as the original equipment manufacturer, for procurement of bus farebox, motherboard, farebox lid, and other hardware components to upgrade the fareboxes in the amount of \$10,331,252, inclusive of sales tax;
- C. EXECUTE Modification No. 7 to Contract No. PS30203139, with Axiom xCell, Inc. ("Axiom"), for software modifications to enhance security and increase compatibility to the fare enforcement app in the amount of \$167,122; increasing the total contract value from \$2,000,944.20 to \$2,168,066.20;
- D. NEGOTIATE and execute Modification No. 154 to Contract No. OP02461010, with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of station validators, fare collection software modifications, security enhancements and system integration oversight in the not to exceed amount of \$22,104,750, increasing the total contract value from \$270,601,808, to \$292,706,558;
- E. NEGOTIATE and execute a Memorandum of Understanding with municipal operators who require fare collection system upgrades and outline requirements, pricing and payment schedule; and
- F. AMEND the FY19 budget for an additional 11 Full-Time Employees (FTEs) and \$1,944,531 to expedite bus farebox installation to be ready for new security requirements for the TAP mobile app and for other fare payment technologies.

## **ISSUE**

On April 26, 2018, the Board of Directors approved programming of up to \$55 million to upgrade bus farebox equipment and rail station validators currently beyond their useful life. This upgrade will enhance security, prepare for new payment technologies and ensure near real-time communications.

Staff now returns to the Board with a recommendation for two contract modifications and a sole source contract award to ensure a seamless transition between the old and new equipment.

## **DISCUSSION**

Staff recommended a multi-phase upgrade approach to address equipment obsolescence, enhance security of the fare collection system and prepare for new payment technologies including open payments.

The recommended contract award and modifications only address Phase 1. Phase 1 consists of hardware and software upgrades to the fareboxes and station validators to address aging equipment, enhance system security, ensure near real time communications and enable new payment options. Phase 2 consists of additional software enhancements to accept credit and debit card payment (open payments).

### **Municipal Operators**

The municipal operators with aging fareboxes and equipment - Antelope Valley Transit Authority, Culver CityBus, Foothill Transit, GTrans (Gardena), Montebello Bus Lines, Norwalk Transit, Santa Clarita Transit, Torrance Transit, and LADOT - will contract directly with Cubic to upgrade their respective systems. Metro is partnering with the municipal operators to benefit from high-volume purchases.

The upgrades to their systems will ensure their fare collection equipment will be prepared for new technological advances in mobile and credit/debit card payment options.

### **Procurement Strategy**

The procurement strategy for this project is two-part; the recommendations presented in this report are Part 1. Part 2 is the procurement of the bus operator's Driver Control Unit (DCU), a tablet that will be mounted to and controls the bus farebox. Procurement staff is currently procuring the DCU equipment and staff will return to the Board in July for a separate contract award.

The procurement process for Recommendations B, C, and D are summarized below:

#### **A. Sole Source Contract to Genfare SPX, Inc. ("GFI") - Recommendation B**

The contract with GFI will include the purchase of new logic boards, farebox lids, garage computers, and other GFI-related hardware (internal cabling, etc.). The farebox lid includes improved visual displays to enhance the customer experience. A comparison of the old and new bus farebox lids is

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shown in Attachment D. GFI will be responsible for assembling the farebox offsite with upgraded components, and installation of the smartcard readers.

The upgrade to the TAP GFI farebox and garage computers requires the specialized knowledge that only GFI possesses since GFI was the original manufacturer that provided Metro and other TAP partner agencies with the equipment. There was no SBE goal on this contract by itself, because this company was a subcontractor of the UFS contract with Cubic at the time.

B. Contract Modification to Axiom - Recommendation C

The Modification to the Axiom contract is a software upgrade to the existing fare enforcement Mobile Phone Validators (“MPV”). The software modification will allow the MPVs to process new mobile fare media.

Axiom made a 100% SBE commitment and is currently meeting their SBE commitment with an SBE participation of 100%.

C. Contract Modification to Cubic - Recommendation D

The Cubic Contract Modification will include software development for the driver control units (tablet devices), near real-time communications, system security enhancements, smartcard readers, and station validators. Other services included in the Contract Modification are Project Management oversight for system integration support between the software modifications and vendors who will supply equipment hardware and the installation of the upgraded fareboxes on the three Contracted Services bus fleets and installation of the station validators. TAP and Procurement staff are finalizing negotiations with Cubic and will execute the Contract Modification upon completion, pending Board approval.

Timeline and Staffing

The expedited timeline presented in Attachment E demonstrates design, development and installation of all Metro and Contracted Services buses within 12 months of Board approval. The installation of the upgraded fareboxes on the three Contracted Services bus fleets will be handled and completed by Cubic.

To ensure seamless transition from the old to the new equipment and to protect the manufacturer’s one year warranty, the following replacement plan will be implemented:

1. Staff will remove the old fareboxes and ship them to the vendor
2. The vendor will upgrade the fareboxes with new computer boards and circuitry and return them to Metro
3. Staff will install the upgraded fareboxes and complete the required wiring
4. Staff will also continue to maintain the fareboxes as they do currently

To expedite installation to be ready for new security requirements for the TAP mobile app and for other fare payment technologies, eleven (11) additional full-time employees (FTEs) - ten (10)

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Electronic Communication Technicians and one (1) Supervisor - are requested. Operations will be responsible for acquiring and management of the additional employees by December 2018.

### Staffing Analysis

The staffing level for the escalated farebox installation effort was determined by maximizing the number of currently available personnel and the hours required to complete the installation within the required time frame. Utilizing existing staff resulted in a shortfall of 11 FTEs.

### **DETERMINATION OF SAFETY IMPACT**

No adverse safety impacts are anticipated.

### **FINANCIAL IMPACT**

The cost of Metro's station validators and farebox refurbishment for Metro and the TAP partner agencies is estimated to be a total of \$55 million. This includes \$45 million for all Metro costs of equipment purchase, installation, and necessary software upgrades as well as \$10 million for the upgrade cost of the other nine municipal operators. Metro staff will work with the municipal operators to develop a cost sharing plan for the \$10 million in TAP partner agency upgrades.

### Impact to Budget

Upon Board approval, \$55 million will be added to the FY19 Budget. The \$55 million total project cost will be funded through a combination of \$27.5 million in State Local Partnership Program (LPP) formula funds and \$27.5 million in local funds, including cost sharing provided by the municipal operators. The State LPP funds require a dollar for dollar match of local funds and are not eligible for bus and rail operations. The Executive Officer of TAP and Project Manager will be responsible for budgeting costs in future years, if needed. The Cost Center manager in Operations will be responsible for budgeting FTE labor costs in future years.

### **ALTERNATIVES CONSIDERED**

The alternative to the proposed farebox and station validators upgrades is to not proceed. This is not recommended as customers will not benefit from the new payment technologies, and frequent equipment breakdowns may result in lost revenue.

As Metro expedites rail construction projects in preparation for the 2028 Summer Olympics, it is important that TAP equipment is also upgraded to complement the enhanced infrastructure and provide visitors state-of-the-art fare payment options.

### **NEXT STEPS**

- Upon approval by the Board, staff will execute the sole source contract with GFI and execute the Contract Modifications with Cubic and Axiom to proceed with upgrading TAP fareboxes and station validators

- Staff will draft and execute Memorandum of Understanding (MOU) with each municipal operator to determine pricing scheme and payment schedule
- With Board approval, Operations will move forward with the recruitment and training of 11 additional FTEs by December 2018
- Staff will return to the Board in July to seek approval for Part 2 of the procurement: approval to award contract for the purchase of the tablet Driver Control Units (DCU)
- Complete installation is expected by June 2019

## **ATTACHMENTS**

Attachment A - Procurement Summaries

Attachment B - Contract Modification/Change Order Log(s)

Attachment C - DEOD Summaries

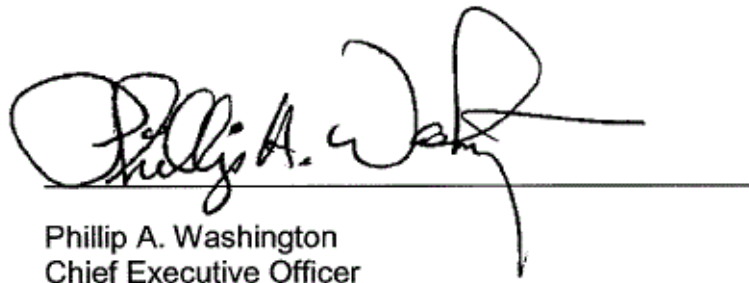
Attachment D - Comparison of Old and New Farebox Lids

Attachment E - Timeline for TAP Equipment Installation

Attachment F - Bus Farebox and Station Validators Upgrade Equipment Quantities

Prepared by: Mauro Arteaga Jr., Senior Director, TAP Technical Systems, (213) 922-2953  
David Sutton, Executive Officer, Finance/TAP, (213) 922-5633

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

**PROCUREMENT SUMMARY – RECOMMENDATION B**  
**TAP FAREBOX UPGRADE PROJECT**  
**GENFARE SPX, INC. / PS53915000**

1.	<b>Contract Number:</b> PS53915000	
2.	<b>Recommended Vendor:</b> Genfare SPX, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> June 6, 2018	
	<b>B. Advertised/Publicized:</b> N/A	
	<b>C. Pre-Proposal Conference:</b> N/A	
	<b>D. Proposals Due:</b> June 11, 2018	
	<b>E. Pre-Qualification Completed:</b> Pending	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> June 11, 2018	
	<b>G. Protest Period End Date:</b> N/A	
5.	<b>Solicitations Picked up/Downloaded:</b> 1	<b>Bids/Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Anush Beglaryan	<b>Telephone Number:</b> (213) 418-3047
7.	<b>Project Manager:</b> Mauro Arteaga	<b>Telephone Number:</b> (213) 922-2953

**A. Procurement Background**

This Board Action is to award sole source Contract No. PS53915000 issued in support of upgrading existing TAP fareboxes in its fleet of revenue buses.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

- Amendment No. 1, issued on June 8, 2018 extended the proposal due date.

A total of one proposal was received on Monday, June 11, 2018.

**B. Evaluation of Proposals**

This is a sole source procurement due to the nature of the work. Genfare is the original equipment manufacturer of Metro's TAP fareboxes. It has no authorized third party service providers. Genfare has an in-depth understanding of the operation of the TAP fareboxes since 2002. The upgrade required is extensive, requiring custom wiring and the replacement of all internal Genfare custom logic boards. Genfare has the necessary specialized test equipment, propriety knowledge and experience to understand the TAP fareboxes, and the ability to source otherwise custom and



obsolete components. Staff from TAP Program conducted a technical evaluation of the proposal and deemed the proposal technically responsive.

**C. Cost/Price Analysis**

The recommended contractor’s price proposal was evaluated in compliance with Metro’s Acquisition policies and procedures. Staff conducted a cost analysis of the price proposal. Based on the cost analysis, technical analysis, fact-finding, clarifications, and negotiations with the proposer, the final agreed to price of \$10,331,252 has been determined to be fair and reasonable.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Award Amount</b>
1.	Genfare	\$10,331,252	<b>\$11,917,267</b>	\$10,331,252

**D. Background on Recommended Contractor**

The recommended firm, Genfare, a division of SPX Corporation located in Illinois, has been in business for 38 years and is a leader in the field of fare collection systems. Genfare’s was first in the industry for items such as electronic registering fareboxes, magnetic card reader on fareboxes, read/write magnetic card processing unit, fully validating fareboxes and much more. Genfare has provided fare collection systems to approximately 300 agencies throughout the United States and Canada and built more than 80% of the fareboxes currently in use in these countries. Genfare’s proposed upgrade will allow Metro to extend the life of its fareboxes and continue to support all mainstream fare media that is now available. Genfare has identified key personnel who will be working closely with staff to ensure successful implementation and completion of the project.

Genfare has successfully completed similar projects for Central Ohio Transit Authority, City of Santa Monica, Big Blue Bus, and Porterville Transit. Additionally, Genfare is currently also working with Nashville MTA, Broward County Transit, and Transit Authority River City.

Genfare has provided technical oversight of Metro’s design review, testing and installation of the existing TAP fareboxes since 2002.

**PROCUREMENT SUMMARY – RECOMMENDATION C**  
**TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR**  
**AXIOM xCELL, INC. / PS30203139**

1.	<b>Contract Number:</b> PS30203139		
2.	<b>Contractor:</b> Axiom xCell, Inc.		
3.	<b>Mod. Work Description:</b> Software Upgrade		
4.	<b>Contract Work Description:</b> Mobile Phone Validator (MPV) for fare enforcement electronic query of TAP cards		
5.	<b>The following data is current as of:</b> May 18, 2018		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	February 1, 2014	<b>Contract Award Amount:</b> \$348,018.00
	<b>Notice to Proceed (NTP):</b>	February 1, 2014	<b>Total of Modifications Approved:</b> \$1,652,926.20
	<b>Original Complete Date:</b>	November 29, 2019	<b>Pending Modifications (including this action):</b> \$167,122.00
	<b>Current Est. Complete Date:</b>	November 29, 2019	<b>Current Contract Value (with this action):</b> \$2,168,066.20
7.	<b>Contract Administrator:</b> Anush Beglaryan		<b>Telephone Number:</b> (213) 418-3047
8.	<b>Project Manager:</b> Mauro Arteaga		<b>Telephone Number:</b> (213) 922-2953

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 7 to upgrade the Mobile Phone Validator (MPV) software to include and process Desfire fare media and security keys as implemented by Cubic Transportation Systems, Inc., for TAP and implement proprietary iPhone wakeup response signals for virtual fare media. Metro is in the process of upgrading the entire fare collection system to include fare media that supports higher security levels. As such, the MPVs will need to implement the higher security level.

The MPV application was developed by Axiom xCell, Inc., in 2014 specifically for Metro and is installed on over 350 mobile phones which allows fare enforcement personnel to electronically query TAP cards to determine if riders are in compliance with Metro's fare policy. Therefore, Axiom xCell, Inc. is the only company that can modify the existing application to include these enhancements due to the sensitive encryption system and programming that is unique to TAP.

## ATTACHMENT A – Procurement Summaries

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

In February 2014, Contract No. PS30203139 was awarded to Axiom xCell, Inc. to develop, test, and provide support for a software application for a handheld fare inspection device.

Please refer to Attachment B – Contract Modification/Change Order Log.

### **B. Cost/Price Analysis**

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

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$167,122.00	\$169,658.00	\$167,122.00

**PROCUREMENT SUMMARY – RECOMMENDATION D**  
**UNIVERSAL FARE SYSTEM**  
**CUBIC TRANSPORTATION SYSTEMS, INC. / OP02461010**

1.	<b>Contract Number:</b> OP02461010		
2.	<b>Contractor:</b> Cubic Transportation Systems, Inc.		
3.	<b>Mod. Work Description:</b> Purchase and installation of station validators, fare collection software modifications, security enhancements and system integration oversight.		
4.	<b>Contract Work Description:</b> Universal Fare System		
5.	<b>The following data is current as of:</b> June 12, 2018		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	2/20/2002	<b>Contract Award Amount:</b> \$84,003,444
	<b>Notice to Proceed (NTP):</b>	3/7/2002	<b>Total of Modifications Approved:</b> \$186,433,027
	<b>Original Complete Date:</b>	9/1/2007	<b>Pending Modifications (including this action):</b> \$22,104,750
	<b>Current Est. Complete Date:</b>	12/31/2024	<b>Current Contract Value (with this action):</b> \$292,541,221
7.	<b>Contract Administrator:</b> Anush Beglaryan		<b>Telephone Number:</b> (213) 418-3047
8.	<b>Project Manager:</b> Mauro Arteaga		<b>Telephone Number:</b> (213) 922-2953

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 154 for the procurement and installation of station validators, fare collection software modifications, security enhancements and system integration oversight as part of the Farebox and Rail Station Validator Refurbishment Plan.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system to serve Metro's public transit customers. Cubic developed the NextFare software application and related databases which is the core technology managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. TAP fareboxes on buses and station validators at light rail stations were purchased in 2002. This equipment has exceeded its life expectancy by five years and is not compatible with current and future fare collection

## ATTACHMENT A – Procurement Summaries

technologies. Upgrade options include hardware and software that will enhance system security, communicate in real time, and support the future TAP mobile app and other new payment technologies.

Please refer to Attachment B – Contract Modification/Change Order Log.

### **B. Cost/Price Analysis**

Metro staff is in the process of finalizing negotiations with Cubic to perform the services and will negotiate and perform a cost analysis to deem the proposal amount fair and reasonable prior to execution of Modification No. 154.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>NTE Amount</b>
\$22,104,750	\$23,733,500	\$22,104,750

**CONTRACT MODIFICATION/CHANGE ORDER LOG – RECOMMENDATION C  
AXIOM xCELL, INC.  
TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR / PS30203139**

<b>Mod. No.</b>	<b>Description</b>	<b>Status</b>	<b>Date</b>	<b>Amount</b>
1	Additional application coding	Approved	8/11/2014	\$20,774.41
2	Administrative change	Approved	11/03/2015	\$0.00
3	Add key features and application coding	Approved	2/18/2015	\$79,182.79
4	Extend contract term	Approved	9/8/2015	\$0.00
5	Add enhancements and extend contract term	Approved	11/10/2015	\$614,000.00
6	Add enhancements and extend contract term	Approved	9/28/2017	\$938,969.00
7	Software Upgrade	<b>Pending</b>		\$167,122.00
	<b>Modification Total:</b>			<b>\$1,820,048.20</b>
	<b>Original Contract Value:</b>			<b>\$348,018.00</b>
	<b>Total Contract Value:</b>			<b>\$2,168,066.20</b>

## Attachment B – Contract Modification/Change Order Log

**CONTRACT MODIFICATION/CHANGE ORDER LOG – RECOMMENDATION D  
CUBIC TRANSPORTATION SYSTEMS, INC.  
UNIVERSAL FARE SYSTEM / OP02461010**

<b>Mod. No.</b>	<b>Description</b>	<b>Status</b>	<b>Date</b>	<b>Amount</b>
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722

Attachment B – Contract Modification/Change Order Log

29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 <sup>th</sup> and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 <sup>th</sup> and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040



Attachment B – Contract Modification/Change Order Log

58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069
81	Fare Gate Fencing Installation	Approved	4/25/2011	\$24,004

Attachment B – Contract Modification/Change Order Log

	Modifications, North Hollywood and Avalon Stations			
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753
104	Fare Gate Consoles for Expo 2,	Approved	5/26/2014	\$380,000

## Attachment B – Contract Modification/Change Order Log

	Colorado/4 <sup>th</sup> Street Station			
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 <sup>th</sup> Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for	Approved	6/3/2015	\$10,970

Attachment B – Contract Modification/Change Order Log

	Expo 2			
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/2016	\$480,000
140	54 TVMs, purchase and install	Approved	4/14/2016	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/2017	\$14,578
143	Reduction in monthly PM services	Approved	5/8/2017	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/2017	\$10,310
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/2017	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/2017	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/2017	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/2017	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/2017	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
152	TAP System Patching	Approved	4/4/2018	\$166,337
153	Network Back Office Configuration	Approved	4/12/2018	\$37,222
154	TAP System Wide Upgrades	<b>Pending</b>	6/28/2018	\$22,104,750
	<b>Modification Total:</b>			<b>\$208,537,777</b>
	<b>Original Contract Value:</b>			<b>\$84,003,444</b>
	<b>Total Contract Value:</b>			<b>\$292,541,221</b>

**DEOD SUMMARY – RECOMMENDATION B**  
**GENFARE SPX, INC.**  
**TAP FAREBOX UPGRADE PROJECT / PS53915000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation. Metro's project manager confirmed that the upgrade of the TAP GFI farebox and garage computers requires the specialized knowledge that only Genfare possesses being the Original Equipment Manufacturer (OEM) and having already provided Metro and other TAP partner agencies with the equipment.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this Contract.

**D. Project Labor Agreement/Construction Careers Policy**

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

**DEOD SUMMARY – RECOMMENDATION C****AXIOM xCELL, INC.****TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR / PS30203139****A. Small Business Participation**

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

Axiom xCell, Inc., an SBE Prime, is performing 100% of the work with its own workforce.

**SMALL BUSINESS SET-ASIDE**

	<b>SBE Prime Contractor</b>	<b>SBE % Committed</b>	<b>SBE % Participation</b>
1.	Axiom xCell, Inc. (Prime)	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this Contract.

**D. Project Labor Agreement/Construction Careers Policy**

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

**DEOD SUMMARY – RECOMMENDATION D**  
**CUBIC TRANSPORTATION SYSTEMS, INC.**  
**TAP SYSTEM SUPPORT SERVICES / OP02461010**

**A. Small Business Participation**

Cubic Transportation Systems, Inc. has a Disadvantaged Business Enterprise participation commitment of 5.65%. The project is 91% complete. Cubic Transportation is exceeding its DBE commitment with a current participation of 8.46%.

<b>Small Business Commitment</b>	<b>DBE 5.65%</b>	<b>Small Business Participation</b>	<b>DBE 8.46%</b>
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	<b>DBE/SBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.36%
2.	Lows Enterprises	African American	0.13%	0.04%
3.	TechProse	Caucasian Female	0.41%	0.07%
4.	Robnett Electrical	African American	2.53%	7.52%
5.	Priority Manufacturing (GFI)	Caucasian Female	0.93%	0.05%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.04%
7.	KLI, Inc.	Asian Pacific American	0.25%	0.10%
8.	Kormex Metal Craft	Asian Pacific American	1.02%	0.28%
	<b>Total</b>		<b>5.65%</b>	<b>8.46%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is 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.

## Attachment D – Old and New Farebox Lids

### OLD farebox lid

- Poor contrast on small screen
- Difficult for customers to read
- Cracked and irreparable



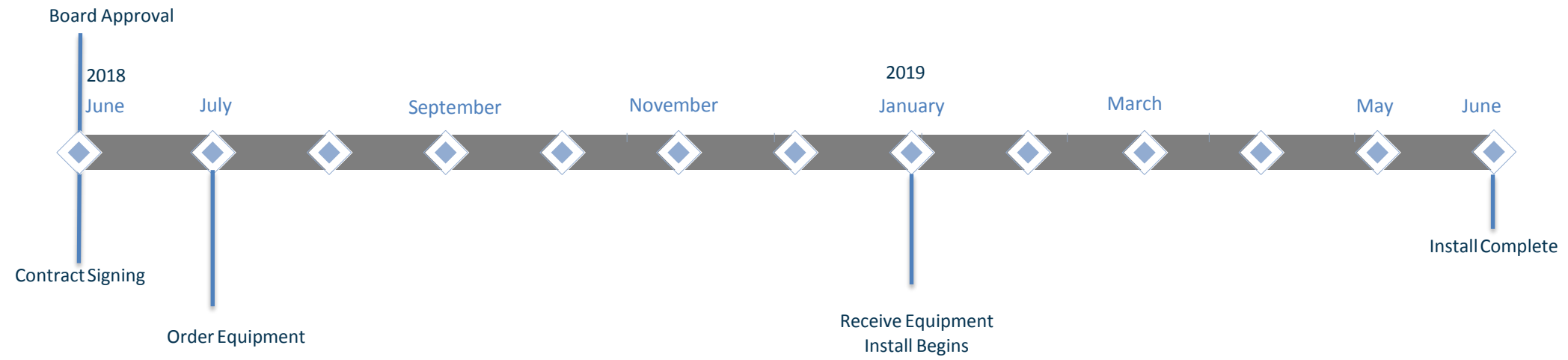
### NEW farebox lid

- Improved visual display
- Easy to read
- Enhances customer experience





### Systemwide Bus Farebox Upgrades and New Station Validators



<b>Bus Fareboxes</b>		
Agency	Quantity	
	Installs	Spares
Metro	2,588	375
AVTA	75	10
Culver CityBus	60	20
Foothill Transit	372	24
Gardena (GTrans)	59	12
Montebello Bus Lines	71	14
Norwalk Transit	41	12
Santa Clarita Transit	82	25
Torrance Transit	68	7
LADOT		
<b>Total</b>	<b>3,416</b>	<b>499</b>

<b>Bus Driver Control Unit/ Light Validator</b>		
(Non-Metro) Agency	Quantity	
	Installs	Spares
Metro		
AVTA		
Culver CityBus		
Foothill Transit		
Gardena (GTrans)		
Montebello Bus Lines		
Norwalk Transit		
Santa Clarita Transit	34	4
Torrance Transit		
LADOT	317	30
<b>Total</b>	<b>351</b>	<b>34</b>

<b>Bus Garage Computers</b>		
Agency	Quantity	
	Installs	Spares
Metro	17	3
AVTA	1	
Culver CityBus	1	
Foothill Transit	4	
Gardena (GTrans)	1	
Montebello Bus Lines	1	
Norwalk Transit	1	
Santa Clarita Transit	1	
Torrance Transit	1	
LADOT		
<b>Total</b>	<b>28</b>	<b>3</b>

<b>Rail Stand Alone Validators</b>		
Rail Line (Metro only)	Quantity	
	SAVs	Spares
Red	20	2
Green	3	1
Blue	63	7
Gold + Foothill ext	106	11
Orange	53	6
Expo I	65	7
Expo II		
Gold Line Extension		
Crenshaw/LAX		
Regional Connector		
West Side Extension		
CSUN (Bus only)	2	1
4th Floor Test Lab	2	1
<b>Total</b>	<b>314</b>	<b>36</b>

<b>Bus Portable Data Probes</b>		
Rail Line (Metro only)	Quantity	
	PDP's	Spares
Red	3	2
<b>Total</b>	<b>3</b>	<b>2</b>



## Board Report

File #: 2018-0116, File Type: Contract

Agenda Number: 41.

### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM)  
SERVICES**

**ACTION: AWARD BENCH CONTRACTS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AWARD task order based bench Contract Nos. PS49169000 through PS49169013 to the firms listed below and in Attachment A, for a not-to-exceed amount of \$15,000,000, to provide ETAM services for a seven-year term effective July 1, 2018 through June 30, 2025, subject to resolution of protests(s), if any. The following firms are recommended for award:

1. Accenture, LLP
2. AECOM Technical Services, Inc.
3. Anil Verma Associates, Inc.
4. EMG
5. Intueor Consulting, Inc.
6. Kaygen, Inc.
7. Morgner Construction Management
8. Pacific Railway Enterprises, Inc.
9. Rail Surveyors and Engineers, Inc.
10. Raul V. Bravo + Associates, Inc.
11. Turner & Townsend AMCL, Inc.
12. Vehicle Technical Consultants, Inc.
13. Virginkar & Associates, Inc.
14. WSP USA, Inc.; and

B. EXECUTE individual task orders under these Contracts for ETAM services in a total amount not-to-exceed \$15,000,000.

#### **ISSUE**

Transit Asset Management (TAM) involves activities related to procuring, operating, maintaining, rehabilitating and replacing existing assets, such as equipment, rolling stock, facilities and

infrastructure to keep them in a State of Good Repair (SGR). The Federal Transit Administration (FTA) final TAM rule took effect October 1, 2016 and includes requirements to develop TAM Plans by October 2018 including monitoring asset conditions and developing decision support processes to maintain the system for safe and reliable service. Metro is currently updating the 2015 TAM Plan which includes a list of 25 actions for implementation that will provide Metro with improved capabilities to maintain a SGR and provide the information to fully respond to FTA's requirements to report on asset inventories, conditions, performance and prioritization of SGR projects to renew existing assets.

To respond to the FTA requirements, the Enterprise Transit Asset Management (ETAM) department requires professional services in the nine TAM disciplines. Many of the projects and studies required for ETAM tasks are small to mid-scale that, once identified, must be initiated and completed in a relatively short period of time to comply with the FTA's annual SGR reporting requirements, and Metro's short and long range planning processes. The ETAM Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

## **DISCUSSION**

The ETAM department was formally established in 2015 within Risk, Safety and Asset Management (RSAM) to develop and administer a Metro-wide integrated asset management program and is responsible for implementation of the TAM Plan. Approximately 43 task orders are anticipated to be issued against the nine disciplines included in this bench over the next seven years. A seven year bench period will allow multiple cycles of condition assessments and other task orders for each discipline. The nine disciplines are listed below:

1. Inventory Build Out and Assessment;
2. Rolling Stock and Equipment Condition Assessments;
3. Facilities and Stations Condition Assessments;
4. Guideway Systems and Elements Condition Assessments;
5. Financial, Cost, Risk and Life Cycle Analysis;
6. Advanced Reliability Techniques and Process Improvement;
7. Transit Asset Management (TAM) Planning;
8. Information and Technology; and
9. TAM Engineering Support.

The disciplines were developed to reflect the specific needs for TAM capabilities including lifecycle planning, conducting condition assessments on major asset categories including capital project prioritization, applying condition based maintenance techniques, computer programming, and specialized engineering support.

In the development of the Bench, an emphasis was placed on encouraging teams with a number of firms to broaden their scope of services and areas of expertise. Consequently, a wide range of opportunities for small, disadvantaged and veteran-businesses were made available for this procurement.

In addition to providing opportunities to many firms, the Bench approach also streamlines

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procurement processes for Metro and the business community by consolidating numerous, laborious and costly contracting opportunities into one contract. This prevents individual procurement processes and delays to ETAM services requirements. The ETAM Bench will enhance efficiency by allowing us to issue task orders to firms to complete necessary work identified during inspections in a timely manner.

### **DETERMINATION OF SAFETY IMPACT**

The ETAM Bench will not directly impact specific safety issues of Metro's customers and employees. However, the results from task orders generated by this procurement will provide information on asset conditions, performance and costs. This information is necessary to make informed decisions on how to best prioritize investments to maintain the transit system in a state of good repair, as required by the FTA TAM regulation.

### **FINANCIAL IMPACT**

This contract award action is for \$15,000,000 over a seven-year period. Each task order awarded to a contractor will be funded with the source of funds identified for that project. Since these are multi-year contracts, the cost center manager and Chief Risk, Safety and Asset Management Officer will be responsible for budgeting costs in future years.

#### **Impact to Budget**

Funding for FY19 has been included in the Risk, Safety and Asset Management cost centers. There is no single source of funds that will unilaterally fund these contracts and funding for the task orders is dependent upon the specific task. Generally, Propositions A and C, Measure R and M, Transportation Development Act (TDA) Administration, State and FTA funds used for planning activities, which are not eligible for bus or rail capital, can be used. Use of all related funding will maximize allowable funding allocations given approved funding provisions.

### **ALTERNATIVES CONSIDERED**

1. Pursue the extended full procurement processes and solicit proposals for each individual task when the requirement arises. This alternative is not recommended as it would place an undue burden on the small business community, requiring them to expend significant and costly resources to respond to additional procurement requirements each year. It would also require extensive staff time to develop the full procurements for each individual task. This would delay the completion of ETAM tasks and potentially impact submittal of the annual SGR reports to the FTA which may jeopardize Metro's eligibility to receive federal funding.
2. Utilize existing ETAM staff to provide the required support services. This alternative is also not feasible as Metro's current ETAM staff does not possess all of the required skills for key tasks (such as determining optimum asset lifecycles, reliability centered maintenance techniques, computer programming, etc.) and are being fully utilized to support existing projects and programs. If this alternative were exercised, Metro would need to hire additional staff with expertise in multiple disciplines to perform the needed work. Based on staffing trends,

candidates with the required rail maintenance skills are in high-demand, Metro cannot adequately support this effort in-house during the time frame.

3. Utilize existing engineering and technical maintenance staff in the Operations and Construction departments to provide the required technical support. This is not feasible as the current budgeted engineering and technical capacity in the Operations and Construction departments is fully utilized to maintain the current system, oversee the acceptance of new lines that will start operating during the next seven years and on developing future expansion projects.

For these reasons none of the alternatives are recommended as they would create significant impacts to current operations and efforts to deliver the Metro expansion program.

### **NEXT STEPS**

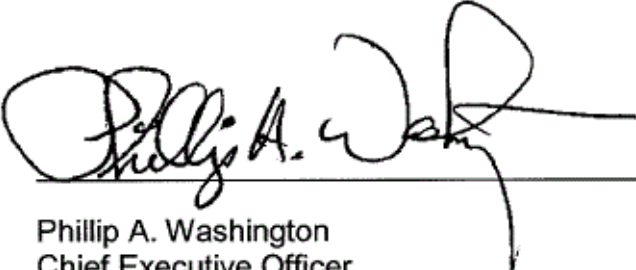
Upon Board approval, staff will establish and execute the bench contracts for enterprise transit asset management services, effective July 1, 2018, and will competitively award individual task orders, on an as-needed basis.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment A-1 - Recommended Firms By Discipline  
Attachment B - DEOD Summary

Prepared by: Joe Urzua, Principal Transportation Planner, ETAM, (213) 617-6283  
Randy Lamm, Director, ETAM, (213) 617-6223  
Denise Longley, Deputy Executive Officer, ETAM, (213) 922-7294

Reviewed by: Greg Kildare, Chief Risk, Safety and Asset Management Officer, (213) 922-4971  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A-1**

**RECOMMENDED FIRMS BY DISCIPLINE  
ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) BENCH**

DISCIPLINE	CONTRACTORS
1. Inventory Build Out and Assessment	1. Anil Verma Associates, Inc. 2. EMG 3. Raul V. Bravo + Associates, Inc. 4. WSP USA Inc.
2. Rolling Stock and Equipment	1. Pacific Railway Enterprises, Inc. 2. Raul V. Bravo + Associates, Inc. 3. Virginkar & Associates, Inc. 4. WSP USA Inc.
3. Facilities and Stations	1. Raul V. Bravo + Associates, Inc. 2. Rail Surveyors and Engineers, Inc. 3. WSP USA Inc.
4. Guideway systems and Elements	1. Pacific Railway Enterprises, Inc. 2. Raul V. Bravo + Associates, Inc. 3. Rail Surveyors and Engineers, Inc. 4. WSP USA Inc.
5. Financial, Cost, Risk and Life Cycle Analysis	1. AECOM 2. Accenture, LLP 3. WSP USA Inc.
6. Advanced Reliability Maintenance Techniques and Process Improvement	1. Accenture, LLP 2. Raul V. Bravo + Associates, Inc. 3. Vehicle Technical Consultants, Inc.
7. TAM Planning	1. AECOM 2. Accenture, LLP 3. Raul V. Bravo + Associates, Inc. 4. Turner & Townsend AMCL Inc. 5. WSP USA Inc.
8. Information and Technology Systems (ITS) and Data Management	1. Accenture, LLP 2. Intueor Consulting, Inc. 3. Kaygen, Inc. 4. Raul V. Bravo + Associates, Inc.
9. TAM Engineering Support	1. Morgner Construction Management 2. Pacific Railway Enterprises, Inc. 3. Raul V. Bravo + Associates, Inc.

## PROCUREMENT SUMMARY

**ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) BENCH /  
PS49169000-PS49169013**

<b>1.</b>	<b>Contract Number:</b> PS49169000 – PS49169013	
<b>2.</b>	<b>Recommended Vendor:</b> See Below	
<b>3.</b>	<b>Type of Procurement</b> (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> RFIQ	
<b>4.</b>	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 16, 2018	
	<b>B. Advertised/Publicized:</b> January 16, 2018	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> January 25, 2018	
	<b>D. Proposals/Bids Due:</b> March 1, 2018	
	<b>E. Pre-Qualification Completed:</b> In process	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 28, 2018	
	<b>G. Protest Period End Date:</b> June 21, 2018	
<b>5.</b>	<b>Solicitations Picked up/Downloaded:</b> 120	<b>Bids/Proposals Received:</b> 39 (from 14 firms)
<b>6.</b>	<b>Contract Administrator:</b> Annie Duong	<b>Telephone Number:</b> (213) 418-3048
<b>7.</b>	<b>Project Manager:</b> Joseph Urzua	<b>Telephone Number:</b> (213) 617-6283

**A. Procurement Background**

This Board Action is to approve the award of bench Contract Nos. PS49169000 through PS49169013, issued in support of Metro’s Enterprise Transit Asset Management (ETAM) department for a seven-year term, effective July 1, 2018 through June 30, 2025, for a cumulative total amount not-to-exceed \$15,000,000. The services will be performed on an as-needed basis for which task orders will be issued. Board approval of these contract awards are subject to resolution of any properly submitted protest(s).

Request for Information and Qualifications (RFIQ) No. PS49169 was issued in accordance with Metro’s Acquisition Policy, and the contract type is task-order based.

The RFIQ was issued to establish qualified contractors with expertise in one or more of the disciplines as outlined in the statement of work to assist with the ETAM department. Proposers were allowed to submit qualifications for one or more disciplines.

Two amendments were issued during the solicitation phase of this RFIQ:

- Amendment No. 1, issued on January 25, 2018, provided revisions to the Letter of Invitation (LOI) and extended the proposal due date.



- Amendment No. 2, issued on February 8, 2018, provided revisions to the submittal requirements, proposal content, and additional certified lists for SBEs and DBEs under NAICS code 54161.

A total of 39 proposals were received from 14 proposers on the due date of March 1, 2018 from the firms listed below, in alphabetical order:

1	Accenture, LLP
2	AECOM Technical Services, Inc.
3	Anil Verma Associates, Inc.
4	EMG
5	Intueor Consulting, Inc.
6	Kaygen, Inc.
7	Morgner Construction Management
8	Pacific Railway Enterprises, Inc.
9	Rail Surveyors and Engineers, Inc.
10	Raul V. Bravo + Associates, Inc.
11	Turner & Townsend AMCL, Inc.
12	Vehicle Technical Consultants, Inc.
13	Virginkar & Associates, Inc.
14	WSP USA, Inc.

## **B. Evaluations of Proposals**

The Proposal Evaluation Team (PET) consisting of staff from Metro’s Asset Management, Maintenance, Rail Fleet Services, Facilities Engineering, Systems Engineering, Rail MOW Engineering, Countywide Planning, and Rail Vehicle Engineering Departments was convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were evaluated based on the following evaluation criteria and weights established in the RFIQ:

- Firm’s Qualification and Availability 30 percent
- Project Manager and Key Staff’s Project Understanding and Implementation Approach 40 percent
- Effective Scheduling/Cost Management Plan 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar services.

Of the 39 proposals received, six proposals were determined to be outside the competitive range and were excluded from further consideration. The remaining 33 proposals from the 14 firms listed below were determined by the PET to be qualified for inclusion in the bench in one or more disciplines shown in Attachment A-1. Of the 14 recommended firms, eight firms are Metro certified Small Business Enterprise (SBE)/Disadvantaged Business Enterprise (DBE).

No.	CONTRACT NO.	FIRM
1	PS49169000	Accenture, LLP
2	PS49169001	AECOM Technical Services, Inc.
3	PS49169002	Anil Verma Associates, Inc.
4	PS49169003	EMG
5	PS49169004	Intueor Consulting, Inc.
6	PS49169005	Kaygen, Inc.
7	PS41969006	Morgner Construction Management
8	PS49169007	Pacific Railway Enterprises, Inc.
9	PS49169008	Rail Surveyors and Engineers, Inc.
10	PS49169009	Raul V. Bravo + Associates, Inc.
11	PS49169010	Turner & Townsend AMCL, Inc.
12	PS49169011	Vehicle Technical Consultants, Inc.
13	PS49169012	Virginkar & Associates, Inc.
14	PS49169013	WSP USA, Inc.

**Accenture, LLP**

Accenture LLP (Accenture) is a multinational management consulting firm providing technology and outsourcing services. The firm was established in 1989 and is headquartered in Dublin, Ireland. Accenture has five Operating Groups, i.e., Communications, Media & Technology, Financial Services, Products, Resources, and Health & Public Service. Accenture has worked on Metro’s projects and has performed satisfactorily.

**AECOM Technical Services, Inc.**

AECOM Technical Services, Inc. (AECOM) was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a global provider of professional, technical, and management support in the areas of transportation, planning, and environmental services. AECOM provides local knowledge, innovation, and technical excellence in delivering solutions to its clients. AECOM partners with public sector clients in order to meet client needs and objectives. AECOM has worked on several Metro projects and has performed satisfactorily.

**Anil Verma Associates, Inc.**

Anil Verma Associates, Inc. (AVA) was founded in 1985 and their primary office is in Los Angeles, California with branch offices in several U.S. and international cities. It offers clients a complete range of architectural-engineering services from development of initial project concepts and budgets to engineering, construction management, and turnover of completed facilities. AVA has designed and managed the construction of transportation and civil projects in the United States and internationally. AVA has worked on Metro projects and has performed satisfactorily. AVA is a Metro certified SBE and DBE firm.

**EMG**

Clampett Industries, LLC dba EMG, is based in Hunt Valley, Maryland and was founded in 1986. EMG is an architectural, engineering, and environmental consulting firm that

specializes in facility condition assessments, capital planning, inventory build out, feasibility studies, energy studies, project management, ADA accessibility compliance, construction monitoring, and plan and document review.

### **Intueor Consulting, Inc.**

Intueor Consulting, Inc. (Intueor) was incorporated in June 2005 and is headquartered in Irvine, California. Intueor is a strategy, operations and business technology consulting firm that specializes in public sector transit and transportation agencies. Intueor has worked on Metro projects and has performed satisfactorily. Intueor is a Metro certified SBE and DBE firm.

### **Kaygen**

Kaygen, Inc. (KI), was founded in 2003 and is located in Irvine, California. KI specializes in enterprise information management, delivering fit-for-propose solutions, IT strategy, financial analysis and risk management. The firm has become a go-to professional services provider for IT strategy, software evaluation and recommendations, data management, cloud services, data warehousing, systems integration including mobile devices, asset management, database administration and training. KI has worked on Metro projects and has performed satisfactorily. KI is a Metro certified SBE and DBE firm.

### **Morgner Construction Management**

Morgner Technology Management DBA, Morgner Construction Management (Morgner) was founded in 1992 and is located in Sherman Oaks, California. Morgner provides engineering, planning, and construction management services. The firm offers construction management services that include pre-construction surveys, electrical contracting, planning, scheduling, cost estimating, constructability review, contract administration, configuration management, and field engineering and inspection services. Morgner has worked on Metro projects and has performed satisfactorily. Morgner is a Metro certified SBE and DBE firm.

### **Pacific Railway Enterprises, Inc.**

Pacific Railway Enterprises, Inc. (PRE) was established in 1994 and is based in Riverside, California. PRE offers conditions assessment, inspection, testing and test monitoring services. PRE has worked on Metro projects and has performed satisfactorily. PRE is a Metro certified SBE and DBE firm.

### **Rail Surveyors Engineers**

Rail Surveyors and Engineers, Inc. (RSE), is a California-based corporation with offices in both the Los Angeles and San Francisco Bay area serving rail transportation markets. RSE was founded in 1998 and incorporated in California in 2001. They started a transit asset management (TAM) program with the FTA since 2011 and continued to provide support to Caltrans and Metrolink in developing and maintaining their TAM and state of good repair (SOGR) programs. RSE has worked on Metro projects and has performed satisfactorily. RSE is a Metro certified SBE and DBE firm.

### **Raul V. Bravo + Associates**

Raul V. Bravo + Associates Inc. (RVB+A), was founded in 1979 with a head office in Washington, D.C. with site offices around the world. RVB+A works for transit agencies in

various capacities, including serving as general engineering/quality assurance/administrative contractor/consultant services. The firm provides specialty areas of support such as for TAM, Buy America, and other services. In addition, they have actively participated in regulatory processes such as TAM, SOGR, Buy America, ADA, and safety/security. RVB+A is a Metro certified SBE and DBE firm.

**Turner & Townsend AMCL Inc.**

Turner & Townsend AMCL Inc. (T&TAMCL) was founded in 1997 and has offices in New York, Sydney, and Hong Kong. T&TAMCL has been providing services to clients in North America since 2012, and is recognized as one of the world's leading asset management professional services firm. The firm provides an end-to-end advisory service for infrastructure owners and investors, including capital program advisory services project and cost management, and procurement strategy and management.

**Virginkar & Associates, Inc.**

Virginkar & Associates, Inc. (VAI) was founded in 1990 and is based in Fullerton, California. VAI is a management consulting firm providing engineering and construction support, project management, construction management, inspections, and staff augmentation services for passenger bus and rail rolling stock, freight rail transportation, and bus route and rail track projects. VAI has worked on Metro projects and has performed satisfactorily. VAI is a Metro certified SBE and DBE firm.

**Vehicle Technical Consultants, Inc.**

Vehicle Technical Consultants Inc. (VTC) was established in 2001 and is located in Riverside, California. VTC is a maintenance management consulting firm providing engineering, accounting, research, and management services.

**WSP USA Inc.**

WSP USA Inc. (WSP), formerly WSP/Parsons Brinkerhoff, provides application of asset management best practices services, which include the development and refinement of asset inventories for various organizations. WSP's clients include California High-Speed Rail Authority, DART, and Sound Transit. WSP has worked on Metro projects and has performed satisfactorily.

**C. Cost/Price Analysis**

The RFIQ contained neither price nor a specific Statement of Work. Each future task order will contain a specific Statement of Work which will be competed among the firms within the discipline. These firms will propose according to the requirements of the task order and a cost/price analysis will be performed, as appropriate, on all task orders issued.

**D. Background on Recommended Contractors**

All 14 firms listed above are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

ENTERPRISE TRANSIT ASSET MANAGEMENT (ETAM) BENCH / PS49169000-PS49169013

**A. Small Business Participation**

The Diversity & Economic Opportunity Department established a 15% DBE goal for task orders awarded with federal funds; a 12% SBE goal and a DVBE goal of 3% was established for task orders awarded with non-federal funds. Proposers were required to make DBE and SBE/DVBE commitments.

To be responsive, Enterprise Transit Asset Management Bench Proposers formed teams that included Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Disabled Veteran Business Enterprise (DVBE) firms without schedules or specific dollar commitments prior to the establishment of the Bench. DBE and SBE/DVBE participation will be determined based on the aggregate value of all federal and all non-federal task orders issued.

Of the fourteen proposers selected for the Bench contract, eight (8) are both DBE and SBE certified. There are eight (8) SBE Primes on the bench; as a result, Metro will first solicit task order proposals to the SBEs only, pursuant to the SBE Set-Aside Program. If the Set-Aside is not successful, the task order will be solicited to other participants on the Bench, who will be required to meet the 12% SBE and 3% DVBE contract-specific goal.

In response to a task order request, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that task order. Overall DBE achievement in meeting the commitment will be determined based on the aggregate of actual DBE participation on all task orders awarded.

<b>Small Business Goal</b>	<b>15% DBE 12% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>15% DBE 12% SBE 3% DVBE</b>
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**Prime: Accenture**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Anil Verma Associates	Subcontinent Asian American	TBD
2.	Casamar Group, LLC	Hispanic American	TBD
3.	Media Arts DBA Catalyst Analytic Technologies	Caucasian Female	TBD

**Prime: Accenture (Cont.)**

4.	Intueor Consulting	Subcontinent Asian American	TBD
5.	Morgner Construction Management	Hispanic American	TBD
<b>Total DBE Commitment</b>			<b>15%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Anil Verma Associates	TBD
2.	Casamar Group, LLC	TBD
3.	Media Arts DBA Catalyst Analytic Technologies	TBD
4.	Intueor Consulting	TBD
5.	Morgner Construction Management	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Casamar Group, LLC	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: AECOM**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Anil Verma Associates	Subcontinent Asian American	TBD
2.	MA Engineering	Hispanic American	TBD
3.	Virginkar & Associates	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>15%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Anil Verma Associates	TBD
2.	MA Engineering	TBD
3.	Virginkar & Associates	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	MA Engineering	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Anil Verma Associates**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Anil Verma Associates (DBE Prime)	Subcontinent Asian American	TBD
2.	Casamar Group, LLC	Hispanic American	TBD
3.	Pacific Railway Enterprise	Caucasian Female	TBD
4.	Virginkar & Associates	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>30%</b>

**Prime: Anil Verma Associates (cont.)**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Anil Verma Associates (SBE Prime)	TBD
2.	Casamar Group, LLC	TBD
3.	Pacific Railway Enterprise	TBD
4.	Virinkar & Associates	TBD
<b>Total SBE Commitment</b>		<b>15%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Casamar Group, LLC	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: EMG**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	AKANA	Native American	TBD
<b>Total DBE Commitment</b>			<b>15%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Construction Management Services, Inc.	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Construction Management Services, Inc.	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Intueor Consulting**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Intueor Consulting (DBE Prime)	Subcontinent Asian American	TBD
2.	Connixt, Inc.	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>30%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Intueor Consulting (SBE Prime)	TBD
2.	eVision Prtners	TBD
3.	Connixt, Inc.	TBD
<b>Total SBE Commitment</b>		<b>30%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Alta Vista Solutions	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Kaygen**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Kaygen (DBE Prime)	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>100%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Kaygen (SBE Prime)	TBD
<b>Total SBE Commitment</b>		<b>50%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	CFR & Associates	TBD
<b>Total DVBE Commitment</b>		<b>50%</b>

**Prime: Morgner Construction Management**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Morgner Construction Management (DBE Prime)	Hispanic American	TBD
2.	Media Arts DBA Catalyst Analytic Technologies	Caucasian Female	TBD
3.	NBA Engineering	Caucasian Female	TBD
4.	Casamar Group, LLC	Hispanic American	TBD
<b>Total DBE Commitment</b>			<b>85%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Morgner Construction Management (SBE Prime)	TBD
2.	Media Arts DBA Catalyst Analytic Technologies	TBD
3.	NBA Engineering	TBD
4.	Casamar Group, LLC	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Casamar Group, LLC	TBD
2.	Leland Saylor Associates	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>



**Prime: Pacific Railway Enterprises**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Pacific Railway Enterprises (DBE Prime)	Caucasian Female	TBD
2.	Anil Verma Associates	Subcontinent Asian American	TBD
3.	Casamar Group, LLC	Hispanic American	TBD
4.	Zephyr UAS	Hispanic American	TBD
<b>Total DBE Commitment</b>			<b>33%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Pacific Railway Enterprises (SBE Prime)	TBD
2.	Anil Verma Associates	TBD
3.	Casamar Group, LLC	TBD
4.	Zephyr UAS	TBD
<b>Total SBE Commitment</b>		<b>33%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Casamar Group, LLC	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Raul V. Bravo + Associates**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Raul V. Bravo (DBE Prime)	Subcontinent Asian American	TBD
2.	Kal Krishnan Consulting	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>30%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Raul V. Bravo (SBE Prime)	TBD
2.	Kal Krishnan Consulting	TBD
<b>Total SBE Commitment</b>		<b>30%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Jeff Popovich Consulting	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Rail Surveyors Engineers**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Rail Surveyors Engineers (DBE Prime)	Asian Pacific American	TBD
2.	Armand Consulting	Subcontinent Asian American	TBD
3.	Kal Krishnan Consulting	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>90%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Rail Surveyors Engineers (SBE Prime)	TBD
2.	Armand Consulting	TBD
3.	Kal Krishnan Consulting	TBD
<b>Total SBE Commitment</b>		<b>97%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Leland Saylor Associates	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Turner & Townsend AMCL Inc.**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Lumenor Consulting Group	Subcontinent Asian American	TBD
2.	Pacific Rail Enterprise	Caucasian Female	TBD
<b>Total DBE Commitment</b>			<b>15%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Lumenor Consulting Group	TBD
2.	Pacific Rail Enterprise	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Pothos Inc.	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Virginkar & Associates, Inc.**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Virginkar & Associates, Inc. (DBE Prime)	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>60%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Virginkar & Associates, Inc. (SBE Prime)	TBD
<b>Total SBE Commitment</b>		<b>60%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Flores Engineering & Consulting, Inc.	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: Vehicle Technical Consultants**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Translutions, Inc.	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>20%</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Translutions, Inc.	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	DRMcNatty & Associates, Inc.	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**Prime: WSP**

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Anil Verma Associates	Subcontinent Asian American	TBD
2.	Capitol GCS	Hispanic American	TBD
3.	Draycott Consulting	Caucasian Female	TBD
4.	EF Enterprises	Hispanic American	TBD
5.	Intueor Consulting	Subcontinent Asian American	TBD
6.	Pacific Rail Enterprises	Caucasian Female	TBD
7.	Rail Surveyors & Engineering	Asian Pacific American	TBD
8.	Virginkar & Associates	Subcontinent Asian American	TBD
<b>Total DBE Commitment</b>			<b>15%</b>

**Prime: WSP (cont.)**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Anil Verma Associates	TBD
2.	Capitol GCS	TBD
3.	EF Enterprises	TBD
4.	eVision Partners	TBD
5.	Intueor Consulting	TBD
6.	Pacific Rail Enterprises	TBD
7.	Rail Surveyors & Engineering	TBD
8.	Universal Corrosion Services	TBD
9.	Virginkar & Associates	TBD
<b>Total SBE Commitment</b>		<b>12%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Alta Vista Solutions	TBD
2.	Capitol GCS	TBD
<b>Total DVBE Commitment</b>		<b>3%</b>

**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**

Pending the nature of work associated with each task order, prevailing wages may be applicable to this contract. 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, construction management 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**

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**File #:** 2018-0149, **File Type:** Project**Agenda Number:**

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
JUNE 21, 2018****SUBJECT: FIRE ALARM CONTROL PANEL UPGRADE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE an increase to the Life-of-Project (LOP) budget for the Fire Alarm Control Panel Upgrade project (CP 204128) by \$1,400,000 increasing the LOP budget from \$3,600,000 to \$5,000,000.

**ISSUE**

In May 2011, the Board approved the Fire Alarm Control Panel Upgrade with an LOP budget of \$3,600,000 as part of the adopted FY12 annual budget. At the time of the project scope development, the LOP budget was based on the best available estimate of the cost for upgrading the fire alarm control systems at Metro rail facilities. Since then, there have been changes to the local, state, and federal fire life safety regulations and codes that have increased the project costs.

**DISCUSSION**

The current scope of the project entails adding central supervisory workstations at the Rail Operation Control Center (ROC) as well as replacing all existing fire alarm control panel devices and suppression systems with upgraded components at facility locations along the Metro Blue and Green Lines. Each fire alarm control panel is reporting to the ROC through a connection to the Rail Supervisory Control and Data Acquisition (SCADA) System. In the event of a fire, an alarm detection is transmitted to the ROC for proper response and notification of emergency responders.

In 2012, the project began with initial engineering design for upgrading the fire alarm control panels at rail facilities. As design specifications were being developed, new changes in state and local fire code(s) mandated that upgrades to control panels include the installation of strobe lights at locations that do not have strobes and only audible evacuation alarms. In 2015, fire alarm monitoring through the installation of central supervisory workstations were added to the project to comply with additional fire code requirements. In 2016, engineering design was re-worked to replace the entire fire alarm control panel system and fire suppression components for compatibility. The completed design then initiated procurement readiness for bid solicitation.

The contract has been bid three times. In 2017, Metro Vendor/Contract Management (V/CM) received bids in response to the first Invitation for Bid (IFB) solicitation. One bid was received but was

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determined to be non-responsive when the bidder did not meet the required Disabled Veteran Business Enterprise (DVBE) goal established. In mid-2017, the IFB was rebid as an SBE Set-Aside but no bids were received. In 2018, V/CM again issued a revised IFB as a re-bid for the current scope of work. A small business participation goal was not established for this re-bid by DEOD because, "According to the Project Manager, the State of California requires specialized licensing for Fire Protection (including Fire Alarm System) design, engineering and installation. In addition, the Fire Alarm Control Panel shall be fully compatible with Honeywell ONYXWorks Central Supervisory Station installed in the Rail Operation Control Center." Since the contract had been bid three times and a valid acceptable bid is now available, project management staff have determined it is in the best interest of Metro to increase the LOP and proceed with a contract with the bidder.

Staff has calculated an LOP increase of \$1,400,000 is needed based on an updated assessment of the necessary scope, changes in local, state, and federal fire life safety regulations and codes, and the bid pricing received.

### **DETERMINATION OF SAFETY IMPACT**

Approval of the recommendation will have a positive impact on safety as the project work scope will move forward to ensure compliance with the current local, State of California and Federal Fire Life Safety regulations and codes. Each existing fire alarm system has been in service since the openings of the Blue Line in 1990 and Green Line in 1995, respectively. Maintaining the rail system in a State of Good Repair and compliance with current fire life safety regulations and codes is essential to providing a safe environment for our patrons and employees.

### **FINANCIAL IMPACT**

This action will increase the LOP budget for CP 204128 adjusting the LOP budget from \$3,600,000 to \$5,000,000 given completion of the procurement process. Funding for this project is included in both the FY18 and FY19 budgets.

Since this is a multi-year project, the Cost Center Manager and Project Manager will ensure that the balance of funds are budgeted in future Fiscal Years. The expenditure plan for CP 204128 is shown in Attachment A.

### **Impact to Budget**

The current source of funds for this project is Proposition C 40% Discretionary. This funding source will maximize the allowable fund use given approved funding provisions.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to increase the LOP budget. This is not recommended by Metro staff because existing fire alarm system and fire suppression system on the Blue and Green Lines are

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nearing the end of their useful life. They are safety sensitive and choosing not to perform or postpone these upgrades may impact service reliability and safety. Additionally, unscheduled maintenance repair costs on a per component basis will result in higher operating costs versus reduced costs when performing work as scheduled.

**NEXT STEPS**

Upon Board approval of the requested LOP, the CEO may approve the low bid contract award, pursuant to California Public Contract Code 130051.9(c). The contract will be executed, and Operations - Maintenance and Engineering will proceed forward with the project scope.

**ATTACHMENTS**

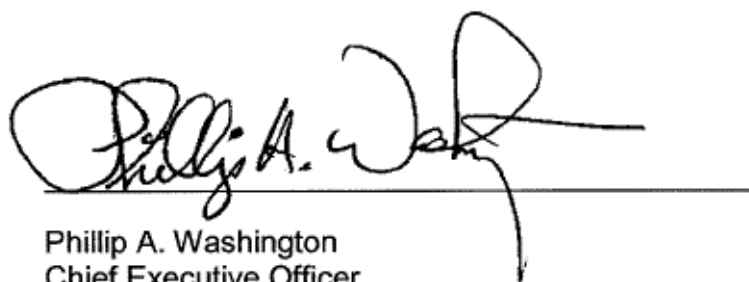
Attachment A - CP 204128 Expenditure Plan

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Arkady Bernshteyn, Senior Director, Project Engineering, (213) 617-6249  
Geyner Paz, Senior Administrative Analyst, (213) 617-6251  
Errol Taylor, Senior Executive Officer, Rail Maintenance and Engineering, (213) 922-3227

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington  
Chief Executive Officer

## CP 204128 Expenditure Plan

## Fire Alarm Control Panel Upgrade

<b>Non-Labor Items</b>	<b>Past ITD</b>	<b>Current FY 2018</b>	<b>Future FY 2019</b>	<b>Future FY 2020</b>	<b>Contingency FY 2021</b>	<b>Total</b>
OP39603140 - Fire Suppression and Detection System for Metro ROC Location 60 (COSCO Fire Protection)	\$ 206,218					\$ 206,218
PS1497600 - Central Supervisory Workstations (COSCO Fire Protection)	\$ 283,914	\$ 52,025				\$ 335,939
MOD 1 - PS1497600 - Central Supervisory Workstations (COSCO Fire Protection)			\$ 18,955			\$ 18,955
IFB C1138 - 3 MGL / MBL Yard and Wayside Rail Facilities Fire Alarm Control Panels (FACP) and Fire Suppression System Retrofit			\$ 1,500,000	\$ 1,800,000		\$ 3,300,000
CWO 102 - Project Scheduler (Hill International)	\$ 26,000	\$ 1,000	\$ 8,000	\$ 8,000		\$ 43,000
PS4875GECTO25 - Communications Engineer Support Services		\$ 10,000	\$ 33,969			\$ 43,969
Project Contingency					\$ 302,357	\$ 302,357
	\$ 516,132	\$ 63,025	\$ 1,560,924	\$ 1,808,000	\$ 302,357	\$ 4,250,438
<b>Metro Labor</b>	\$ 220,508	\$ 40,306	\$ 236,428	\$ 252,321		\$ 749,563
<b>Yearly Cash Flow Forecast:</b>	\$ 736,640	\$ 103,331	\$ 1,797,352	\$ 2,060,321	\$ 302,357	\$ 5,000,000



## PROCUREMENT SUMMARY

**MBL and MGL Fire Alarm and Fire Suppression Systems Retrofit**  
C36393C1138-300

1.	<b>Contract Number:</b> C36393C1138-300	
2.	<b>Recommended Vendor:</b> Cosco Fire Protection	
3.	<b>Type of Procurement (check one):</b> <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 02, 2018	
	<b>B. Advertised/Publicized:</b> January 02, 2018	
	<b>C. Pre-Bid Conference:</b> January 24, 2018	
	<b>D. Bids Due:</b> February 07, 2018	
	<b>E. Pre-Qualification Completed:</b> March 15, 2018	
	<b>F. Organizational Conflict of Interest Review Completed by Ethics:</b> February 21, 2018	
	<b>G. Protest Period End Date:</b> 6/25/18	
5.	<b>Solicitations Picked up/Downloaded:</b> 5	<b>Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Alyssa Garcia	<b>Telephone Number:</b> 213.922.7574
7.	<b>Project Manager:</b> Arkady Bernshteyn	<b>Telephone Number:</b> 213.617.6249

**A. Procurement Background**

Contract No. C36393C1138-300 is for a design/build delivery to design and install a replacement of the existing fire alarm system equipment for the Metro Blue Line and Metro Green Line. The fire alarm systems and the halon fire suppression systems retrofit will ensure safety of passengers, employees, and Metro property. Approval of contract awards are subject to resolution of any properly submitted protest.

The Invitation for Bids (IFB) procurement process, in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, was selected because the detailed specifications were sufficient for competitive bids to design and bid the project, by multiple potential bidders available to perform the work. The contract type is firm fixed price (FFP). The Contract duration is five hundred and forty-eight (548) calendar days.

One amendment was issued during the solicitation phase of the IFB:

Amendment No. 1, issued on January 10, 2018, revised the pre-bid meeting details and license requirements necessary to bid the project.

A total of one (1) bid was received on February 07, 2018.

A market survey was conducted to assess the reason one bid was placed on the project. All of the planholders were contacted and each expressed a similar reason of hesitation: the extensive time commitment of the project and the integrated Halon system.

In addition to the market survey, sixteen contractors, recommended through past performance or similar scopes of work, were contacted to be made aware of the solicitation prior to the Pre-bid conference on January 24, 2018.

This procurement is currently on its third bid cycle. The first IFB was issued December 27, 2016 with the bid due date of February 27, 2017. One bid was received from Cosco Fire Protection. Cosco Fire Protection failed to meet the three percent Disabled Veteran Business Enterprise (DBVE) goal and their bid was deemed non-responsive. A market survey revealed the complexity and time commitment diverted the remaining (8) interested contractors from placing a bid.

The second Initiation for Bid (IFB) was issued on July 19, 2017 with the bid due date of August 21, 2017 as a Small Business Enterprise (SBE) set aside. No bids were received. The concluding market survey revealed the sole planholder did not have the necessary bonding capacity for the project magnitude. Additionally, seven contractors contacted were surveyed, but did not meet all requirements necessary for this project.

## **B. Evaluation of Bids**

The bid was evaluated for responsiveness and responsibility. Cosco Fire Protection, holds all necessary licenses and has satisfactory past performance reviews. Additionally, Cosco Fire Protection has qualified safety personal and quality assurance and quality control submittals.

The bid received was determined to be responsive and responsible. The bidder is listed below:

- Cosco Fire Protection

## **C. Price Analysis**

Based upon the solicitation history of this project, the contractor's price is deemed to be justifiable. There are many risk factors involved on this project, including over sixty Fire Alarm Control Panel sites and differing city and fire department jurisdictions. Due to the risks associated with these aspects, the contractor's price is deemed understandable.

	<b>Bidder Name</b>	<b>Bid Amount</b>
1.	Cosco Fire Protection	\$3,258,500.00
2.	Metro Estimating (ICE)	\$2,481,450.00

**D. Background on Recommended Contractor**

Cosco Fire Protection, is located in Brea, California and holds active license classifications C10 and C16. Cosco Fire Protection, has a long history of work in the community, founded in 1968. Cosco Fire Protection is properly registered with the California Department of Industrial Relations for the award of this contract.

## DEOD SUMMARY

## FIRE ALARM CONTROL PANEL UPGRADE/CP 204128

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation, based on the lack of subcontracting opportunities. According to the Project Manager (PM), the State of California requires specialized licensing for Fire Protection (including Fire Alarm System) design, engineering and installation. In addition, the Fire Alarm Control Panel shall be fully compatible with Honeywell ONYXWorks Central Supervisory Station, installers must be certified by Honeywell. Cosco Fire Protection did not make an SBE commitment.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2018-0184, File Type: Contract

Agenda Number: 43.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 21, 2018

**SUBJECT: CONTRACTED TRANSPORTATION SERVICES -  
NORTH REGION**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed price Contract No. OP52365000 to Transdev Services Inc. for contracted bus services in the North Region for an amount not-to-exceed \$105,816,969 effective August 3, 2018.

#### **ISSUE**

Metro operates 18 bus lines that are contracted to private transportation companies. The North Region contractor currently operates six of these lines as follows: 96, 167, 177, 218, 501, and 603.

Contracting a portion of our bus service has provided both cost and operational benefits. Annual savings are realized through the lower operating costs of the contractors. Contracted bus service allows for greater flexibility in the ability to modify service levels. Specifically, lines can quickly be added, cancelled, or modified as a result of space requirements at the divisions.

The current contract with Transdev Services, Inc. (Transdev) for operating bus service in the North Region is scheduled to expire on August 2, 2018. A new contract is required to continue the service. This region covers the San Fernando Valley and City of Los Angeles areas.

#### **DISCUSSION**

In April 2013, the Board awarded a five-year contract with Transdev. The new contract term will begin on August 3, 2018 and end on August 2, 2023. Metro's Service Scheduling and Planning department generates all contracted bus service schedules and includes all North Region routes in performance and planning analysis. Changes are effected semiannually or as needed to ensure optimal and efficient service performance. The table below provides FY17 performance information in terms of revenue service hours and ridership.

Line	Route	FY17 Annual Revenue Service Hours	FY17 Annual Passengers
96	Metro Local - Downtown Los Angeles to Burbank Station	26,439	430,740
167	Metro Local - Chatsworth to Studio City	30,504	715,928
177	Metro Local - Pasadena, JPL to La Canada Flintridge	2,270	62,263
218	Metro Local - Studio City to Beverly Hills via Laurel Canyon Blvd	16,010	282,280
501	Metro NoHo - Pasadena Express Orange Line to Gold Line, Pasadena to North Hollywood via SR134	29,005	371,512
603	Metro Local - Grand LATTTC to Glendale Galleria	62,935	2,518,727
<b>Total</b>		<b>167,163</b>	<b>4,381,450</b>

The new Contract contains additional provisions related to vehicle maintenance, including dedicated positions for maintenance of Metro-owned communications equipment such as Advanced Transportation Management System (ATMS), Automatic Passenger Counting (APC), specific vehicle body damage and cleanliness standards, and procedures for the transfer of vehicles to and from the contractor to further increase service flexibility. The Contract also contains the same provisions that allow for service levels to be increased or decreased over the term of the Contract based on Metro operational needs. Additionally, Metro implemented new provisions to incentivize contractor application for and receipt of fuel tax credits and/or grants for the maintenance of Metro's vehicles. Such provisions allow the contractor to retain a majority of the fuel tax credits/grants toward the beginning of the contract period and gradually balance during the course of the contract so that both parties evenly retain fuel tax credits/grants.

Finally, for this procurement and for the prior two Contract Services East and South region procurements awarded in 2017, Metro included a stipulation restricting Contractors from being awarded multiple contracts. This restriction was put in place to protect the agency in the event a Contractor experienced a work stoppage due to union actions or failed annual California Highway Patrol Motor Carrier inspections resulting in service restrictions. Specifically, this new Contract for the North Region includes staff represented by the Teamsters Union. It is Metro's intent to protect the interest of our patrons and maintain service for the East, South and North regions as a part of the Contract Services program.

The Disadvantaged Business Enterprise (DBE) goal established by Metro's Diversity & Economic Opportunity Department (DEOD) for this Contract is 5%. The project manager will be responsible for

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monitoring this goal on a regular basis for the duration of the Contract to ensure that the contractor is in compliance with the terms, conditions, and any goals set for this Contract.

### **DETERMINATION OF SAFETY IMPACT**

The proposed Contract contains provisions requiring training levels to ensure the safest possible operation of our equipment and service.

### **FINANCIAL IMPACT**

Funding of \$18,162,985 for the first year of this contracted service is included in the FY19 budget in Cost Center 3591; Project 306001, Operations Transportation, Account 50801, Purchase Transportation.

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

#### **Impact to Budget**

Funding for this action will come from federal, state and local sources including sales tax and fares that are eligible for Bus Operations. These funding sources maximize the allowable fund use given approved funding provisions and guidelines.

### **ALTERNATIVES CONSIDERED**

Staff considered bringing these services in-house. Metro's Bus Operating Cost is \$175.90 per revenue service hour and the contractor average bus rate for this award is \$124.13 per revenue service hour. Based on this comparison, it would cost Metro significantly more to operate these services in-house. In addition, physical modifications would be needed at our existing facilities to accommodate the additional buses and division staff, and training would be required to operate and maintain the different types of buses currently used to provide contracted bus services. Given that the overall performance of these lines has historically met or exceeded Metro's performance targets and standards, staff does not recommend bringing these services in-house.

### **NEXT STEPS**

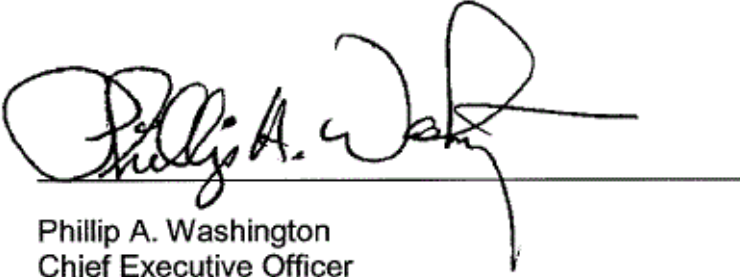
Upon Board approval, staff will execute the Contract awarded to Transdev Services Inc. effective August 3, 2018.

### **ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Metro North Region Contract Services Bus Lines Map

Prepared by: Cathy Rosas, Manager, Transportation Contract Services, (213) 922-2875  
Sandra Solis, Director, Central Oversight and Analysis, (213) 922-6266

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108  
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

## CONTRACTED TRANSPORTATION SERVICES – NORTH REGION/OP52365000

1.	<b>Contract Number:</b> OP52365000	
2.	<b>Recommended Vendor:</b> Transdev Services, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	A. <b>Issued:</b> March 15, 2018	
	B. <b>Advertised/Publicized:</b> March 19, 2018	
	C. <b>Pre-Proposal Conference:</b> March 21, 2018	
	D. <b>Proposals Due:</b> April 25, 2018	
	E. <b>Pre-Qualification Completed:</b> Pending	
	F. <b>Conflict of Interest Form Submitted to Ethics:</b> May 7, 2018	
	G. <b>Protest Period End Date:</b> June 25, 2018	
5.	<b>Solicitations Picked up/Downloaded:</b> 9	<b>Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Antwaun Boykin	<b>Telephone Number:</b> (213) 922-1056
7.	<b>Project Manager:</b> Cathy Rosas	<b>Telephone Number:</b> (213) 922-2875

**A. Procurement Background**

This Board Action is to approve Contract No. OP52365000 issued in support of contracted bus operation of local transit lines in the north region of Los Angeles County. The north region includes six transit lines which are predominantly operated within the San Fernando Valley and City of Los Angeles areas.

Request for Proposal (RFP) No. OP52365 was issued in accordance with Metro's Acquisition Policy for a competitive procurement and the contract type is a firm fixed unit price.

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

- Amendment No. 1, issued on March 23, 2018, clarified pre-proposal Documents and extended the proposal due date.

A preproposal conference was held on March 21, 2018 and was attended by six participants representing four firms.

One proposal was received on the due date of April 25, 2018 from the incumbent, Transdev Services, Inc. (Transdev).

A market survey was conducted to determine why there were no other proposal submittals. The market survey was conducted with the firms that attended the pre-proposal conference, those listed as potential proposers for this RFP, two other transportation firms, and four potential subcontracting firms. Responses to the

survey were received from the firms citing difficulties in finding viable facilities as the reason they chose not to propose.

## **B. Evaluation of Proposal**

A Proposal Evaluation Team (PET) consisting of staff from Transportation Contract Services, Safety, Revenue Collection, Transportation Operations, and Service Planning and Scheduling was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm 10 percent
- Qualifications Of Proposed Staff 15 percent
- Contractor Facility 13 percent
- Operating Methodology/Work Plan 25 percent
- Past Performance 13 percent
- DBE Contracting Outreach and Mentor Protégé Approach 4 percent
- Cost For Services 20 percent

Several factors were considered when developing these weights, giving the greatest importance to the operating plan.

During the week(s) of April 25 through May 8, the PET conducted a proposed facility site visit and interview. The firm's project manager and key team members had an opportunity to present its team's qualifications and respond to questions from the PET. In general, the team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed the firm's commitment to the success of the project. Also highlighted were staffing plans, facility plans, and work plans. The firm was asked questions relative to their proposed alternatives and previous experience with similar projects.

### **Qualifications Summary of Firm:**

#### **Transdev Services, Inc.**

Founded in 1909 in Baltimore as Yellow Transportation, Transdev Services has five years of experience operating transit services in the Los Angeles area. The firm is familiar with the unique characteristics of the County and has also worked with the Antelope Valley Transit Authority, Victor Valley Transit Authority, and Prince George's County in Maryland. Transdev Services has operated Metro's North Region services since 2011 and offers Metro the ongoing leadership of its existing Metro North Region management team who are locally-based transit professionals offering experienced and highly specialized leadership in the areas of operations,

contract management, safety, finance, maintenance, training, labor relations, human resources, recruiting, and numerous other areas.

The following is a summary of the PET’s evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Transdev Services, Inc.</b>				
3	Qualifications Of The Firm	87.00	10.00%	8.70	
4	Qualifications Of Proposed Staff	85.06	15.00%	12.76	
5	Contractor Facility	71.69	13.00%	9.32	
6	Operating Methodology/Work Plan	84.08	25.00%	21.02	
7	Past Performance	89.53	13.00%	11.64	
8	DBE Contracting Outreach and Mentor Protégé Approach	100.00	4.00%	4.00	
9	Cost For Services	100.00	20.00%	20.00	
10	<b>Total</b>		<b>100.00%</b>	<b>87.44</b>	<b>1</b>

The PET determined that the technical proposal received from Transdev addressed the RFP requirements and its personnel are qualified and experienced with all aspects of the required tasks. Based on a thorough evaluation of the proposal, the PET determined Transdev to be technically qualified to perform the work.

**C. Price Analysis**

The proposed unit price has been determined to be fair and reasonable based upon Metro’s Independent Cost Estimate and technical evaluation.

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Transdev Services, Inc.	\$105,816,969	\$105,647,226	\$105,816,969

**D. Background on Recommended Contractor**

The recommended firm Transdev Services, Inc. is a Maryland corporation with more than 100 years of experience in the field of transportation services. Transdev Services provides conventional fixed route, paratransit, bus rapid transit, student, university and airport shuttle, commuter and light rail, streetcar, taxicab and limousine services. In addition to its current work in Metro’s North Region, Transdev Services has over 18,000 employees operating more than 12,000 vehicles for contracts in more than 200 locations across the U.S. The General Manager

proposed by Transdev Services has more than 10 years of general transportation experience. In his current role as general manager of Metro's current North Region contract, he is responsible for more than 150 employees and the daily operation of a fleet of 60 vehicles.

## DEOD SUMMARY

## CONTRACTED TRANSPORTATION SERVICES - NORTH REGION / OP52365000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Transdev Services Inc. made a 5.11% DBE commitment.

<b>Small Business Goal</b>	<b>5% DBE</b>	<b>Small Business Commitment</b>	<b>5.11% DBE</b>
----------------------------	---------------	----------------------------------	------------------

	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Briteworks, Inc.	Hispanic American Female	2.20%
2.	Becnel Uniforms, Inc.	Caucasian Female	0.44%
3.	All Petro Resources	Hispanic American	0.36%
4.	A & A Fleet Painting, Inc.	Hispanic American	1.49%
5.	Diego's Auto Repair, Inc.	Hispanic American	0.36%
6.	Rubicon Security Systems	Subcontinent Asian American	0.26%
	<b>Total Commitment</b>		<b>5.11%</b>

**B. Contracting Outreach and Mentoring Plan**

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor one (1) DBE firm for protégé development. The selected DBE protégé is Briteworks, Inc.

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**D. Prevailing Wage Applicability**

Prevailing wage is not applicable to this Contract.

**E. Project Labor Agreement/Construction Careers Policy**

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





## Board Report

File #: 2018-0222, File Type: Project

Agenda Number: 45.

### CONSTRUCTION COMMITTEE JUNE 21, 2018

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION  
PROJECT ENVIRONMENTAL IMPACT REPORT  
ADDENDUM**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING project definition changes, and Environmental Impact Report (EIR) Addendum (Attachment A) for the Westside Purple Line Extension Project (the Project); and
- B. AUTHORIZING the Chief Executive Officer to file a Notice of Determination (Attachment B) on the Addendum pursuant to the California Environmental Quality Act (CEQA) for the Project.

#### **ISSUE**

On May 24, 2012, the Metro Board certified the joint Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) (State Clearinghouse No. 2009031083) for the Project and approved the Project Definition, Findings of Fact and a Statement of Overriding Considerations under CEQA. Since then, Metro has completed Advanced Preliminary Engineering for the Project and conducted additional stakeholder outreach and coordination for the portion of the Project that extends from Century City to the Westwood/Veterans Affairs (VA) Campus (referred to as Section 3 of the Project). These efforts have introduced a limited number of refinements to project features and construction methods that improve long-term operational efficiency and minimize previously identified impacts.

Pursuant to CEQA Guidelines Section 15164, Metro has analyzed potential environmental impacts of the refinements and concluded that an Addendum is appropriate. The Addendum finds that none of the changes associated with the refinements represent substantial changes to the Project, generate new significant impacts, or result in previously identified significant effects becoming substantially more severe than shown in the FEIS/FEIR. This includes consideration of potential long-term (operational), short-term (construction), and cumulative impacts.

#### **DISCUSSION**

The principal project definition changes to the Project since completion of the 2012 FEIS/FEIR include the following:

- **VA/Army Reserve Construction Staging Areas**

Construction staging areas identified on or in proximity to the Veterans Affairs West Los Angeles (VA WLA) Campus have been refined since the issuance of the FEIS/FEIR. The FEIS/FEIR considered two options for the location of the construction staging area for the Westwood/VA Hospital Station: 1) within the parking lot south of Wilshire Boulevard and east of Bonsall (Lot 42) and 2) a staging area partially on the U.S. Army Reserve site and partially on the western side of the VA WLA Campus (referred to as the U.S Army Reserve site). As explained in the FEIS/FEIR, the U.S. Army Reserve site would be used if Lot 42 is unavailable at the time of project construction.

As of April 30, 2018, locating a portion of the construction staging area on the U.S Army Reserve is no longer a viable option to support tunneling operations. Therefore, Metro, in coordination with VA WLA staff, proposes a construction staging area on the western portion of VA WLA Campus for tunneling operations (the staging area in Lot 42 would still be required to support construction of the station box). The staging area would largely be in the same location as what was identified on the western side of the VA WLA Campus in the FEIS/FEIR. The size of the staging area on the VA WLA Campus would increase from 1.7 acres as identified in the FEIS/FEIR to approximately 3.3 acres (an increase of 1.6 acres) because the portion of the staging area on the U.S. Army Reserve site would be eliminated. Compared to the FEIS/FEIR, the construction staging area can accommodate the major construction activities. This construction staging area also enables the contractor to place construction equipment in locations that minimize noise at nearby sensitive receivers and minimize truck queuing, thereby reducing impacts to the VA Hospital and its patrons.

- **Alignment and Crossover Tracks**

The location and alignment of the subway station and tunnels have been shifted south within the VA Hospital Parking Lot 42 south of Wilshire Boulevard by approximately 150 feet. The shift in the station box required refinements to the station entrance and pedestrian circulation features. This refinement of the alignment will accommodate a crossover track directly east of the Westwood/VA Hospital Station. This location is operationally preferable compared to the previous location at the West LA Federal Building, separated from the station, on the east side of the I-405 Freeway. The GSA crossover will be eliminated and construction staging on the surface of the West LA Federal Building property will no longer be necessary. In addition, the Caltrans staging area necessary for grout injection to support utilities beneath Sepulveda Boulevard has been reduced by 0.78 acres (from 1.72 to 0.94 acres) because these construction activities can be accommodated with a smaller staging area than what was required for the crossover. The benefits are less disruption, noise and vibration, haul route activity, and traffic in front of the West LA Federal Building.

- **Westwood/VA Hospital Station Access**

A formal passenger drop-off area is proposed on the south side of Wilshire Boulevard within the existing VA Hospital parking lot just east of the proposed station plaza and entrance (Lot 42). The



passenger drop-off area would have approximately 40 spaces for short-term parking (15-30 minutes) and include lighting and traffic islands. The provision of a dedicated passenger drop-off /pick-up area would benefit the VA West LA Campus and the veteran community as it is designed to discourage Metro passengers that are not associated with the VA from being dropped off or picked up in other parts of the VA West LA Campus. As part of this refinement, a bus layover for future bus service would be provided on the westbound on-ramp from Bonsall Avenue to Wilshire Boulevard.

- **Construction Method for Westwood/VA Hospital Station West Crossover**

The refined alignment includes a longer crossover section west of Bonsall Avenue under the lawn area, approximately 250 feet long. With the refined alignment, the tunnels are excavated in advance of the crossover. Geotechnical investigations completed since the FEIS/FEIR for the refined alignment confirmed sands and clay of the younger and older alluvium are present. These “soft ground” soils are less favorable for the sequential excavation mining method identified in the FEIS/FEIR and would increase construction risks, including schedule impacts and worker safety. As such, Metro proposes constructing the crossover via a cut-and-cover method, similar to the rest of the station structure.

- **Bonsall Avenue Underpass Murals**

Studies conducted since the completion of the FEIS/FEIR indicate that the removal of one of the art murals along the Wilshire Boulevard off-ramp to Bonsall Avenue would be required for construction of the station pedestrian circulation elements. Once stairs and escalators are constructed, there would not be sufficient space to accommodate the mural wall in its present location. The current murals are starting to fade due to the type of paint that was used; therefore, Metro has developed a plan to replicate this mural in a reduced-scale version using a more durable medium of mosaic tile. The mosaic would be located across from the current location of the northeast mural wall in an embankment and retaining wall. Reconfiguration of the mural into a mosaic is subject to the approval of the LA County Arts Commission and the LA County Board of Supervisors and an agreement is required by Los Angeles County to maintain the mosaic in perpetuity. Metro has been coordinating the proposal with the VA, veterans groups, and other stakeholders.

- **Westwood/UCLA Station Entrance**

The project definition that was approved in the FEIS/FEIR included a station entrance on the northwest corner of Wilshire and Westwood Boulevards that required the construction of mined tunnels beneath the existing Westwood Medical Building with an entrance inside a parking garage to the north of that building. This would impact basement levels of the Westwood Medical Building and require transit patrons to use narrow sidewalks along Westwood Boulevard to access the station entrance. In the course of further design, Metro worked with the City of Los Angeles and the property owner to integrate a larger station entrance into an existing one-story bank building in a way that would preserve the historic integrity of the building and utilize an existing pedestrian plaza to provide significantly improved pedestrian access to the station.

- **Subway Tunnel Diameter**

The size of the bored subway tunnels for Section 3 has been increased from an outside diameter of 20 feet 10 inches to 22 feet 6 inches to accommodate portions of the crossover at the Westwood/VA Station and thereby reduce the size of the cut-and-cover excavation. The distance between the tunnels has been reduced to keep the tunnels within the subsurface easement areas identified in the FEIS/FEIR. The larger tunnels would reduce the length of the station box cut-and-cover excavation by approximately 50 feet at each crossover. As a result, the station would not extend into the I-405 off-ramp near the east end of the station and the easement area required by the WLA VA Historic District on the west end of the station box would be reduced.

- **Grouting in Century City**

Geotechnical studies completed in support of the advancement of the design indicate that ground improvement (grouting) may be required in Century City beneath the Westfield Mall to minimize tunneling ground settlement and insure ground stability near the intersection of Century Park West and Constellation Boulevard. Necessary grouting would occur using shafts located within Century Park West and/or Constellation Boulevard. Ground improvement is also proposed at Sepulveda Boulevard from below the level of existing utilities to below the bottom of the tunnels to protect the utilities as the tunnels pass beneath them. Several major utilities are in this location, some of which are very deep. Grouting at this location would be provided from a shaft located within Caltrans right-of-way and street closures would not be required.

- **Underground Conduits**

Metro is coordinating with Southern California Edison (SCE) to install a new power line for construction activities, including the power required for station construction and operation of the Tunnel Boring Machines, from the Sawtelle substation to the WLA VA Campus construction site, a distance of approximately 0.76 miles, then a further distance of 0.3 miles to the new station. This new power line, which would be within the public right-of-way, is still being designed and is expected to use existing SCE overhead infrastructure for a small portion of the route, as well as new underground conduits constructed by Metro. A secondary (emergency) power source would be provided from the existing SCE Colorado substation, as Metro requires two independent sources for reliability. The majority of the line will use existing overhead SCE infrastructure and will require a similar length of underground conduits as the primary power route.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards.

## **FINANCIAL IMPACT**

The changes described in the Addendum will not increase the cost of the Project.

## **NEXT STEPS**

Staff will file the Notice of Determination with the Los Angeles County Registrar-Recorder/County Clerk for the Westside Purple Line Extension Project.

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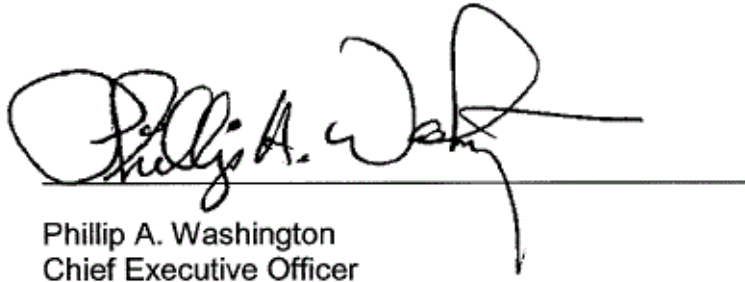
**ATTACHMENTS**

Attachment A - Addendum to the Final Environmental Impact Report for the Westside Subway Extension Project

Attachment B - Notice of Determination

Prepared by: Michael McKenna, Executive Officer, Project Management (213) 312-3132  
David Mieger, Executive Officer, Countywide Planning and Programming (213) 922-3040  
Manjeet Ranu, Senior Executive Officer, (213) 418-3157

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



Phillip A. Washington  
Chief Executive Officer

Attachment A

[http://libraryarchives.metro.net/DB\\_Attachments/Board%20Report%20Links/Final%20CEQA%20Addendum%202018-06-01.pdf](http://libraryarchives.metro.net/DB_Attachments/Board%20Report%20Links/Final%20CEQA%20Addendum%202018-06-01.pdf)

ATTACHMENT B

Notice of Determination

Appendix D

To:
[ ] Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

[ ] County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway
Norwalk, CA 90650

From:
Public Agency: LACMTA
Address: One Gateway Plaza
Los Angeles, CA 90012
Contact: Roger Martin
Phone: 213-922-3069

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2009031083

Project Title: Westside Subway Extension Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location (include county): Los Angeles

Project Description:

The Project is an approximately 9-mile heavy rail transit subway that will operate as an extension of the Purple Line. In April 2012, the Metro Board certified the Final EIS/EIR. In May 2012, the Metro Board approved the Final EIS/EIR for Phase 2 and 3 of the Project. Metro has since advanced the design of Section 3 of the Project resulting in refinements to this section. Refinements are to the construction staging areas; alignment at the VA Medical Center; entrances to the Westwood/UCLA and Westwood/VA Hospital Stations; access to the Westwood/VA Hospital Station; murals near the VA; construction method for the Westwood/VA Hospital Station crossover; tunnel size; grouting, and underground conduits. An Addendum was prepared pursuant to CEQA Guidelines Section 15164 and found that none of the changes described in the Addendum represent substantial changes to the Project, result in new significant impacts, or result in previously identified significant effects becoming substantially more severe than shown in the Final EIS/EIR.

This is to advise that the Los Angeles County Metropolitan Transportation Authority has approved the above ( [ ] Lead Agency or [ ] Responsible Agency)

described project on (date) and has made the following determinations regarding the above described project.

- 1. The project [ ] will [ ] will not] have a significant effect on the environment.
2. [ ] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
[ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [ ] were [ ] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [ ] was [ ] was not] adopted for this project.
5. A statement of Overriding Considerations [ ] was [ ] was not] adopted for this project.
6. Findings [ ] were [ ] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012

Signature (Public Agency): Title:

Date: Date Received for filing at OPR:



**Board Report**

**File #:** 2018-0285, **File Type:** Contract

**Agenda Number:** 47.

**CONSTRUCTION COMMITTEE  
JUNE 21, 2018**

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3  
PROJECT**

**ACTION: APPROVE CONTRACT MODIFICATION AND INCREASE CONTRACT  
MODIFICATION AUTHORITY**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the CEO to execute Modification No. 2 to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), with Steve Bubalo Construction Company for supply and installation of equipment for a traffic Video Detection System (VDS) required by Los Angeles Department of Transportation (LADOT), in the amount of \$567,554, increasing the total contract value from \$11,439,000 to \$12,006,554; and
  
- B. APPROVING an increase in Contract Modification Authority (CMA) to Contract C1153, Advanced Utility Relocations (Westwood/UCLA Station), increasing the current CMA from \$1,143,900 to \$2,287,800.

**ISSUE**

Contract C1153 is a firm fixed price contract to re-locate underground LADWP Power and Water utilities in advance of the Westside Purple Line Extension Section 3 Project (Project) Design/Build Contracts C1151 Tunnels and C1152 Stations, Trackwork, Systems and Testing.

A VDS is required by LADOT to be installed to facilitate traffic management while work on this Contract is performed on heavily traveled streets in the Westwood/UCLA area.

The approval of additional CMA will allow staff to continue to process contract modifications to Contract C1153 in a timely manner and avoid costly construction delays to the Design/Builders for the Project, which is dependent on the timely completion of the advanced utility relocation work.

## **BACKGROUND**

The Project consists of approximately 2.59 miles of twin-bored tunnels and two underground stations located at Westwood/UCLA and Westwood/VA Hospital.

Contract C1153 provides for advanced utility relocations where existing water and power utilities are in conflict with the construction of the future Westwood/UCLA Station. The future station is to be constructed utilizing the cut and cover construction method, with the station structural box decked over for maintaining traffic during construction. The VDS must be operational prior the installation of piles and traffic decking during station construction because it will replace the loop detectors embedded in the existing pavement for controlling traffic signals.

During the preparation of Contract C1153 bid documents, it was anticipated that LADOT would require a VDS to be supplied and installed by the C1151 Tunnel Contractor ahead of the Westwood/UCLA Station end-wall piling work, rather than ahead of the advanced utility relocation work currently being performed under Contract C1153. LADOT requested this change to the requirement after Contract C1153 had been awarded because of the number of loop detectors that would be impacted by trenching for the utility work. The VDS will be used, not only during the duration of Contract C1153, but also for the next eight years during construction of the Project. Therefore, this action is to move the installation earlier, enabling the benefits of the system to be in place at an earlier time.

Contract C1153 was awarded to Steve Bubalo Construction Company on October 25, 2017 at a value of \$11,439,000. The standard CMA of 10% was applied to the award value. Staff is requesting an increase to the CMA of an additional 10% of the contract award value, in the amount of \$1,143,900 to cover potential contract modifications likely to occur resulting from differing underground site conditions related to work on existing underground utilities and possible changes requested by utility companies. CMA will be utilized until such time that a Life-of-Project (LOP) Budget is established by the Board, at which point the CEO will have authority to negotiate and execute contract modifications up to the LOP Budget, in accordance with authority delegated by the Board in January 2018 for all transit and regional rail capital projects program-wide.

## **DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

Funds required in fiscal year 2018 and fiscal year 2019 for the Board actions are included in Project 865523 Westside Purple Line Extension Section 3 Project, in Cost Center 8510 (Construction Project Management), and Account Number 53101 (Acquisition Building and Structure).

Since this is a multi-year Project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future years.

### Impact to Budget

The sources of funds for the recommended actions are Measure R 35% and Measure M 35%. The approved FY18 and FY19 budget is designated for the Westside Purple Line Extension Project and does not have an impact to operations funding sources. These funds were assumed in the Long Range Transportation Plan for the Westside Purple Line Extension Section 3 Project. The Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

### **ALTERNATIVES CONSIDERED**

The Board may decline to approve the recommended actions. This is not recommended as it may prevent and delay the completion of the advanced utility relocations required for the timely execution of the Project.

### **NEXT STEPS**

After the recommended Board actions are approved, Contract Modification No. 2 will be executed with the Steve Bubalo Construction Company.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification Authority (CMA) Summary  
Attachment C - DEOD Summary

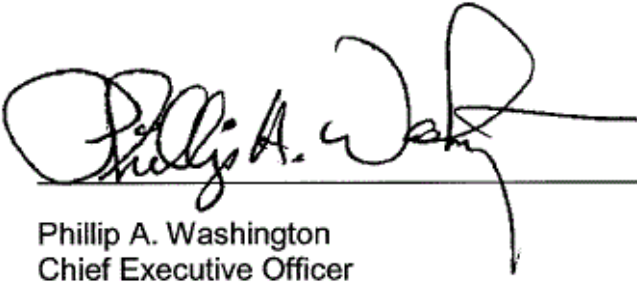
Prepared by:

Michael McKenna, Executive Officer, Project Management (213) 312-3132  
Rick Wilson, Executive Officer, Program Control (213) 312-3108  
Matthew Crow, Deputy Executive Officer, Project Management (213) 312-3144  
John Tor, Principal Contract Administrator, Vendor/Contract Management  
(213) 922-1032

Reviewed by:

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





Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

WESTSIDE PURPLE LINE EXTENSION SECTION 3 (WPLE3)  
ADVANCED UTILITY RELOCATION (AUR) / C1153

1.	<b>Contract Number:</b> C42807C1153		
2.	<b>Contractor:</b> Steve Bubalo Construction Company		
3.	<b>Mod. Work Description:</b> Board approval for Contract Modification to install Video Detection System (VDS) per LADOT.		
4.	<b>Contract Work Description:</b> Advanced Utility Relocations		
5.	<b>The following data is current as of</b> May 10, 2018		
6.	<b>Contract Completion Status:</b>		
	<b>Bids/Proposals Opened:</b>	7/17/17	<b>% Completion \$s:</b> 0%
	<b>Contract Awarded:</b>	10/2/17	<b>% Completion time:</b> 26%
	<b>NTP:</b>	1/2/18	<b>Original Contract Days:</b> 490
	<b>Original Complete Date:</b>	5/7/19	<b>Change Order Days:</b> 0
	<b>Current Est. Complete Date:</b>	5/7/19	<b>Suspended Days:</b> 0
	<b>Total Revised Days:</b>		
7.	<b>Financial Status:</b>		
	<b>Contract Award:</b>	\$11,439,000	
	<b>Total Contract Modifications Approved:</b>	\$0	
	<b>Current Contract Value:</b>	\$11,439,000	
	<b>Contract Administrator:</b> John Tor		
	<b>Telephone Number:</b> (213) 922-1031		
8.	<b>Project Manager:</b> Michael McKenna		<b>Telephone Number:</b> (213) 312-3132

**A. Contract Action Summary**

This Board action is to authorize the CEO to execute Contract Modification No. 2 with Steve Bubalo Construction Company (SBCC) for supply and installation of equipment for a traffic Video Detection System (VDS), and approve an increase in Contract Modification Authority (CMA).

The pending Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price performing to supply and install equipment for a Video Detection System (VDS) required by Los Angeles Department of Transportation.

Metro Chief Executive Officer approved the recommendation for award to Steve Bubalo Construction Company (SBCC), a General Engineering Contractor located in Monrovia, California, on October 2, 2017, in accordance with Public Utilities Code

(PUC) §130051.9c. SBCC was determined to be the lowest priced responsive responsible bidder and was awarded the DBB Contract on October 2, 2017. SBCC's price of \$11,439,000 was determined to be fair and reasonable, based on adequate price competition. The CMA of \$1,143,900 was established per Metro policy and procedures at ten percent of the awarded Contract Price.

Notice to Proceed was issued to Steve Bubalo Construction Company on Jan 2, 2018, with a Period of Performance of 490 Calendar Days.

Refer to Attachment B for modifications issued to date to add/delete work, and the proposed modification currently pending authorization.

**B. Cost/Price Analysis**

The recommended pricing for the pending changes has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations, in accordance with Metro policy and procedures. SBCC's proposed amount does not exceed the Metro independent cost estimate more than 5% and pursuant to Metro Administrative Code, Chapter 4-15, Section 4-15-030 D, the price proposed by the contractor shall be recommended to the Board of Directors.

<b>Item No.</b>	<b>Changes</b>	<b>Proposal amount</b>	<b>Metro ICE</b>	<b>Recommended amount</b>
Mod 2	VDS & TCP	\$567,554	\$538,532	\$567,554

## CONTRACT MODIFICATION/CHANGE ORDER LOG

**WESTSIDE PURPLE LINE SECTION 3 (WPLE3)  
ADVANCED UTILITY RELOCATION (AUR)  
CONTRACT NO. C1153**

Mod. no.	Description	Status (approved or pending)	Cost		
			Contract Value	Mods.	Board Approved CMA
N/A	Initial Award		\$11,439,000		\$1,143,900
1	Administrative- Typo Correction	Approved		\$0	
2	<b>Video Detection Software and Hardware Installation and Traffic Control Plan</b>	<b>Pending</b>		\$567,554	
Subtotal – Approved Modifications				\$0	\$
Subtotal – Pending Changes/Modifications				\$567,554	\$
<b>Subtotal Totals: Mods. + Pending Changes/Modifications</b>				<b>\$567,554</b>	<b>\$</b>
Subtotal – Pending Claims				\$0	\$
<b>Total: Mods + Pending Changes/Mods + Possible Claims</b>				<b>\$567,554</b>	<b>\$</b>
Previous Authorized CMA					\$1,143,900
CMA Necessary to Execute Pending Changes/Mods + Possible Claims					\$1,143,900
<b>Total CMA including this Action</b>					<b>\$2,287,800</b>
<b>CMA Remaining for Future Changes/Mods after this Action</b>					<b>\$2,287,800</b>

## DEOD SUMMARY

**WESTSIDE PURPLE LINE EXTENSION SECTION 3 (WPLE3)  
ADVANCED UTILITY RELOCATION (AUR) / C1153**

**A. Small Business Participation**

Steve Bubalo Construction Co. made an 18.48% Disadvantaged Business Enterprise (DBE) commitment. The project is 1% complete and the current DBE participation is 0%. The Notice to Proceed for this project was issued January 2, 2018, and subcontractors began working on the project in May of 2018. The Prime has committed to meeting or exceeding their DBE commitment.

<b>Small Business Commitment</b>	<b>DBE 18.48%</b>	<b>Small Business Participation</b>	<b>DBE 0%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>		<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Blackgold Development, Inc.(DBA AC Paving Company)	Hispanic American		3.93%	0%
2.	California Testing & Inspections, Inc.	Hispanic American Female		1.31%	0%
3.	G & C Equipment Corporation	African American		2.62%	0%
4.	Infra-Structure Aggregates, Inc.	Caucasian Female		0.88%	0%
5.	KLP Commercial, LLC	Native American Female		2.62%	0%
6.	Michael Bonsangue Jr. Trucking	Hispanic American		2.19%	0%
7.	Morgner Construction Management	Hispanic American Female		3.50%	0%
8.	Precision Engineering Surveyors, Inc.	Hispanic American		1.43%	0%
	<b>Total</b>			<b>18.48%</b>	<b>0%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

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

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars: This Contract falls under the United States Department of Transportation's (U.S. DOT) Local Hire Pilot Program.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**Board Report**

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**File #:** 2018-0361, **File Type:** Project**Agenda Number:** 48.

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**CONSTRUCTION COMMITTEE  
JUNE 21, 2018****SUBJECT: METRO BLUE LINE TRACK AND SYSTEM  
REFURBISHMENT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. REPROGRAMMING \$11,500,000 in funds previously reserved for Metro Blue Line Washington Siding Project from Mid-City Exposition Blvd LRT (CP 800113) to Metro Blue Line Track and System Refurbishment Project (CP 205115);
- B. INCREASING the Life of Project Budget (LOP) Budget for Metro Blue Line Track and System Refurbishment Project (CP 205115) by \$11,500,000 from \$90,779,817 to \$102,279,817; and
- C. AMEND the Fiscal Year 2019 (FY19) Budget for Metro Blue Line Track and System Refurbishment Project (CP 205115) to increase it by \$5,000,000 from \$44,581,402 to \$49,581,402.

**ISSUE**

In March 2018, the Metro Board of Directors approved the Life of Project (LOP) budget for the Metro Blue Line Track and Refurbishment project. This project, combined with the Metro Blue Line Resignaling and Willowbrook/Rosa Parks projects, are collectively known as the New Blue, an approximately \$330 million construction project targeted towards bringing the 27 year old Metro Blue Line into a state of good repair (SGR). The vast majority of the project begins in January 2019, when the Metro Blue Line undergoes a series of closures to accommodate the state of good repair improvements as well as the Willowbrook/Rosa Parks station improvement project. The New Blue effort is scheduled to be completed in August 2019.

During the March 2018 Board meeting, the Board requested a report back on customer-facing visual and aesthetic improvements that could also be conducted as part of the New Blue project. In addition, over the last several months staff has held numerous briefings and meetings regarding the New Blue program, and at nearly all of them, stakeholders have requested that in addition to the proposed SGR projects, staff should also include visual and aesthetic improvements directed

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towards the customer experience. This proposed action responds to those requests, and will give the project team sufficient budget to not only complete the required SGR projects, but also to include aesthetic/visual improvements to the Metro Blue line such as re-painting of all stations, visual upgrades including landscaping, passenger information, signage and wayfinding.

## **BACKGROUND**

The scope of work for the Metro Blue Line Track and Refurbishment portion of the New Blue largely entails state of good repair work typical of an operating railroad at its age, and includes work such as installation of new track and ductbanks, replacement of the entire overhead contact system (OCS), improvement of the Expo/Blue Line junction, and upgrading of two double crossovers at the 7th/Metro station. The LOP for this work does not include aesthetic/visual improvements, as such, additional funding is required.

### *Metro Blue Line Washington Siding Project*

The Washington Siding project was budgeted at \$12 million originally as part of the Expo Phase I project with the understanding that Metro would serve as the Lead Agency. The purpose of the project was to provide mid-day storage and light maintenance of light rail vehicles (LRVs) prior to the completion of a permanent facility. As a result, upon completion of Expo Phase 1, the Expo Authority transferred the budget for the Washington Siding project to the Expo Phase 2 budget. However, to date, limited funds have been expended on the Washington Siding project, yet \$11.5 million budget remains.

## **DISCUSSION**

Now that the 46-car Division 14 facility in Santa Monica is operational, Metro Operations has determined that the Washington Siding location for mid-day storage of LRV's is no longer practical. In addition, the proposed location of the Washington Siding project is now being considered as part of several study alignments for the West Santa Ana Branch project. Further, mid-day storage functions similar to what was proposed for Washington Siding can be accommodated upon completion of the 95th Street Siding which is part of the New Blue (Blue Line Resignaling Project). As such, moving forward with the Washington Siding project is no longer practical.

The Blue Line Track and Refurbishment improvement of the Expo/Blue Line junction, and upgrading of two double crossovers at the 7th/Metro station (estimated at more than \$12 million) benefit the Expo Line as well as the Blue Line. As a result, staff is recommending reprogramming of \$11.5 million for Washington Siding to the Blue Line Track & Refurbishment Project. This will provide a domino effect: The reprogramming of funds to those infrastructure improvements for the New Blue Project will 1) increase the LOP, 2) unencumber existing LOP funds, and 3) allow reallocation of those funds (previously identified for the junction and crossovers) for aesthetic/visual improvements.

### *Aesthetic/Visual Improvements*

At the request of the Board, staff has identified additional scope of work targeted towards the customer experience and visual improvements to the 27 year-old Metro Blue Line. A list of proposed



visual improvements is as follows:

- Repainting of all stations, light poles, and OCS poles
- All new signage, wayfinding equipment, and station identification infrastructure
- Re-landscaping of all station areas and park and ride lots
- Enhanced passenger information (digital map cases)

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on established safety standards.

### **FINANCIAL IMPACT**

Per previous Board action, all savings from the EXPO project will be redirected to the Westside Purple Line Section 2 project at such time as the EXPO project is closed out. Currently, the EXPO project is not closed out, therefore, for the reasons detailed above, staff recommends reprogramming funds previously identified for the Washington Siding project to the Metro Blue Line Track and System Refurbishment project.

On April 2018, the Expo Construction Authority (JPA) confirmed an exchange of \$16.6 million in order to turn back the EXPO project over to Metro. \$11.5 million of those funds are related to the Washington Siding. The JPA continues to review the remaining funds available affecting the Expo II project for future transfer to Metro. Staff proposes to use \$11.5 million of the eligible funding sources from the \$16.6M identified to date to support the increase proposed under this action.

This action will increase the Metro Blue Line Track and System Refurbishment LOP Budget (CP 205115) from \$90,779,817 to \$102,279,817, an \$11,500,000 increase. The FY19 budget will be amended by \$5,000,000 to include a portion of the effort scheduled for completion in FY19. Since this is a multi-year project, the Project Manager, Cost Center Manager, and Chief Program Management Officer will be responsible for budgeting the cost in future fiscal years

The expenditure plan for this work is included as Attachment A.

#### Impact to Budget

If recommendations A and B are approved, the \$11,500,000 LOP increase will be funded using Expo Phase I funds (CP 800113) previously allocated for the Washington Siding project. There is no impact to the FY18 budget. With the majority of the work scheduled to be done after January 2019, during the 8-month shutdown of the Blue Line, it is expected that one-half of the expenditures will be incurred in the second half of FY19, and the remaining balance in FY20. The sources of funds from the Expo I transfer require a review and reconciliation to confirm and allocate correct eligible funding sources per the recommendation. These sources may include Prop C25%, Prop A 35% and other local funding sources eligible to support the State of Good Repair efforts.

### **ALTERNATIVES CONSIDERED**

The Board may choose to not authorize this increase to the LOP Budget. This alternative is not recommended because rejection of the LOP budget increase will prevent staff from completing the proposed Metro Blue Line customer experience enhancements as part of the New Blue project.

### **NEXT STEPS**

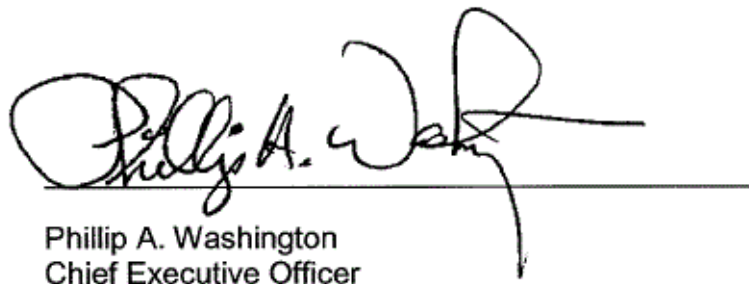
Upon approval of this action, staff will advance these visual improvements as part of the New Blue via execution of contract options (signage and OCS pole painting), contract task orders (landscaping), re-prioritization of existing contracts (digital map cases), and utilization of in-house labor (station painting). The work will start when the New Blue closures begin in January 2019, and will be completed when the New Blue re-opens for revenue service in August 2019.

### **ATTACHMENTS**

Attachment A - Project 205115 Funding and Expenditure Plan

Prepared by: James Wei, Deputy Executive Officer, Project Management, (213) 922-7528  
Tim Lindholm, Executive Officer, Capital Projects, (213) 922-7297

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



Phillip A. Washington  
Chief Executive Officer

**Project 205115  
Funding and Expenditure Plan**

**ATTACHMENT A**

<b>Use of Funds</b>	<b>FY19</b>	<b>FY20</b>	<b>Total</b>
<b>Construction Phase [From March 2018 Board Report]</b>			
Construction Contract	41,624,402	33,093,565	74,717,967
Design Support During Construction (DSDC)	100,000	40,000	140,000
Construction Management Consultants (CMC)	2,154,000	898,000	3,052,000
Special Conditions (3rd Party Agreements)	250,000	500,000	750,000
Agency Costs: Project Control, Procurement support, Safety Communications	453,000	188,000	641,000
Unallocated Project Contingency	-	11,498,850	11,498,850
Customer Experience and Contract Options [This action]	5,000,000	6,500,000	11,500,000
<b>Total</b>	<b>49,581,402</b>	<b>52,718,415</b>	<b>102,299,817</b>
<b>Source of Funds</b>			
Prop A 35%, Prop C 25%, and other local funding sources eligible to support State of Good Repair efforts	49,581,402	52,718,415	102,299,817
<b>Total Project Funding</b>	<b>49,581,402</b>	<b>52,718,415</b>	<b>102,299,817</b>



## Board Report

File #: 2018-0267, File Type: Contract

Agenda Number: 50.

### CONSTRUCTION COMMITTEE JUNE 21, 2018

**SUBJECT: SUPPLEMENTAL ENGINEERING SUPPORT (SES)  
SERVICES FOR BUS AND RAIL FACILITIES**

**ACTION: AWARD PROFESSIONAL SERVICES CONTRACT**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award a cost plus fixed fee Contract No. AE45752 to HDR | Maintenance Design Group (MDG), for Supplemental Engineering Support (SES) services for Bus and Rail Facilities for an amount not-to-exceed \$9,000,000 for the three-year base period, plus two one-year options in an amount not to exceed \$3,000,000 per option, for a Total Contract Value not to exceed \$15,000,000, subject to resolution of protest(s), and;
- B. APPROVING Contract Modification Authority specific to Contract No. AE45752 for 10% of the not-to-exceed award value.

#### **ISSUE**

Supplemental Engineering Support (SES) services are needed to assist the Program Management Department with the delivery of Metro's Capital Program for projects related to bus and rail facilities. These services will supplement Metro staff and provide technical resources and expertise to support the delivery of capital projects. The passing of Measure M has increased the workload of the Capital Projects group. SES services will provide Metro the flexibility to adjust its resources to implement and deliver necessary projects safely, on time, and within budget. In addition, the existing Facilities SES services Contract expires on June 30, 2018.

#### **DISCUSSION**

The Capital Projects Department within Program Management is responsible for the delivery of the projects in the Capital Improvement Program (CIP) with many of those projects supporting State of Good Repair (SOGR). With the recently approved Measure M program added to the already existing Measure R program, Metro is currently undertaking the largest transportation construction program in the nation, but it has also created an unprecedented challenge to project delivery. In terms of staff resources, SES services would assist the Capital Projects Department within Program Management with securing sufficient qualified resources across a wide spectrum of disciplines in a timely manner

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to manage and support the delivery of Board approved projects. The selected consultant would scale staff up or down depending on Metro's bus, rail, and other CIP needs. The Contract allows staff to efficiently and effectively augment Program Management staff as required to ensure the resources with the necessary technical expertise to design a project are available when needed.

Metro awarded three SES contracts in 2013: PS8510-3000 for Rail and Bus Maintenance, PS8510-3001 for Rail Systems Engineering, and PS8510-3002 for Rail Facilities and Third Party. All three were three-year contracts with two one-year options. Contract AE45752 will replace Contract PS8510-3000 which will expire June 30, 2018. Metro issued 20 Task Orders totaling over \$4.1 million under Contract PS8510-3000 for work related to many of its Operating Divisions including the design of a Building Maintenance Annex at Division 9, the design of a new roof at Division 2, and Maintenance and Transportation Building Renovations at Division 1. Recent Task Orders have also included a systemwide survey of Metro's vertical transportation.

The Bus and Rail Maintenance SES Contract will address the following services:

#### BUS DIVISIONS, CENTRAL MAINTENANCE FACILITY (CMF), BUS TERMINALS AND BUS STATIONS DESIGN SERVICES:

1. Industrial engineering, work flow analysis, and master planning for bus divisions, central maintenance facility, and bus stations.
2. Bus maintenance systems and equipment.
3. Bus cleaning and fueling systems and equipment.
4. Maintenance and Transportation operation building architectural and engineering, including civil, structural, mechanical electrical plumbing (MEP) and industrial engineering services.
5. Sustainability, commissioning, and LEED certification services.
6. Compressed Natural Gas (CNG) fueling, CNG detection system, and ventilation systems.
7. Electrical load analysis.
8. Storm water, sewer, and industrial process water systems.
9. Bus washer systems.
10. Energy conservation, energy audits, and renewable energy systems.
11. Site survey, geotechnical studies, and site utility assessments.
12. Heating, ventilation, and air conditioning design offices, maintenance shops and building per Title 24 energy codes, California State codes, and local codes.
13. Industrial ventilation design for maintenance shops and equipment rooms per local codes and Cal-OSHA, including administrative spaces, paint booths, welding area and CNG area.
14. Fire protection system.
15. CCTV and security system.
16. Electrical analysis for electrical buses.
17. Communication systems,
18. Emergency Generators and Uninterruptable Power Supply (UPS).
19. Lighting design.
20. Engineering design support during construction.
21. Other engineering work as required.

#### RAIL DIVISIONS, RAIL OPERATION CONTROL (ROC) FACILITY AND RAIL STATIONS DESIGN

SERVICES:

1. Architectural and civil, track, structural, MEP engineering for rail facilities.
2. Industrial engineering, work flow analysis, and master planning for new and existing equipment/systems/buildings.
3. Rail vehicle shop equipment such as car hoists, cranes, wheel truing machines, wheel press, turntable, blow down equipment, etc.
4. Rail car (LRT and HRT) cleaning system/equipment.
5. Electrical load analysis.
6. Coordination of electrical interface with facilities and systems.
7. Sustainability, commissioning, and LEED certification services.
8. Storm water, sewer, and industrial process water systems.
9. Energy conservation, energy audits and renewable energy systems.
10. Site survey work, geotechnical studies, and site utility assessments.
11. Industrial ventilation design for maintenance shops and equipment rooms per local codes and Cal-OSHA, including administrative spaces, body shop, paint shop/booths, welding shop, blow-down pit, etc.
12. Heating, ventilation, and air conditioning design for offices, shops, and building per Title 24 energy codes, California State codes, local codes.
13. Fire protection systems.
14. Fire/Life/Safety associated items.
15. Utility coordination, relocation and design.
16. CCTV and security surveillance systems.
17. Emergency generators and uninterruptable power supply (UPS).
18. Lighting design.
19. Renewable energy systems.
20. Engineering design support during construction.
21. Other engineering work as required.

**DETERMINATION OF SAFETY IMPACT**

Although this SES contract is not directly related to a specific safety issue, this Board action should have a positive impact on the safety of Metro's patrons and employees. The services provided via the SES contract will be to increase the effectiveness and efficiency of Metro's facilities, including, but not limited to, shop equipment, building systems, yard configurations, and controls to provide a safer working environment for employees.

**FINANCIAL IMPACT**

Approval of the recommendations will have no financial impact to the FY18 and FY19 budgets. As specific engineering design support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager.

Since this is a multi-year project, the Project Managers, Cost Center Managers, and the Chief Program Management Officer will be responsible for budgeting costs of task orders related to this

contract.

### Impact to Budget

There is no impact to the FY18 and FY19 Budgets as funds for this action will be included in the approved budget for each project. Most of the projects are funded with multiple sources of funds: federal and state grants, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

### ALTERNATIVES CONSIDERED

Staff considered three alternatives.

- 1) Solicit qualifications proposals for each individual task whenever the need or request arises. This alternative is not recommended because it would require extensive additional staff time to process each individual task. Each task order would essentially be a separate procurement. This would result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring services on a per-assignment basis would impose a significant additional burden on the Engineering, Capital Projects, and Vendor/Contract Management departments. Such a course of action is not deemed to be practical or cost effective.
- 2) Utilize existing engineering staff to provide the required technical support. This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major projects, capital improvement projects, and State of Good Repair projects. Due to these commitments, it is anticipated that the current staff would be challenged to provide the technical support necessary for upcoming capital projects which will be under concurrent development with already existing projects. If this second alternative is exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work. Such a course of action is not deemed to be practical or cost effective.
- 3) Extend the expiring SES contracts. This alternative would require staff to seek Board authority to extend the existing contracts and increase the Contract Modification Authority (CMA) of the anticipated work. Such a course of action is not in accordance with Metro policy of issuing new contracts periodically usually for a period of three to five years.

### NEXT STEPS

Upon Board approval, staff will complete the process to award and execute the SES contract in accordance with Metro Procurement Policies and Procedures. Specific task orders will then be issued on an as-needed basis.

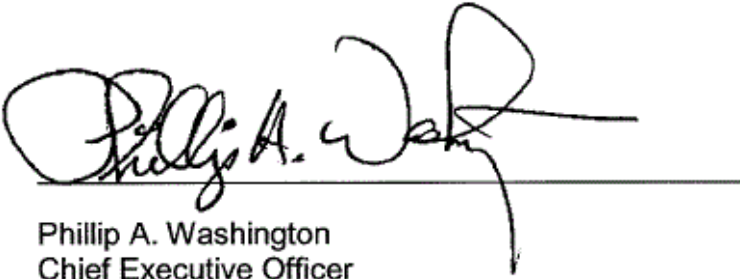
### ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - SES DEOD Summary

Prepared by: Tim Lindholm, Executive Officer, Capital Projects, (213)922-7297

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



Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

SUPPLEMENTAL ENGINEERING SERVICES (SES) FOR  
BUS AND RAIL FACILITIES / AE45752

1.	<b>Contract Number:</b> AE45752	
2.	<b>Recommended Vendor:</b> HDR   Maintenance Design Group (MDG)	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> September 7, 2017	
	<b>B. Advertised/Publicized:</b> August 29, 2017	
	<b>C. Pre-Proposal Conference:</b> September 15, 2017	
	<b>D. Proposals Due:</b> October 26, 2017	
	<b>E. Pre-Qualification Completed:</b> TBD	
	<b>F. Organizational Conflict of Interest Review Completed by Ethics:</b> October 30, 2017	
	<b>G. Protest Period End Date:</b> June 25, 2018	
5.	<b>Solicitations Picked up/Downloaded:</b> 101	<b>Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Rafael Vasquez	<b>Telephone Number:</b> 213.418-3036
7.	<b>Project Manager:</b> Andi Wang	<b>Telephone Number:</b> 213.922.4722

**A. Procurement Background**

This Board Action is to approve Contract No. AE45752 Supplemental Engineering Services for Bus and Rail Facilities (SES), to supplement Metro's Program Management department resources in providing services in architectural and engineering design for Metro bus and rail facilities related to capital improvement projects, engineering feasibility studies, code analysis and to develop a basis for design, support design review, check calculations, review and respond to RFI's, surveying services, geotechnical study and underground utility identification. The consultant will furnish all of the labor, materials, and other related items required to perform the services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and Periods of Performance. This SES contract will be supporting the Maintenance of Way (MOW), State of Good Repair, and Transit Asset Management, which are all projects that will see significant investment and a corresponding need for design services in the next three years. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was an Architectural and Engineering (A&E) qualifications based procurement process performed in accordance with Metro Procurement Policies and Procedures, and California Government Code Section 4525-4529.5 for A&E services to select the most qualified firm. The contract type is a cost plus fixed fee. The Contract is for a term of three years with two one-year options.

Two amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on October 2, 2017, clarified the Submittal Requirements and Evaluation Criteria; added GC-37B clause for Indemnification Design Professional Work, revised Scope of Services, including DBE goal requirements due to federal funding, and deleting SBE goal requirements.
- Amendment No. 2, issued on October 10, 2017, added Certification of Compliance with Metro Lobby Ordinance No. 99-01 and Guidelines (Pro-Form 017);

A total of three proposals were received on October 26, 2017.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro Program Management Capital Improvements Projects was convened and conducted a comprehensive evaluation of the proposals received.

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

- |   |            |
|---|------------|
| • Experience and Capabilities of the Firms on the Consultant's Project Team | 30 percent |
| • Key Personnel's Skills and Experience                                     | 30 percent |
| • Effectiveness of Management Plan  | 20 percent |
| • Understanding of Work and Appropriateness of Approach for Implementation  | 20 percent |

The evaluation criteria were appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the Firms on the Consultant's Project Team and Key Personnel's Skills and Experience. This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

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

1. Gannett Fleming.
2. HDR | Maintenance Design Group.
3. PacRim Engineering.

From November 2017 through early March of 2018, the PET reviewed the three written qualification proposals. On December 19, 2017, the PET met with all three Proposers for oral presentations. The firms were given the opportunity to present on 1) Effectiveness of Management Plan, and 2) Understanding of Work and Appropriateness of Approach for Implementation.

The proposing firms had the opportunity to present their proposed project managers, key personnel and some of their key members, as well as respond to the PET's questions. In general, each Proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

During the evaluation process, Requests for Clarifications regarding the proposals were sent to the respective proposers. There were issues addressed consisting of qualifications, skills and experience of key personnel and the principal/lead positions as specified in the RFP Scope of Services.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management (V/CM), the recommended most qualified proposer's cost proposal was opened. V/CM completed its cost analysis and engaged in negotiations with the recommended proposer.

### Qualifications Summary of Recommended Firm:

The final scoring was based on evaluation of the written proposals as supported by oral presentations and clarifications received from the Proposers. The PET ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>HDR MDG</b>				
3	Experience and Capabilities of the Firms on the Consultant's Project Team	86.94	30%	26.08	
4	Key Personnel's Skills and Experience	88.39	30%	26.52	
5	Effectiveness of Management Plan	88.92	20%	17.78	
6	Understanding of Work and Appropriateness of Approach for Implementation	85.58	20%	17.12	
7	<b>Total</b>		<b>100.00%</b>	<b>87.50</b>	<b>1</b>

<b>8</b>	<b>GANNETT FLEMING</b>				
<b>9</b>	Experience and Capabilities of the Firms on the Consultant's Project Team	88.22	30%	26.47	
<b>10</b>	Key Personnel's Skills and Experience	86.11	30%	25.83	
<b>11</b>	Effectiveness of Management Plan	86.17	20%	17.23	
<b>12</b>	Understanding of Work and Appropriateness of Approach for Implementation	85.58	20%	17.12	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>86.65</b>	<b>2</b>
<b>14</b>	<b>PACRIM ENGINEERING</b>				
<b>15</b>	Experience and Capabilities of the Firms on the Consultant's Project Team	78.56	30%	23.57	
<b>16</b>	Key Personnel's Skills and Experience	77.06	30%	23.12	
<b>17</b>	Effectiveness of Management Plan	77.42	20%	15.48	
<b>18</b>	Understanding of Work and Appropriateness of Approach for Implementation	77.00	20%	15.40	
<b>19</b>	<b>Total</b>		<b>100.00%</b>	<b>77.57</b>	<b>3</b>

Weighted Scores are rounded up to the nearest second decimal point.

The evaluation performed by the PET determined HDR|MDG as the most qualified firm and team to provide Supplemental Engineering Services for Bus and Rail Facilities, as provided in the RFP Scope of Services. HDR|MDG demonstrated, through their written proposal and oral presentation, their ability to manage projects of a similar nature. The team is highly experienced in delivering similar task order based contracts with an excellent record in client satisfaction.

Members of the team providing services to Metro under other contracts may not be eligible to perform certain tasks under this Contract if their performance would result in an organizational conflict of interest, in accordance with Metro's Organizational Conflict of Interest policy.

### **C. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Procurement Policies and Procedures. The analysis includes, among other things, a comparison with similar firms, an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus

a fixed fee based on the total estimated cost for task orders during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

<b>Proposer Name</b>	<b>Proposal Estimate</b>	<b>Metro NTE Estimate</b>	<b>Recommended NTE amount</b>
HDR MDG	\$9,000,000 <sup>(1)</sup>	\$9,000,000 <sup>(2), (3)</sup>	\$9,000,000 <sup>(2), (4)</sup>

- (1) The proposal was for rates only and not a total cost since a total level of effort had not been established. The proposal is for a Not To-Exceed-Amount of \$9,000,000. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) FY '19 starts from July 1, 2018 thru June 30, 2019  
FY '20 starts from July 1, 2019 thru June 30, 2020  
FY '21 starts from July 1, 2020 thru June 30, 2021
- (3) The amount \$9,000,000 is NTE amount for the first three fiscal year contract base period.
- (4) The amount of \$9,000,000 is the Not to Exceed amount for the FY '19 –FY '21 period. Future work will be funded according to an Annual Work Program, on a two year basis. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

The Not-to-Exceed (NTE) estimate for the contract was developed by taking into account the value of Task Orders issued under previous Supplemental Engineering Services (SES) contracts. Previously, there was one SES contract for Bus Facilities and a second SES contract for Rail Facilities. This award is for both Bus and Rail Facilities.

**D. Background on Recommended Contractor**

Formerly known as Maintenance Design Group (MDG), LLC has been acquired by HDR Engineering, Inc. and going forward will be doing business as HDR | Maintenance Design Group.

Founded in 1995, Maintenance Design Group specialized in planning and design of vehicle and fleet operations and maintenance facilities. The firm employed close to 40 professionals in offices in Denver, Los Angeles, Minneapolis, Houston, Baltimore and Nashville.

For more than a century, HDR has provided engineering, architecture, and construction services. HDR has approximately 10,000 employees, in more than 225 locations around the world.

The HDR| MDG team has worked together for more than a decade. Projects the firms have collaborated on include the Sun Link Streetcar in Tucson, Arizona and the Kansas City Streetcar.

HDR | MDG team has a combined experience of over 20 projects for Metro, including the current SES Bus and Rail contracts. The team has specific bus and rail facility design experience and a history of successful project collaboration including Metro Division 14 Rail Operations and Maintenance Facility, Division 13 Bus Maintenance and Operations Facility, Division 7 Long-Term Programming and Site Analysis, Metro El Monte Transit Center Expansion, and Division 24 Metro Gold Line Operations Campus.

**DEOD SUMMARY**

**SUPPLEMENTAL ENGINEERING SERVICES (SES) FOR  
BUS AND RAIL FACILITIES / AE45752**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) goal for this solicitation.

HDR | Maintenance Design Group (MDG) formed a team that included DBE firms without schedules or specific dollar commitments prior the establishment of this Task Order Contract and has committed to meeting the 28% DBE goal.

In response to a task order request, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that task order. Overall DBE achievement in meeting the commitment will be determined based on the aggregate of actual DBE participation on all task orders awarded.

<b>Small Business Goal</b>	<b>28% DBE</b>	<b>Small Business Commitment</b>	<b>28% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Scope of Work</b>	<b>NAICS Codes</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Coast Surveying, Inc.	Surveying	<b>541370</b> - Surveying and Mapping (except Geophysical)	Hispanic American	TBD
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	Geotechnical Engineering	<b>541330</b> - Engineering Services <b>541380</b> – Testing Laboratories <b>541620</b> – Environmental Consulting Services	Hispanic American	TBD
3.	FPL and Associates, Inc.	Traffic and Civil Engineering	<b>541330</b> Engineering Services <b>541340</b> – Drafting Services	Asian Pacific American	TBD

4.	Katherine Padilla & Associates (KPA)	Community Outreach, Graphic Design	<b>541820</b> – Public Relations Agencies <b>541430</b> – Graphic Design <b>541611</b> - Admin. Mgmt. and Gen. Mgmt. Consulting Services	Hispanic American Female	TBD
5.	Miyamoto International, Inc.	Structural Engineering Services	<b>541330</b> - Engineering Services	Asian Pacific American	TBD
6.	Pacific Railway Enterprises	Railroad Signal and Communication Systems Design and Engineering Services	<b>541330</b> - Engineering Services <b>541340</b> – Drafting Services <b>541512</b> – Computer System Design Services	Caucasian Female	TBD
7.	SAA Associates	Planning, Design	<b>541310</b> – Architectural Services	African American	TBD
8.	W2 Design, Inc.	Civil and Utility Engineering, Stormwater Management	<b>541330</b> - Engineering Services <b>541340</b> – Drafting Services <b>541611</b> – Admin. Mgmt. and Gen. Mgmt. Consulting Services <b>541690</b> – Other Scientific and Technical Consulting Services	Asian Pacific American	TBD
<b>Total DBE Commitment</b>					<b>28.00%</b>

**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, construction management 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 #: 2018-0183, File Type: Contract

Agenda Number: 51.

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### AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JUNE 21, 2018

**SUBJECT: FREIGHT ADVANCED TRAVELER INFORMATION  
SYSTEM (FRATIS) MODERNIZATION**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a four year, firm fixed price Contract No. PS48950000 to Cambridge Systematics, Inc. for professional services in an amount not to exceed \$5,489,479.96, for the Freight Advanced Traveler Information System (FRATIS) Modernization project, subject to resolution of protest(s), if any.

#### **ISSUE**

In October 2017, staff informed the Board that Metro received a grant through the Federal Highway Administration (FHWA) Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program. On December 15, 2017, Metro entered into a cooperative agreement with FHWA and the California Department of Transportation (Caltrans) to secure the grant funds. Funds were authorized in March 2018. Upon approval by the Board, staff will execute the contract with the consultant and formally initiate the planning phase of the project.

#### **BACKGROUND**

The Port of Los Angeles (POLA) and the Port of Long Beach (POLB) collectively comprise the largest goods movement complex in North America, handling 40 percent of the nation's import traffic and 25 percent of the nation's export traffic. This volume of freight and the associated truck traffic is expected to more than double by 2035, resulting in severe congestion problems, including truck trip delays in and near the ports, as well as general traffic congestion on metropolitan area highways and arterials. This increased truck traffic and roadway congestion also generates negative regional impacts on air quality, noise, safety, and economic competitiveness.

Due to this congestion and air quality issues, Metro and Gateway Cities Council of Governments (GCCOG), identified drayage optimization applications, such as FRATIS, as a top priority to increase the efficiency of container movement. FRATIS provides trucking companies the ability to efficiently plan daily container pick-ups and drop-offs at the ports. These applications can reduce truck congestion, improve air quality, and lower the use of fossil fuel in the Los Angeles region. FHWA has

invested in two pilot projects for FRATIS in POLA and POLB in the past five years.

In June 2016, Metro Highway Program applied for the ATCMTD Program grants to expand and enhance FRATIS. In October 2016, Metro was selected as one of the eight successful national recipients for the ATCMTD Program funds. As part of this project, Metro is seeking to modernize and enhance the FRATIS platform that has been developed to date and explore connected vehicle technologies for freight trucks. Metro plans to leverage the concepts from previous phases of FRATIS to modernize and enhance the FRATIS platform and increase the number of active marine terminal operators (MTOs), trucking companies, and other stakeholder users. The enhancement of FRATIS will result in more efficient movement of goods in and around the ports and along the I-710 South corridor. Evaluation of FRATIS has demonstrated a reduction in trip time, reduction in stop time, and improvement in trip time reliability.

The project will follow the systems engineering process, as required by FHWA for Intelligent Transportation System (ITS) and technology projects. The selected contractor will prepare all the necessary reports, designs, and tests identified in the systems engineering requirements for review and approval by FHWA and Caltrans. Staff anticipates the project will take approximately 24 months for deployment and 24 months of performance monitoring and evaluation.

The FRATIS project is identified in the Board approved Measure R I-710 South Early Action project list in the amount of \$3,000,000, which is being used as the matching funds for the ATCMTD Program grant. The total project budget, including the ATCMTD grant, is \$6,000,000.

Metro, FHWA, and Caltrans entered into a cooperative agreement on December 15, 2017 to secure the grant funds and identify Metro's responsibilities. In addition, Metro obtained Authorization to Proceed (E-76) on March 8, 2018.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no adverse impact on the safety of Metro's patrons and employees.

### **FINANCIAL IMPACT**

Funding for the FRATIS project will be comprised of \$3,000,000 from FHWA ATCMTD Program grant matched with \$3,000,000 in Measure R I-710 South Early Action funds for a total project budget of \$6,000,000. For FY19, \$800,000 has been budgeted in Project 460316 (I-710 South Early Action Projects), Cost Center 4740 (Highway Program ITS), Account 50316 (Prof Tech Services).

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting costs in future years up to the approved Life of Project budget.

### **Impact to Budget:**

The source of funds for the Project is Measure R Highway Capital (20%) funds and FHWA ATCMTD

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Program funds. These funds are not eligible for bus or rail operations and are specific for this project. No other funds were considered.

### **ALTERNATIVES CONSIDERED**

No other practical alternative is available. The Fixing America's Surface Transportation (FAST) Act and the ATCMTD program have strict reporting requirements on the progress of the grant project. In addition, the cooperative agreement states that the project will be deployed and operated by July 2020. Delaying contract award would impact the implementation of the project, and may lead to the deobligation of the federal grant funds.

### **NEXT STEPS**

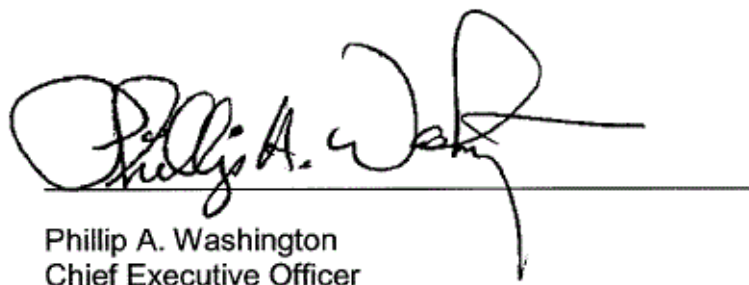
Upon approval by the Board, staff will execute the contract with Cambridge Systematics, Inc. and begin the planning studies and stakeholder coordination for the project.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Edward Alegre, Senior Manager, (213) 418-3287  
Steven Gota, Deputy Executive Officer, (213) 922-3043  
Abdollah Ansari, Senior Executive Officer, (213) 922-4781

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



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

FREIGHT ADVANCED TRAVELER INFORMATION  
SYSTEM (FRATIS) MODERNIZATION/PS48950000

1.	<b>Contract Number:</b> PS48950000	
2.	<b>Recommended Vendor:</b> Cambridge Systematics, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 12/27/17	
	<b>B. Advertised/Publicized:</b> 12/27/17	
	<b>C. Pre-Proposal Conference:</b> 01/08/18	
	<b>D. Proposals Due:</b> 02/14/18	
	<b>E. Pre-Qualification Completed:</b> 02/21/18	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 02/21/18	
	<b>G. Protest Period End Date:</b> 06/22/18	
5.	<b>Solicitations Picked up/Downloaded:</b> 76	<b>Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Andrew Conriquez	<b>Telephone Number:</b> (213) 922-3528
7.	<b>Project Manager:</b> Edward Alegre	<b>Telephone Number:</b> (213) 418-3287

**A. Procurement Background**

This Board Action is to approve Contract No. PS48950000 issued in support of the Freight Advanced Traveler Information System (FRATIS) Modernization Project. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.

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

- Amendment No. 1, issued on January 25, 2018, updated the Letter of Invitation, Section LOI-01: Notice of Invitation updated the requested number of proposal hard copies and electronic copies at time of submission;
- Amendment No. 2, issued on January 30, 2018, extended the proposal due date to February 14, 2018.

A pre-proposal conference was held on January 8, 2018 and was attended by 24 people representing 16 companies. There were 13 questions submitted and responses were released prior to the proposal due date.

A total of 76 firms downloaded the RFP and were included in the planholders list. On February 14, 2018, two proposals were received in response to the RFP.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |  |            |
|--|------------|
| • Experience and Qualifications of Firm                        | 20 percent |
| • Project Manager, Key Staff, Team Experience and Availability | 30 percent |
| • Understanding of the Work and Approach                       | 40 percent |
| • Cost   | 10 percent |

Several factors were considered when developing these weights, giving the greatest importance to Understanding of the Work and Approach.

Both proposals were determined to be within the competitive range and the firms are listed below in alphabetical order:

1. Cambridge Systematics, Inc.
2. ITS Roads

During the week of March 5, 2018, the PET met and interviewed the firms. The firm's project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also, each team highlighted its staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

At the conclusion of the evaluation process including oral presentations, Cambridge Systematics Inc. was determined to be the highest qualified firm in support of this project.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **Cambridge Systematics, Inc.**

Cambridge Systematics, Inc. is internationally recognized for state-of-the-industry data, models and forecasts for some of the world's most challenging and visible transportation projects.

The Cambridge Systematics, Inc. team has experience in Intelligent Transportation Systems (ITS), connected/automated vehicles (C/AV), freight operations and logistics, and system performance measurement. Also, Cambridge Systematics and its sub-consultants displayed extensive local knowledge and experience of the Los Angeles region.

Cambridge Systematics, Inc. led the Los Angeles Gateway Cities Technology Plan for Goods Movement, a study that explored how emerging technologies could improve the efficiency of goods movement with the areas of the ports. In 2013, Cambridge Systematics led the first FRATIS prototype in the nation for the United States Department of Transportation (USDOT) for the Los Angeles area.

In addition, Cambridge Systematics, Inc. deployed a FRATIS system in South Florida that consisted of an emergency response tool that provided notifications based upon road closures, port conditions, and status of supplies at emergency depots after natural disasters.

### **ITS Roads**

ITS Roads is a privately-held company founded in 2015 that provides engineering, design, consulting, and oversight services for various groups to create innovative solutions, overhaul legacy systems, and extend product lifecycles.

The ITS Roads team has more than two decades of experience innovating and building large-scale freight, tolling, and enforcement systems and has unique expertise from nearly a decade of work with USDOT crafting federal Connected and Automated Vehicle (C/AV) policies and technical guidance.

The ITS Roads team demonstrated experience in areas of ITS, connected/automated vehicles, freight operations and logistics, and systems engineering. The ITS Roads team has some local experience in the Los Angeles region through its sub-consultants. ITS Roads has not managed a contract of a similar size to the FRATIS Modernization Project.

Table below provides the scores in order of rank.

	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>1</b>	<b>Cambridge Systematics Inc.</b>				
<b>2</b>	Experience and Qualifications of Firm	90.83	20.00%	18.17	
<b>3</b>	Project Manager, Key Staff, Team Experience and Availability	86.44	30.00%	25.93	
<b>4</b>	Understanding of Work and Approach	88.83	40.00%	35.53	

5	Cost	100.00	10.00%	10.00	
6	<b>Total</b>		<b>100.00%</b>	<b>89.63</b>	<b>1</b>
7	<b>ITS Roads</b>				
8	Experience and Qualifications of Firm	75.50	20.00%	15.10	
9	Project Manager, Key Staff, Team Experience and Availability	81.44	30.00%	24.43	
10	Understanding of Work and Approach	81.17	40.00%	32.47	
11	Cost	97.00	10.00%	9.70	
12	<b>Total</b>		<b>100.00%</b>	<b>81.70</b>	<b>2</b>

### C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical analysis, fact finding and negotiations.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Award Amount</b>
1.	Cambridge Systematics Inc.	\$5,489,479.96	\$5,526,990	\$5,489,479.96
2.	ITS Roads	\$5,712,951.87	\$5,526,990	N/A

### D. Background on Recommended Contractor

The recommended firm, Cambridge Systematics, Inc., located in Medford, MA, has been in business since 1972 and has an office in the Los Angeles area. Cambridge Systematics, Inc. specializes in transportation, development, implementation, planning, analysis and technology applications. Cambridge Systematics' personnel have over 20 years of transportation experience and the firm is recognized nationally and locally for intermodal freight transportation planning, systems engineering, implementation, modeling and analysis expertise. In addition, the project manager has 29 years of experience in transportation projects and led the national development of the system requirements for USDOT FRATIS. The Cambridge Systematics team has extensive experience working with the local stakeholders, and knowledge of the goods movement issues at the ports and freeways/arterials.



DEOD SUMMARY

FREIGHT ADVANCED TRAVELER INFORMATION SYSTEM (FRATIS) MODERNIZATION/PS48950000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 14% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Cambridge Systematics, Inc. exceeded the goal by making a 14.03% DBE commitment.

<b>Small Business Goal</b>	<b>14% DBE</b>	<b>Small Business Commitment</b>	<b>14.03% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	OZ Engineering LLC	Hispanic American	7.10%
2.	Sutra Research	Hispanic American Female	6.93%
	<b>Total DBE Commitment</b>		<b>14.03%</b>

**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.

# What is FRATIS?



- An effective travel demand management system currently focused on trucks
- Uses traveler information systems to address specific freight needs
- Integrates various data sources:
  - 3<sup>rd</sup> Party Data for wait times at Ports
  - 511 for incident alerts and traffic
  - Caltrans/CHP road closures and restrictions
- Communication channel between truck operators, Ports dispatch, freight dispatch, and others.

# Benefits



- Manages truck traffic on freeways and arterials
- Improves flow of containers to and from the Distribution Centers
- Reduces turn time and waiting time at the Ports
- Improves fleet and driver utilization
- Increases the rate of on-time arrivals for appointments
- Improves productivity and efficiency of operations
- Reduces idling/congestion related air quality impacts



**Metro**

# Benefits to I-710



- Supplements capacity enhancements and operational improvement projects in the I-710 Corridor
- Addresses existing and projected truck traffic volumes
- Alleviates congestion on mainline and adjacent roads
- Contributes to air quality and public health improvements in the I-710 Corridor

# This Project



**Metro**

- Four-year Project
- FRATIS enhancements and modernization
- Stakeholder Engagement to determine user needs and requirements
- Deployment of 500 Trucks
- Connected Vehicle Applications Exploration
- Coordination with I-710 Improvement Projects
- Coordination with FHWA, Caltrans, and Local Stakeholders

# Activities to Date

- Expedited Schedule with FHWA and Caltrans for Project Approvals and Procurement
- Cooperative Agreement has been executed with FHWA and Caltrans in December 2017
- RFP was released in December 2017
- Authorization to Proceed (E-76) issued by FHWA and Caltrans in March 2018



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**File #:** 2018-0146, **File Type:** Contract

**Agenda Number:** 52.

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**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE  
JUNE 21, 2018**

**SUBJECT: I-710 SOUTH CORRIDOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to finalize the engineering and environmental work for the I-710 South Corridor Project in the not-to-exceed amount of \$7,249,919, increasing the total contract value from \$50,923,799 to \$58,173,718; and
- B. INCREASING Contract Modification Authority (CMA) to cover the cost of any unforeseen issues that may arise during the performance of the Contract in the amount of \$724,992; increasing the total CMA amount from \$2,521,000 to \$3,245,992.

**ISSUE**

Funding to complete the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Project Report and Advanced Preliminary Engineering was not included in the original contract budget or the subsequent budget amendments because the scope of the preferred alternative and the level of effort necessary to complete those documents were not known at that time.

Staff has now developed a statement of work and an independent cost estimate for the Contract Modification, which covers both engineering and environmental technical work associated with the preparation of the Final EIR/EIS, the Project Report, Advance Preliminary Engineering and documentation of the improvement projects in the Early Action Program.

**BACKGROUND**

The environmental process for the I-710 South Corridor Project was initiated in 2008. The Draft EIR/EIS was first circulated in 2012. In order to further minimize environmental impacts and address public concerns, the project alternatives were reformulated, additional studies were conducted between 2013 and 2016, and the updated Draft EIR/EIS was circulated in 2017.

Ultimately, at the March 1, 2018 Board Meeting, the Board adopted as amended Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project and directed staff to complete the Final EIR/EIS. Under two separate motions the Board provided additional direction to staff, including: 1) the development of an Early Action Program of projects that are consistent with the ultimate corridor improvements and can be implemented with minimal right of way impacts and with available funding; 2) initiation of a stakeholder working group to evaluate innovative technology and operational improvement scenarios that could be applied to the I-710; and 3) pursuit of funds for the proposed Zero Emission Truck Deployment Program. (See Attachment D)

## **DISCUSSION**

A summary of the work plan for the requested contract modification is provided below.

### **Work Element #1** - Final EIR/EIS and Project Report

Completion of responses to comments and preparation of the final environmental document, preparation of the Project Report (PR) which documents Caltrans' approval of the Project.

Schedule: June 2018 - December 2018

Lead: Metro

The schedule for completion of the FEIR/FEIS is dependent upon agency review and approval process. Every effort is being made to accelerate the process.

### **Work Element #2** - Early Action Program - Program Development and Advance Preliminary Engineering

Develop a list of potential projects for the Early Action Program and prepare Advance Planning Studies, Preliminary Site Investigations and any required geometric updates/refinements for those projects.

Schedule: May 2018 - April 2019

Lead: Metro

### **Work Element #3** - Programmatic Components of the Project

Develop objectives, institutional arrangements, requirements, guidelines, funding criteria, recommendations, and additional physical and operational definition related to key programs included in the Preferred Alternative: Zero Emission Truck Program, Arterial Congestion Relief Program, and Community Health/Benefit Program.

Schedule: June 2018 - October 2018

Lead: Partnership of Metro and various agencies/entities

## **DETERMINATION OF SAFETY IMPACT**



Performance of the proposed contract modification will have no negative impact on the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding for the necessary work to complete the I-710 South Final EIR/EIS is included in the \$7,150,000 shown in Metro's FY19 budget in Cost Center 4720 (Highway Program), Project 462316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical), Task 5.2.100. Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will continue to be responsible for budgeting any remaining costs in future fiscal years.

#### Impact to Budget

The source of funds for this project will be Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to approve the Contract Modification. This option is not recommended. Completing the environmental document for the project is a necessary step in development and implementation of the improvements described in Measure R and Measure M for the corridor.

### **NEXT STEPS**

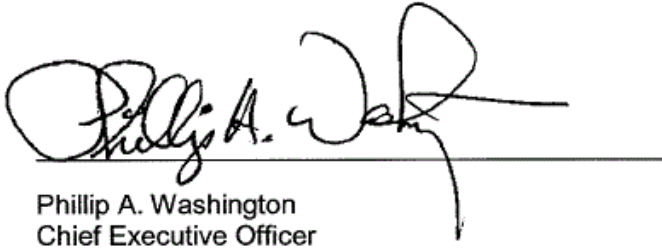
Additional efforts related to the Board's policy recommendations from Motion 22.1, 5.1 and 5.2 that go beyond the scope of the Project and the environmental document will be addressed and reported separately.

### **ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - February 2018 Board Motions

Prepared by: Ernesto Chaves, Sr. Director, Highway Program, (213) 922-7343  
Abdollah Ansari, Sr. Executive Officer, Highway Program, (213) 922-4781  
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Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051  
Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS SCOPE, BUDGET AND SCHEDULE/  
PS4340-1939

1.	<b>Contract Number:</b> PS4340-1939		
2.	<b>Contractor:</b> URS Corporation ( an AECOM Entity)		
3.	<b>Mod. Work Description:</b> I-710 EIR/EIS Prepare: FEIR/FEIS/FPR and Advanced PE		
4.	<b>Contract Work Description:</b> I-710 Corridor EIR/EIS Engineering and Environmental Component		
5.	<b>The following data is current as of:</b> 05/23/18		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	07/26/2018	<b>Contract Award Amount:</b> \$22,686,314
	<b>Notice to Proceed (NTP):</b>	03/31/2008	<b>Total of Modifications Approved:</b> \$28,237,485
	<b>Original Complete Date:</b>	07/31/2018	<b>Pending Modifications (including this action):</b> \$7,249,919
	<b>Current Est. Complete Date:</b>	09/30/2019	<b>Current Contract Value (with this action):</b> \$58,173,718
7.	<b>Contract Administrator:</b> Adrian Ziemer		<b>Telephone Number:</b> 213-922-1109
8.	<b>Project Manager:</b> Ernesto Chaves		<b>Telephone Number:</b> 213-418-3142

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 22 issued in support of the Final EIR/EIS, Project Report and Advanced Preliminary Engineering. This Modification covers both engineering and environmental technical work associated with the preparation of the Final EIR/EIS, the Project Report, Advance Preliminary Engineering and documentation of the improvement projects in the Initial Stage Program (previously identified as Early Action Program).

This Contract Modification is processed in accordance with Metro's Acquisition Policy, Procedures, and contract type, which is a cost plus fixed fee.

A total of 21 modifications have been executed to date. For details, please refer to Attachment B – Contract Modification/Change Order Log.

**B. Cost Analysis**

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

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$9,931,033	\$8,011,195	\$7,249,919

## CONTRACT MODIFICATION/CHANGE ORDER LOG

I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS  
SCOPE, BUDGET, AND SCHEDULE / PS4340-1939

Mod. No.	Description	Date	Status	Amount
1.	Added New DBE/ and updated Project Manager	5/20/08	Approved	\$0.00
2.	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	1/15/09	Approved	\$53,599
3.	Revised SOW – Utility Design	10/29/09	Approved	\$299,193
4.	Revised SOW – to include additional Traffic Studies	1/25/10	Approved	\$78,019
5.	Revised SOW – Enhanced Landscape Design Services	02/22/10	Approved	\$254,947
6.	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	10/20/10	Approved	\$484,017
7.	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, visual impact analysis, meeting support, project management support, tolling alternatives, utility strategy alternatives analysis	1/5/11	Approved	\$4,001,672
8.	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	5/23/11	Approved	\$1,339,228
9.	Supplemental SOW – Traffic Simulation Model	04/23/12	Approved	\$324,339
10.	Supplemental Environmental Analyses for the I-710 Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change	04/24/12	Approved	\$0.00
11a.	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	11/30/12	Approved	\$0.00
12.	Revised SOW incorporating project changes, changes in state and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	1/24/13	Approved	\$9,190,276
13.	Supplemental Work -Augment public officials, and staff oversight coordination	1/13/14	Approved	\$69,791
14.	Period of Performance Extension	6/29/15	Approved	\$0.00
15.	Period of Performance Extension December 31, 2015	9/21/15	Approved	\$0.00
16.	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	10/22/2015	Approved	\$7,012,735
17.	Supplemental Statement of Work & Period Performance Extension to July 2017	01/28/2016	Approved	\$3,729,598
18.	Budget adjustments and extension of expiration date to	04/25/2017	Approved	\$0.00

	July 31, 2018. No Cost.			
19.	Supplemental SOW. Increased funding for Tasks 5 and 7	10/25/2017	Approved	\$496,821
20.	Supplemental SOW. Increased funding for Tasks 8	12/05/2017	Approved	\$494,485
21.	Supplemental SOW. Increased funding for Tasks 1 and 2	01/15/2018	Approved	\$408,765
22.	Supplemental SOW adding additional environmental and engineering scope and services.	06/28/2018	Pending	\$7,249,919
	<b>Modification Total</b>			\$35,487,404
	<b>Original Contract</b>	1/28/08	Approved	\$22,686,314
	<b>Total:</b>			<b>\$58,173,718</b>

## DEOD SUMMARY

I-710 CORRIDOR PROJECT EIR/EIS ENVIRONMENTAL AND ENGINEERING  
COMPONENT/ PS4340-1939**A. Small Business Participation**

URS Corporation (an AECOM Entity) made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. The project is 97% complete. URS Corporation is currently exceeding their commitment with a DBE participation of 11.28%.

As a demonstration of their ongoing efforts to increase DBE participation, URS Corporation made a 13.92% commitment to existing DBE firms for proposed contract modification 22. This is projected to increase URS Corporation's overall DBE participation by an additional 1.78%.

<b>Small Business Commitment</b>	<b>DBE 9.56%</b>	<b>Small Business Participation</b>	<b>DBE 11.28%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Civil Works Engineers, Inc.	Caucasian Female	3.11%	3.29%
2.	J M D Engineering, Inc.	African American	2.76%	1.38%
3.	Tatsumi and Partners, Inc.	Asian Pacific American	0.79%	2.06%
4.	Wagner Engineering & Survey	Caucasian Female	2.90%	1.36%
5.	Wiltec	African American	Added	0.29%
6.	D'Leon Consulting Engineers Corp.	Hispanic American	Added	0.70%
7.	MBI Media	Caucasian Female	Added	0.52%
8.	Galvin Preservation Associates Inc. (2 <sup>nd</sup> Tier)	Caucasian Female	Added	0.51%
9.	Epic Land Solutions, Inc.	Caucasian Female	Added	0.69%
10.	Network Public Affairs, LLC	Caucasian Female	Added	0.22%
11.	PacRim Engineering Inc.	Asian Pacific American	Added	0.12%
12.	Pan Environmental,	Asian Pacific	Added	0.14%

	Inc.	Female		
		<b>Total</b>	<b>9.56%</b>	<b>11.28%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



## **MOTION BY HAHN, SOLIS, GARCIA, AND DUPONT-WALKER**

Metro Board Meeting  
Thursday, March 01, 2018

### **Re: Item 5.1 - I-710 South EIR/EIS Project**

The 710 Freeway is a major transportation corridor not only for daily commuters, but also for freight movement from the Ports of Los Angeles and Long Beach to the nation. While “goods movement” is a major economic driver for our region, it comes at a high cost for the many communities and residents along the 19 mile freeway. For many years, children and adults alike have suffered from serious health issues as a result of the pollution emitted by the trucks delivering freight inland, and neighborhoods have been severely impacted by congestion and traffic. This freeway is known as the “diesel death zone.”

For 15 years, Metro has partnered with Caltrans, the Gateway Cities Council of Governments, the Ports, the individual cities along the 710, community activists and others, to develop different ‘alternatives’ to re-imagine the 710 in a way that balances commerce and environmental responsibility.

There are now three alternatives for the Metro Board to choose from: “No Build”, “5c” and “7.” Both include a funding target of \$100 million for the purchase of “Near Zero” (NZE) or “Zero” emission (ZE) trucks that would travel on the 710 corridor. Yet, according to AQMD, even taking into consideration either build alternative, “the region will need substantial additional emission reductions to attain the National Ambient Air Quality Standards.” Additionally, Metro has reported that greenhouse gas tailpipe emissions would be reduced by nearly the same levels for either alternative.

Dedicating the funding exclusively to “zero emission” technology once is available and requiring only ZE vehicles be allowed - once they are constructed - could improve air quality standards significantly. The technology for long haul trucks that would emit NO poisonous fumes is emerging quickly, as exhibited by leading auto manufacturers such as Tesla and Daimler AG. Freeways in China, Israel and Norway are being constructed to have electric chargers embedded under the pavement, thus enabling electric vehicles – both cars and long haul trucks – to charge their batteries as they are moving. This significant investment by Metro can be a game-changing accelerator of “zero emission” technology, eliminating the need to subsidize “near zero” emission vehicles.

The future 710 freeway must not be a “diesel death zone” but a corridor where freight can be moved quickly without impairing the health of communities alongside the 710 Freeway. Both can be achieved.

**SUBJECT: REVISED MOTION BY DIRECTORS HAHN, SOLIS,  
GARCIA, AND DUPONT-WALKER**

WE THEREFORE MOVE to direct the Metro CEO and Staff to, as part of, staff recommended Locally Preferred Alternative 5c:

- A. Change the Zero Emission/Near Zero Emission truck technology development program to the phased-in “Zero Emission Truck Technology Development Program.”
- B. Increase program funding target from \$100 million to \$200 million, and include in the Program incentives and grants investment in the acceleration of zero emission technology both for long hauling trucks and for freeway infrastructure, including but not limited to, “under the pavement” vehicle charging capacity as options to consider.
- ~~C.~~ Convene a working group comprised of the California Air Resources Board (CARB), California State Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (AQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, zero-emission industry experts and other key stakeholders to develop a policy recommendation for a full, zero-emission only, dedicated lane including, but not limited to “rechargeable roadways” on the entire 19 mile long stretch of the 710 freeway, ~~and include this as part of the final EIR/EIS document, presented in the September 2018 Metro board meeting.~~ as part of the reevaluation of the remaining elements of Alternative 5c, after the Early Action Projects have been completed.

## **MOTION BY SOLIS, GARCIA, RIDLEY-THOMAS, BUTTS, NAJARIAN, AND HAHN**

Metro Board Meeting  
Thursday, March 01, 2018

### **Re: Item 5.2 - I-710 South Corridor Project**

Local communities along the I-710 freeway are plagued with life-threatening health ailments resulting from traffic-related pollution in the corridor. As such, communities have been united and explicitly clear that existing conditions are simply unacceptable and they demand and deserve relief. Nevertheless, gaining consensus on a Locally Preferred Alternative for the I-710 South Corridor Project has been incredibly challenging due to limited right of way, public health concerns and sensitivities surrounding environmental and social justice issues.

After years of vigorous scientific environmental impact analysis, multiple engineering design variations, extensive community outreach, and thoroughly exploring all feasible alternatives, Metro staff has concluded that Alternative 5C is the most viable and cost-effective solution to maximize regional benefits related to safety, mobility, health and the environment while minimizing impacts to local communities. However, the air quality benefits proposed by Alt. 5C are largely contingent on substantial funding becoming available to deploy near-zero and zero-emission trucks to reduce pollutants such as diesel particulate matter, nitrogen oxide, carbon dioxide and others. Moreover, the regional mobility benefits rely on the assumption that passenger vehicle trips are transferred to the mainline freeway versus utilizing local arterials and residential streets, which helps alleviate “cut-through traffic” in surrounding communities. Unless these assumptions materialize the primary goals of this project may not come to fruition. It may be prudent to take a more modest approach to improving the I-710 South corridor.

An Alt. 5C Early Action Program presents an opportunity to utilize programmed funding to sequence and complete smaller scale projects over the next decade and realize incremental benefits as soon as possible.

Any deviation from implementing viable and reasonable solutions as soon as possible will only prolong the necessary relief and further place these communities at risk.

WE THEREFORE MOVE that the Board adopt Alternative 5C as the Locally Preferred Alternative for the I-710 South Corridor Project FEIR/FEIS (inclusive of Motion 22.1 from October 2015) and expedite the delivery of an Early Action Program (EAP) that emphasizes the following:

- A. Projects that deliver the most immediate and significant benefits related to safety, mobility and air quality;

- B. Projects that can be implemented with minimal or no displacement of residences, businesses, and sensitive land uses;
- C. Developing a local/targeted hiring policy that is applicable to any and all eligible funding sources;
- D. Conduct an operational performance analysis upon completion of the Early Action Program utilizing the most current State and local evaluation measures and standards to re-evaluate and re-validate the remaining elements of Alternative 5C, especially identifying opportunities to further reduce property impacts;
- E. Return to the board upon completion of the aforementioned directive to seek further consideration and authorization related to implementing the balance of improvements in Alternative 5C.

**FURTHER MOVE** that the Board direct the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning agencies, the Gateway Council of Governments and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors related to:

- A. Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to near-zero emission vehicles as soon as possible and outlines a transition to zero-emission vehicles as the cleanest, most reliable technology becomes available;
- B. Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs (example: rechargeable roadways), creative purchase/lease incentive programs, etc.;
- C. Develop and evaluate multiple scenarios for a comprehensive congestion demand management program, to be evaluated independently, that focuses on separating freight and non-freight vehicles (i.e. dedicated toll lanes) within the existing rights of way on freeways facilities throughout Los Angeles County with priority on Near-Zero and Zero-Emission vehicles;

- D. Develop an overarching transportation demand management (TDM) strategy consistent with the larger, previously approved TDM strategy development process that will minimize the impact of goods movements and people in the surrounding communities along the I-710 corridor.

**FURTHER MOVE** that the CEO works with the Gateway Cities Council of Governments to assess the effectiveness and recommend potential improvements to the community participation structure that was established for the environmental review period. Report back to the board in 120 days.

**FURTHER MOVE** that, as part of its NextGen Bus Study, Metro evaluate the feasibility of implementing high-frequency bus service in accordance with Motion 22.1 (October 2015).



## Board Report

File #: 2018-0234, File Type: Contract

Agenda Number: 53.

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### AD HOC CONGESTION HIGHWAY AND ROADS COMMITTEE JUNE 21, 2018

**SUBJECT: METRO EXPRESSLANES - ROADSIDE TOLL  
COLLECTION SYSTEM**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award firm fixed price Contract No. PS44478000 to Conduent State & Local Solutions, Inc. for implementing and maintaining an ExpressLanes roadside toll collection system in the amount of \$40,872,209 for the eight-year base period, with two, three-year options, in the amounts of \$9,244,429 and \$8,859,200, respectively, for a total of \$58,975,838, subject to resolution of protest(s), if any.

#### **ISSUE**

In 2010, Metro entered into Contract No. PS0922102333 (existing contract) with Atkinson Contractors, LP (Atkinson) to design, build, operate and maintain the I-10 and I-110 ExpressLanes. The existing contract is scheduled to expire on February 29, 2020, upon exercise of a final option year approved by the Board in January 2018 and an additional year of services to be authorized in a separate Board action.

Based on lessons learned and consistent with best practices in the tolling industry, Metro has split the services provided under the current contract into three separate procurements which are the back office system, roadside toll collection system, and customer service operations. The roadside toll collection system contract includes roadside equipment, dynamic pricing, trip building and other support functions.

The Board approved the back office system contract in January of 2018. In consideration of the existing contract's termination date, and recognition of the fact that the roadside toll collection system requires the longest development lead time after the back office system, this is the second of the three major ExpressLanes procurement contracts requiring Board approval. Staff is recommending award of this Contract for the roadside toll collection system, to enable Metro to develop and implement the new system and to ensure seamless operation of the ExpressLanes.

#### **DISCUSSION**

The roadside toll collection system encompasses the hardware and software systems in the field needed to support congestion pricing calculations and collection from customers in the ExpressLanes. Functions of the roadside toll collection system include transponder communications, image capturing and processing, dynamic pricing, and transaction processing. Since toll agencies have very specific business rules, rate policies, customer policies and standard operating procedures dictated by the agency or statute, each roadside toll collection system must be designed to conform to precisely specified requirements.

The existing contract and roadside toll collection system were designed with the goal of performing a one-year demonstration project. After over five years of operation, the existing system is reaching the end of its contract term.

The system and services under the new contract will incorporate the latest best-in-class tolling technologies capable of fulfilling the needs of the existing facilities over the next 8-14 years, with additional capacity for future growth to support additional ExpressLanes corridors as they are implemented. The new system will also support integration of the anticipated occupancy detection system.

This roadside toll collection system contract term and associated scope of work, which included over 1,600 requirements, was developed in collaboration with a team of consultants with tolling expertise. The recommended contract term is based on experience gained in five years of tolling, as well as the results of an Industry Forum.

Staff is recommending an eight-year base contract with two, three-year options for a total of fourteen years, which is consistent with the contract term for the previously awarded back office system.

Typical procurements have shorter contract terms in an effort to lower costs. This strategy works well when dealing with commodities or services that do not involve significant lead times for the procurement, development, testing, implementation and operations phases, and for projects where transitions from one vendor/contractor to another do not carry significant risk of extended service interruptions. Metro's roadside toll collection system diverges from these criteria for short contract terms, due to the roadside toll collection system's integral role in the toll collection process for ExpressLanes, coupled with the extensive scale and distribution of the subsystems and field equipment required to perform these functions.

More specifically, a roadside toll collection system requires a large capital investment for the equipment necessary to support electronic tolling. Due to the quantity of equipment required and the complexity associated with system integration, a significant amount of labor hours and corridor closures is required to bring a new roadside toll collection system online. Furthermore, careful coordination with Caltrans and other contractors is required during the transition from the existing contractor to the new one to ensure minimal service disruptions in the process. Industry experience has shown that a typical acquisition of a roadside toll collection system requires at least 30-36 months to complete. This places substantial burden on Metro staff with respect to time and resources, making the process cost-prohibitive to repeat at the standard procurement intervals. With a shorter contract term, the agency would be in a perpetual cycle of system procurement, integration, and data migration. Details on the typical procurement timeline for standard roadside toll collection

systems are provided below.

- Months 1-6: Review the existing statement of work's requirements and update to reflect tolling best practices and lessons learned.
- Months 7-18: Release RFP, review proposals (which are commonly over 500 pages each), interview, negotiate, seek Board approval, and award.
- Months 19-36: Perform design, implementation, data migration, and go-live.

The staff's recommendation for the roadside toll collection system contract term incorporates careful consideration of all these factors and constraints with respect to procurement, transition, integration, and deployment. A potential total contract term of fourteen years will allow Metro to fully realize the useful life of the system and obtain maximum return on investment. Furthermore, it typically takes at least a year of operation to comprehensively verify system reliability and achieve steady-state conditions. Therefore, at least three years is usually required from the award date before normal, stable operating conditions are achieved. For this reason, a shorter contract duration would lead to significant procedural inefficiencies, as the procurement process would need to be restarted almost immediately after the new vendor has been selected.

In summary, minimizing the number of vendor/system transitions for the roadside toll collection system reduces operating costs, avoids lane closures, and minimizes the risk of lost transactions and service disruptions that can arise during system transition.

The additional two, three-year options, which would each be brought back to the Board to seek approval to exercise the option at the appropriate time, will allow staff sufficient time to develop, advertise, award and implement a new system if warranted.

### **DETERMINATION OF SAFETY IMPACT**

The Board action will not have an impact on safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding for this Contract will come from toll revenues. The funds required for FY19 are included in the FY19 budget in Cost Center 2220, Project Numbers 307001 and 307002, Account 50316, Task 02.01.

Since this is a multi-year project, the cost center manager and Executive Officer of Congestion Reduction will be responsible for budgeting the cost in future years.

#### **Impact to Budget:**

The toll revenue fund is not eligible for bus and rail operating expenses outside of the ExpressLanes corridors. This action will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget.

### **ALTERNATIVES CONSIDERED**



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The Board may choose not to award and execute the Contract. This alternative is not recommended because services under the existing contract will lapse and the ExpressLanes program will be adversely affected.

The Board may choose to direct staff to develop and install the system using in-house resources. This alternative is not recommended since Metro staff does not currently possess sufficient expertise in developing, installing and maintain roadside tolling equipment, nor does it have the availability/capacity to do so.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. PS44478000 to Conduent State & Local Solutions, Inc. for the implementation and maintenance of the new ExpressLanes roadside toll collection system.

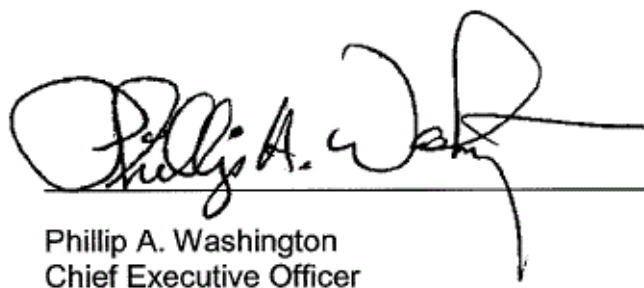
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Tim Lew, Sr. Transportation Planning Manager, (213) 418-3134  
Shahrazad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051  
Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## EXPRESSLANES - ROADSIDE TOLL COLLECTION SYSTEM (RTCS)/PS44478000

1.	<b>Contract Number: PS44478000</b>	
2.	<b>Recommended Vendor:</b> Conduent State & Local Solutions, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	A. <b>Issued:</b> August 15, 2017	
	B. <b>Advertised/Publicized:</b> August 15, 2017	
	C. <b>Pre-Proposal Conference:</b> August 30, 2017	
	D. <b>Proposals Due:</b> November 15, 2017	
	E. <b>Pre-Qualification Completed:</b> April 23, 2018	
	F. <b>Conflict of Interest Form Submitted to Ethics:</b> April 30, 2018	
	G. <b>Protest Period End Date:</b> June 22, 2018	
5.	<b>Solicitations Picked up/Downloaded:</b> 107	<b>Bids/Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> David Chia	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Timothy Lew	<b>Telephone Number:</b> (213) 418-3134

**A. Procurement Background**

This Board Action is to approve Contract No. PS44478000 issued in support of the Roadside Toll Collection System (RTCS) for Metro's ExpressLanes. Board approval of this contract award is subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a total SBE/DVBE goal of 23% (SBE 20% and DVBE 3%).

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

- Amendment No. 1, issued on August 23, 2017, updated the RFP Submittal Requirements;
- Amendment No. 2, issued on September 27, 2017, updated the Statement of Work and associated attachments, and Schedule of Quantities and Pricing Instructions;
- Amendment No. 3, issued on September 29, 2017, extended the proposal due date from October 18, 2017 to November 8, 2017;
- Amendment No. 4, issued on October 20, 2017, updated the RFP Submittal Requirements, Statement of Work and associated attachments, Work Completion Deliverable Schedule, Schedule of Quantities and Pricing Instructions;
- Amendment No. 5, issued on October 25, 2017, updated the Statement of Work;

- Amendment No. 6, issued on October 31, 2017, extended the proposal due date from November 8, 2017 to November 15, 2017; and
- Amendment No. 7, issued on November 3, 2017, updated the Statement of Work and attachments, Schedule of Quantities and Pricing Instructions.

A pre-proposal conference was held on August 30, 2017, and was attended by 27 participants representing 19 companies. There were 177 questions asked and responses were released prior to the proposal due date.

A total of 95 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on November 15, 2017.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET), consisting of LACMTA staff from the Congestion Reduction department and one external tolling industry expert from the Transportation Corridor Agencies (TCA) Tolling & Customer Information Systems, was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |  |            |
|--|------------|
| • Demonstrated Project Experience & Qualifications | 5 percent  |
| • Key Project Team Experience                      | 15 percent |
| • Approach to Statement of Work & Requirements     | 30 percent |
| • Approach to Project Plan & Implementation        | 20 percent |
| • Approach to Operations & Maintenance             | 15 percent |
| • Cost   | 15 percent |

The evaluation criteria are deemed appropriate for similar toll lane systems procurements. Several factors were considered when developing these weights, giving the greatest importance to the proposal's approach to the Statement of Work and project requirements.

During the period from November 21, 2017 through January 16, 2018, the PET completed its independent evaluation of the five proposals received. All five proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Conduent State & Local Solutions, Inc. (Conduent)
2. Emovis, S.A.S. (Emovis)
3. Kapsch TrafficCom USA, Inc. (Kapsch)
4. Neology, Inc. (Neology)
5. TransCore, LP (TransCore)

On January 16, 2018, oral presentations were conducted. During each firm's interview, project managers and key team members discussed their trip building process, transition process for moving the current legacy toll collection system to the new system, and schedule for completing all project requirements. All firms also responded to the PET's questions.

All firms responded to questions relating to their ability to provide adequate levels for staffing and resources, strategies to detect and troubleshoot systems issues, and methods for developing dynamic pricing algorithms. They responded to questions inquiring about their plans to ensure that the transition go-live date is met, their perceived project challenges, and the frequency and duration of lane closures for preventative maintenance.

A Best and Final Offer (BAFO) was requested from all five firms and the firms submitted their BAFOs by the due date of April 23, 2018.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **Conduent**

Conduent is a multinational business services company that specializes in the public transportation and mobility industry. Conduent demonstrated expertise in a number of transportation sectors, including roadside tolling infrastructure, toll collection functions and systems, and tolling systems maintenance and operations.

Conduent addressed all aspects of the Statement of Work, demonstrating a comprehensive understanding of project requirements. A multi-tiered architecture was recommended to address infrastructure needs, functionality needs, transition issues, and maintenance requirements. Conduent showed how different system components would be incorporated, connected, and integrated. These components included the automatic vehicle identification system, automatic vehicle detection system, license plate recognition system, digital video audit system, occupancy detection system, traffic detection system, dynamic message signage, and image review system. Unlike other firms, Conduent detailed the installation process, complete with equipment counts, locations, schedules, and other related information.

Conduent presented a dedicated team of qualified professionals. The project manager and deputy project manager would be available 100%. The proposed deputy project manager would be located locally to oversee project implementation.

#### **TransCore**

TransCore, which was recently awarded the contract for the ExpressLanes Back Office Systems, is a national toll and transportation leader with over 80 years of experience. It specializes in toll systems, customer services centers, intelligent transportation solutions, and intelligent transportation systems integration.

TransCore has supported numerous transportation agencies with toll systems installation, integration, and maintenance, including several California agencies. Those agencies include the Santa Clara Valley Transportation Authority, Metropolitan Transit Authority of Harris County, Texas, Texas Department of Transportation, Virginia Department of Transportation, Bay Area Infrastructure Financing Authority, and LACMTA.

TransCore demonstrated a strong understanding of project requirements. Notably, TransCore provided a sophisticated method for dynamically determining toll rates based on real-time traffic conditions. TransCore provided an effective method for identifying and isolating vehicle trips within express lanes and detailed an image review process that reduced the need for manual audits.

TransCore's proposal, however, lacked details of the installation process. It did not address which equipment would be removed and replaced, how installation crews would work in cycles, and how long each cycle would last.

TransCore did not detail maintenance procedures. It did not show how lane closures would be handled to repair equipment or how equipment failures would be reported, handled, and processed.

### **Neology**

Neology is a Southern California based tolling technology company. With over 200 patents and patent applications, Neology offers a spectrum of tolling technology solutions. Neology supports several transportation agencies with their toll system requirements including the Georgia State Road and Tollway Authority (GSTA), Riverside County Transportation Commission, and Orange County Transportation Authority.

Neology demonstrated a good understanding of project requirements. The firm detailed its ability to develop varied toll rates to accommodate different traffic scenarios. Neology highlighted its use of pricing strategies developed from the statistical analysis of traffic data and modeling of traffic patterns.

Neology, however, did not discuss important features of the digital message signage system. It did not detail how charges would be verified against signage displays; how errors would be detected, processed, and repaired; and how transaction issues arising from those errors would be reconciled and resolved. In addition, Neology did not identify which equipment would be removed and replaced.

### **Kapsch**

Kapsch is a provider of intelligent transportation systems across a wide range of transportation sectors that include tolling, urban access and parking, traffic management, road safety enforcement, commercial vehicle operations, and

electronic vehicle registration. Kapsch aids several transportation agencies in their toll system operations. In California, Kapsch supports the Golden Gate Transportation Bridge, Highway and Transportation District and Alameda County Transportation Commission with the transition from their legacy toll systems to the next generation toll system.

Kapsch demonstrated a good understanding of project requirements. The firm provided a comprehensive explanation of the vehicle signature recognition system. It detailed how the system will support trip creation, how it will validate license plates, and how it will correct license plate discrepancies with back-office systems.

Kapsch, however, did not elaborate on the traffic detection system. It did not address how hardware and software components would be integrated, how data would be directly viewed and accessed, and how equipment would be installed on gantry poles. Their proposal lacked sufficient details relating to the transition process.

### **Emovis**

Emovis is an international company that is a recognized industry leader in tolling systems and toll operations. Emovis has provided roadside toll collection systems services to numerous government agencies, including the M50 Toll Road in Ireland, Port Mann Bridge in British Columbia, Dartford Crossings and Mersey Gateway Bridge in the United Kingdom, and the Newport Pell Bridge in Rhode Island.

Emovis demonstrated a good understanding of many project requirements. The firm detailed the need to anticipate technological development and discussed upgrades, identified equipment obsolescence, and system advances.

Emovis, however, did not explain how features of the traffic detection worked, such as how traffic data would be collected, how traffic data would be used to develop toll pricing and travel time, and how frequent traffic data would be collected. Emovis also did not show how the system would detect incidents, display incident messages, and reconcile changes to toll rates and travel times. Details regarding how images would be reconciled, how automation would be implemented, and how analytics would be utilized to facilitate image review were missing.

### **Summary of Scores of Firms within the Competitive Range**

Set forth below is a summary of the scores in order of rank:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	<b>Conduent State &amp; Local Solutions, Inc.</b>				
2	Demonstrated Project Experience & Qualifications	70.83	5%	3.54	
3	Key Project Team Experience	88.33	15%	13.25	
4	Approach to Statement of Work & Requirements	68.25	30%	20.48	
5	Approach to Project Plan & Implementation	75.42	20%	15.08	
6	Approach to Operations & Maintenance	82.08	15%	12.31	
7	Cost	100.00	15%	15.00	
8	<b>Total</b>		100%	<b>79.66</b>	<b>1</b>
9	<b>TransCore, LP</b>				
10	Demonstrated Project Experience & Qualifications	88.33	5%	4.42	
11	Key Project Team Experience	85.00	15%	12.75	
12	Approach to Statement of Work & Requirements	69.92	30%	20.98	
13	Approach to Project Plan & Implementation	66.42	20%	13.28	
14	Approach to Operations & Maintenance	70.58	15%	10.59	
15	Cost	89.61	15%	13.44	
16	<b>Total</b>		100%	<b>75.46</b>	<b>2</b>
17	<b>Neology, Inc.</b>				
18	Demonstrated Project Experience & Qualifications	65.83	5%	3.29	
19	Key Project Team Experience	61.67	15%	9.25	
20	Approach to Statement of Work & Requirements	66.17	30%	19.85	
21	Approach to Project Plan & Implementation	51.83	20%	10.37	
22	Approach to Operations & Maintenance	62.33	15%	9.35	
23	Cost	83.21	15%	12.48	
24	<b>Total</b>		100%	<b>64.59</b>	<b>3</b>
25	<b>Kapsch TraffiCom USA, Inc.</b>				
26	Demonstrated Project Experience & Qualifications	78.33	5%	3.92	
27	Key Project Team Experience	55.00	15%	8.25	
28	Approach to Statement of Work & Requirements	71.92	30%	21.58	

29	Approach to Project Plan & Implementation	40.50	20%	8.10	
30	Approach to Operations & Maintenance	47.17	15%	7.08	
31	Cost	75.77	15%	11.37	
32	<b>Total</b>		100%	<b>60.30</b>	<b>4</b>
33	<b>Emovis, S.A.S.</b>				
34	Demonstrated Project Experience & Qualifications	55.83	5%	2.79	
35	Key Project Team Experience	38.33	15%	5.75	
36	Approach to Statement of Work & Requirements	51.92	30%	15.58	
37	Approach to Project Plan & Implementation	70.58	20%	14.12	
38	Approach to Operations & Maintenance	52.58	15%	7.89	
39	Cost	83.97	15%	12.60	
40	<b>Total</b>		100%	<b>58.73</b>	<b>5</b>

### C. Cost Analysis

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

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Proposer BAFO</b>
1.	Conduent	\$84,203,206.00	\$56,017,994	\$58,975,838.13
2.	TransCore	\$76,582,252.00	\$56,017,994	\$65,816,578.58
3.	Emovis	\$80,770,536.63	\$56,017,994	\$70,235,668.80
4.	Neology	\$77,215,315.00	\$56,017,994	\$70,873,636.71
5.	Kapsch	\$78,849,542.00	\$56,017,994	\$77,833,895.00

The ICE focused on primary activities necessary for the design and installation of an integrated toll collection system. It excluded ancillary services such as CCTV monitoring, digital message signage monitoring, traffic detection monitoring, toll rate monitoring, and incident reporting. In contrast, BAFOs included all services for an operational toll collection system, including those ancillary services.

### D. Background on Recommended Contractor

The recommended firm, Conduent (previously Xerox State & Local Solutions, subcontractor to the current ExpressLanes operator, Atkinson Contractors, LP), is a business services company that specializes in the public transportation and mobility industry. It employs approximately 3,700 professionals and supports more than 1,700 government agency customers across the nation.



Conduent is an electronic toll collection (ETC) leader that is experienced in toll collection planning, design, construction, maintenance and operations, transaction processing, reporting, and reconciliation systems and services. It serves 25 tolling agencies across the country, supports 15 members of the E-ZPass electronic toll collection program, and processes 70% of the E-ZPass network's toll transactions. The proposed project manager is a Professional Engineer (PE) and Project Management Professional (PMP) with 15 years of transportation and tolling experience. He has implemented over 200 tolling lanes. His project experience includes the Los Angeles County Metropolitan Transportation Authority ExpressLanes, North Carolina Turnpike Authority AVI System Deployment, Port Authority of New York and New Jersey Strategic Lane Refresh, and Michigan Toll Bridge Software.

Key personnel possess a combined total experience of over 130 years. Their project experience includes the NCTA AVI Retrofit Implementation, Maryland E-ZPass, Alameda County Transportation Commission I-80 ICM Project, Delaware River Joint Tolls, and New Jersey Turnpike Authority Electronic Toll Collection and Open Road Tolling.

**DEOD SUMMARY**

**METRO EXPRESSLANES – ROADSIDE TOLL COLLECTION SYSTEM  
PS44478**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Conduent State & Local Solutions, Inc. exceeded the goal by making a 20.77% SBE and 4.08% DVBE commitment.

<b>SMALL BUSINESS GOAL</b>	<b>20% SBE 3% DVBE</b>	<b>SMALL BUSINESS COMMITMENT</b>	<b>20.77% SBE 4.08% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	West Coast Cable, Inc.	1.74%
2.	A Cone Zone, Inc.	4.60%
3.	Partners in Diversity, Inc.	13.81%
4.	TollPoint, LLC	0.62%
	<b>Total Commitment</b>	<b>20.77%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Converse Construction, Inc.	4.08%
	<b>Total Commitment</b>	<b>4.08%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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

Los Angeles County  
Metropolitan Transportation Authority

# **METRO EXPRESSLANES - ROADSIDE TOLL COLLECTION SYSTEM**

**Ad Hoc Congestion, Highway and Roads Committee  
JUNE 21, 2018**



**Metro**

# New Roadside Toll Collection System Contract

**AUTHORIZE the Chief Executive Officer to award firm fixed price Contract No. PS44478000 to Conduent State & Local Solutions, Inc. for implementing and maintaining an ExpressLanes roadside toll collection system in the amount of \$40,872,209 for the eight-year base period, with two, three-year options, in the amounts of \$9,244,429 and \$8,859,200, respectively, for a total of \$58,975,838, subject to resolution of protest(s), if any.**

- **Conduent Subcontractors**

- A Cone Zone Inc. (SBE)
- Converse Construction Inc. (DVBE)
- Kimley-Horn & Associates, Inc.
- P-Square Solutions, LLC
- Partners in Diversity Inc. (SBE)
- Toll Point, LLC (SBE)
- West Coast Cable Inc. (SBE)

- **SBE/ DVBE Participation**

- Goal Determination was 20% SBE/ 3% DVBE
- Recommended Contractor Commitment 20.77% SBE/ 4.08% DVBE



# New Roadside Toll Collection System Contract

- **Current Contract with Atkinson Contractors, LP to Design, Build, Operate & Maintain the I-10 and I-110 ExpressLanes**
  - **Demonstration Project**
    - Three-Year Base
    - Five, One-Year Options
- **Based on Best Practices**
  - **Seeking an Eight-Year Base Contract Term with 2 Three-Year Options**
    - SB 1298 Removed Sunset Date for ExpressLanes I-10 & I-110
    - Demonstration Period is Over
    - Consistent With the Previously Awarded Back Office System Contract Term
  - **Three Separate Contracts**
    - **Back Office System** (Approved by Board January 2018)
      - Transaction Processing
      - Customer Account Management
      - Payment and Toll Violation Processing
    - **Roadside Toll Collection System**
      - Equipment on the Corridors
      - Dynamic Pricing
      - Corridor Incident Monitoring
    - **ExpressLanes Customer Service Support** (Blackout Period)

# New Roadside Toll Collection System Contract

- **Contract Term**
  - **Eight-Year Base and Two, Three-Year Options**
    - Option Years Will Require Board Approval at the Appropriate Time
  - **Contract Term Recommendation reflects:**
    - Three Years Required to Re-procure and Implement System
    - Obtaining the Full Useful Life of Investment
    - Toll Industry Forum Recommendations for Contract Length
    - Other Agency Roadside Tolling Contract Lengths are Comparable

## Contract & Procurement Timeline

2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029	
1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half
			Go Live																				
	Start of 8 Year Base													End of 8 Year Base	Year Base	3 Year Option 1 (Total of 11 Years)							
			Start of 6.5 Year Operations																			Option Year 2	
														1 Year RFP Release/Award	1.5 Years Design, Install, Integration		3 Years Total						
											6 Months Dev Requirements							3 Year Re-procurement During Option 1					
																							Re-Procurement



# New Roadside Toll Collection System Contract

- **Received Five Proposals**
  - Conduent State & Local Solutions, Inc.
  - Emovis, S.A.S.
  - Kapsch TraffiCom USA, Inc.
  - Neology, Inc.
  - TransCore, LP
  
- **Evaluation Results**
  - Conduent State & Local Solutions is the Recommended Contractor
  - The Conduent Proposal was the Best Overall and the Lowest Cost

**Board Report**

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**File #:** 2018-0266, **File Type:** Contract**Agenda Number:** 54.

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**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE  
JUNE 21, 2018****SUBJECT: CONSULTANT SUPPORT FOR EXPRESSLANES  
OPERATIONS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a six-year, cost reimbursable plus fixed fee Contract No. PS48720000 to Cambria Solutions, Inc. (Cambria) in an amount not to exceed \$8,969,941.94 for Consultant Support services for ExpressLanes Operations, subject to resolution of protest(s), if any.

**ISSUE**

The ongoing operation and maintenance of the ExpressLanes is a complex task requiring technical skills across a range of disciplines/areas. The need for additional resources to supplement existing Metro staff is due in part to the upcoming migration to a next-generation suite of ExpressLanes systems and facilities including a new back office system (BOS), roadside toll collection system (RTCS), and ExpressLanes customer service center (CSC), with the peak of transition and migration activities expected to occur in 2019 and 2020. The additional support from experienced subject area experts spanning a wide range of specializations coupled with Metro staff expertise will enable sufficient levels of monitoring and oversight for the new BOS, RTCS, and CSC contractors during this critical period, and will ensure that any ExpressLanes issues or concerns that could otherwise impact performance and operations are expeditiously addressed and resolved.

While Metro staff possesses tolling expertise in many areas, the current capacity of staff would be significantly strained to perform the full set of oversight and monitoring functions required to support the transition, operation, and ongoing enhancement of ExpressLanes, with respect to both availability and areas of expertise. Among the specific functions and tasks that are particularly critical and require careful monitoring, oversight, and support are: compliance verification for all toll systems contractors; adoption of and transition to new transponder technologies; monitoring and analysis of the dynamic pricing algorithm; collection of toll system data to support performance monitoring; and proactive systems/equipment monitoring to minimize failures and customer impacts.

External consultants for vendor/system oversight and technical support services on managed lane and toll projects are common in the tolling industry, and fulfill an especially crucial role for agencies



with smaller staff sizes such as Metro's. Over time, additional personnel will be added to the ExpressLanes staff to reduce its dependency on support from external consultants for these functions. Since the receipt of tolling authority in the fall of 2014, ExpressLanes management has made progress toward this goal by filling a variety of crucial roles in the department that were formerly handled by consultants. Over the next few years, it is anticipated that staff expansion will continue as part of an ongoing initiative to broaden the in-house capabilities and capacity to effectively oversee, monitor, and manage the ExpressLanes, thereby reducing dependency on outside contractors to assist with technical oversight.

## **DISCUSSION**

The existing contract for technical oversight and support for the ExpressLanes is set to expire, necessitating approval of a new Contract to prevent any interruption in services. The new Contract will provide ongoing essential Consultant Support services for ExpressLanes Operations by providing:

- Assistance with verification of all toll system data for performance monitoring and analysis
- Support with ongoing evaluation of the functionality of the dynamic pricing algorithm
- Assistance with oversight and verification for any system changes implemented by the toll vendors
- Assistance with Customer Service Center Operations, which includes:
  - Monitoring of back office activities to ensure compliance with Standard Operating Procedures (SOPs)
  - Monitoring key performance elements related to customer account maintenance and violation processing
  - Verifying contractor compliance with performance standards and regulatory requirements
- Assistance with Roadside Toll Collection System operations and maintenance, which includes:
  - Reviewing the RTCS vendor's maintenance activities and processes
  - Monitoring lane system equipment availability and reliability
- Assistance with logistical support for vendor contracts
- Assistance with the set-up and monitoring of performance of an automated occupancy detection system
- Expert advice and oversight support for the transition from the existing Toll Operations and Maintenance contractor to three new contractors.
- Assistance with cost analyses and support for toll vendor activities, materials, deliverables, and services
- Support for verification and critical evaluation of deliverables and work products for the toll vendors
- Support for field testing, verification, and acceptance of systems, field infrastructure, and other toll system hardware

## **DETERMINATION OF SAFETY IMPACT**

The Board action will not have an impact on the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding for this Contract will come from toll revenues. The funds required for FY19 are included in the FY19 budget in Cost Center 2220, Project Numbers 307001 and 307002, Account 50316, Task 02.01.

Since this is a multi-year project, the cost center manager and Executive Officer of Congestion Reduction will be responsible for budgeting the cost in future years.

#### **Impact to Budget:**

The toll revenue fund is not eligible for bus and rail operating expenses outside of the ExpressLanes corridors. This action will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget, or the Measure R administration budget.

### **ALTERNATIVES CONSIDERED**

The Board may choose to utilize current Metro staff to perform the work. This alternative is not recommended. Though Metro staff possesses expertise in many areas, staff does not have adequate remaining availability to fulfill all of the roles and functions necessary to provide sufficient coverage of all the necessary ExpressLanes oversight and management services.

The Board may choose to hire full-time personnel to achieve sufficient levels of staffing to provide coverage for all roles and responsibilities associated with effectively monitoring and overseeing all aspects of ExpressLanes operations and contracts. This alternative is not recommended, as many aspects of these roles and functions require highly specialized knowledge that may be provided more comprehensively and more efficiently by a contractor with a wide range of subject area experts that may be referenced on demand and engaged as needed.

The Board may choose not to award and execute the Contract. This alternative is not recommended because it would result in reduced levels of service with respect to toll systems monitoring and management, contractor/vendor oversight and accountability, and general ExpressLanes operations and performance.

### **NEXT STEPS**

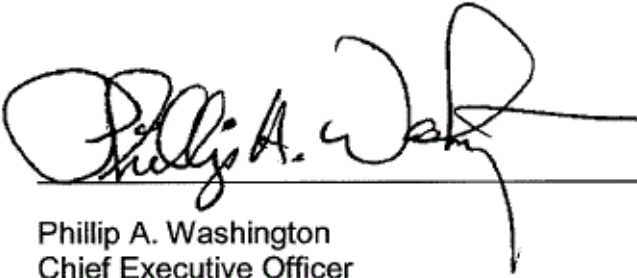
Upon Board approval, staff will execute Contract No. PS48720000 to Cambria Solutions, Inc. for consultant support services for ExpressLanes operations.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Robert Campbell, Transportation Planning Manager, (213) 418-3170  
Shahrzad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## CONSULTANT SUPPORT FOR EXPRESSLANES OPERATIONS/PS48720000

1.	<b>Contract Number:</b> PS48720000	
2.	<b>Recommended Vendor:</b> Cambria Solutions, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> December 4, 2017	
	<b>B. Advertised/Publicized:</b> December 4, 2017	
	<b>C. Pre-Proposal Conference:</b> December 8, 2017	
	<b>D. Proposals Due:</b> January 18, 2018	
	<b>E. Pre-Qualification Completed:</b> April 4, 2018	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> February 8, 2018	
	<b>G. Protest Period End Date:</b> June 22, 2018	
5.	<b>Solicitations Picked up/Downloaded:</b> 65	<b>Bids/Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> David Chia	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Robert Campbell	<b>Telephone Number:</b> (213) 418-3170

**A. Procurement Background**

This Board Action is to approve Contract No. PS48720000 issued in support of Consultant Support services for ExpressLanes Operations.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable plus fixed fee. This RFP was issued with a total SBE/DVBE goal of 18% (SBE 15% and DVBE 3%).

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

- Amendment No. 1, issued on January 5, 2018, updated and replaced the Statement of Work, the Labor Allocation Schedule, and the Requirements Conformance Matrix, and extended the proposal due date from January 16, 2018 to January 18, 2018.

A pre-proposal conference was held on December 8, 2017, and was attended by 10 participants representing eight companies. There were 11 questions, and responses were released prior to the proposal due date. A total of 61 firms downloaded the RFP and were registered on the planholders' list.

On January 18, 2018, one proposal was received from Cambria Solutions, Inc. (Cambria). Staff conducted a market survey to determine the reason(s) that there were no other proposals submitted. Staff reached out to 30 firms on the planholders' list. Responses from the firms included the following reasons: the work required was

not in their area of expertise, a lack of resources and time to submit a proposal, and difficulties forming teams suitable for performing the work required in the RFP.

During the solicitation phase, only Cambria requested a time extension to the RFP due date.

## **B. Evaluation of Proposals**

The Proposal Evaluation Team (PET), consisting of LACMTA internal staff from Congestion Reduction and Highway Programs ITS, was convened and a comprehensive technical evaluation of Cambria's proposal was conducted.

The proposal was evaluated based on the following evaluation criteria and weights:

- |  |            |
|--|------------|
| • Demonstrated Project Experience & Qualifications                                 | 10 percent |
| • Key Project Team Experience  | 15 percent |
| • Approach to Tasks 1, 2 and 11 (Administrative & Background)                      | 10 percent |
| • Approach Tasks 3 - 6 (Toll System Integration Contractor Oversight & Management) | 25 percent |
| • Approach to Tasks 7 - 10 (ExpressLanes Operations Oversight & Support)           | 25 percent |
| • Cost   | 15 percent |

Several factors were considered when developing these weights. The greatest importance was given to the proposal's approach to satisfying critical Tasks included in the Statement of Work, relating to toll system integration contractor oversight and management and ExpressLanes operations oversight and support.

During the period from January 24, 2018 through February 28, 2018, the PET completed its independent evaluation of Cambria's proposal, inclusive of an oral presentation.

During the interview, Cambria's project manager and key personnel discussed how its team is strategically positioned to fulfill contract requirements, what resources and skills it possesses, and what mechanisms it will put in place to monitor and control project costs.

Cambria responded to the PET's questions regarding the team's ability to implement data processing and analysis services, provide traffic analysis and simulation modeling services, and perform software development services. The team also elaborated on each personnel's specific role, responsibilities, and relevant past experience.

## **Qualifications Summary:**

### **Cambria**

Cambria is a firm that specializes in information technology (IT) and management consulting, and offers project management services and toll systems oversight services. Cambria has assembled a highly qualified team of toll project management specialists and toll services providers.

Cambria demonstrated substantial project experience by highlighting the team's experience in program management, contract compliance, systems integration/transitions, quality assurance, back-office system implementation/maintenance, customer service planning/operations, modeling, forecasting, financial advising, software computer support, and performance monitoring.

The Cambria team has supported a wide range of California managed lanes operators and members of the California Toll Operators Committee (CTOC), including the Metropolitan Transportation Commission, Bay Area Tolling Authority, Riverside County Transportation Commission, and San Diego Association of Governments.

Cambria presented a team of industry-leading professionals, subject matter experts, CTOC founders and advisors, and emphasized that key staff have worked together in similar capacities for over seven years. The team's expertise spans a wide range of highly relevant disciplines, including:

- Project management, contract oversight, requirements compliance, and schedule verification
- Financial analysis, cost forecasting, and audit support
- Field testing, integration testing, and transition support
- Legislative analysis, legal analysis, and risk analysis
- Inventory management, resource acquisition, and related technology
- Performance monitoring, dashboard preparation, reporting, and data analysis
- Transponder technology and industry best practices

Cambria elaborated on the team's knowledge of vendor and system transitions. It identified common transition issues and solutions. It presented a suite of proven strategies and methods for monitoring and tracking all activities associated with deployment and implementation. Cambria presented a methodology for providing cost and expense recommendations for ExpressLanes operations that utilizes certified staff trained to identify and resolve inefficiencies.

Cambria proposed a team of skilled and professional subcontractors including Jacobs Engineering Group (incumbent), HNTB Corporation, Acumen Building Enterprises (SBE) and Novis Technologies (DVBE).

Set forth below is a summary of the firm's score:

	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
1	<b>Cambria Solutions, Inc.</b>				
2	Demonstrated Project Experience & Qualifications	89.33	10%	8.93	
3	Key Project Team Experience	86.67	15%	13.00	
4	Approach to Tasks 1, 2 & 11	87.33	10%	8.73	
5	Approach to Tasks 3 - 6	89.60	25%	22.40	
6	Approach to Tasks 7-10	86.27	25%	21.57	
7	Cost	100.00	15%	15.00	
8	<b>Total</b>		<b>100%</b>	<b>89.63</b>	<b>1</b>

**C. Cost Analysis**

The recommended fully burdened negotiated unit rate structure for the labor classifications have been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, negotiations, and the proposer's best and final offer (BAFO).

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
1.	Cambria	\$11,944,662.94	\$8,843,075	\$8,969,941.94

**D. Background on Recommended Contractor**

The recommended firm, Cambria, is a nationwide IT and management consulting firm. Headquartered in Sacramento with a local office in Los Angeles, Cambria has nearly 14 years of systems implementation, operations, and oversight experience.

The proposed project manager is a Project Management Professional (PMP) with over 19 years of experience in program management, quality assurance, systems integration and implementation, organizational change management, technology assessment, IT strategic planning, and IT transformation. Key personnel possess over 100 years of combined experience in the tolling industry.

## DEOD SUMMARY

## CONSULTANT SUPPORT FOR EXPRESSLANES OPERATIONS/PS48720000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 15% Small Business Enterprise (SBE) and 3% Disabled Veterans Business Enterprise (DVBE) goal for this solicitation. Cambria Solutions exceeded the goal by making a 15.02% SBE and 3% DVBE commitment.

<b>Small Business Goal</b>	<b>15% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>15.02% SBE 3.00% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Acumen Building Enterprise, Inc.	15.02%
	<b>Total Commitment</b>	<b>15.02%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Novis Technologies	3.00%
	<b>Total Commitment</b>	<b>3.00%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this Contract.

**D. Project Labor Agreement/Construction Careers Policy**

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



# **METRO EXPRESSLANES**

## **Consultant Support for ExpressLanes Operations**

**Ad Hoc Congestion, Highway and Roads Committee**  
**JUNE 21, 2018**



**Metro**

# Consultant Support for ExpressLanes Operations

Authorize the CEO to award and execute a six year, cost reimbursable contract to Cambria Solutions, Inc. (Cambria) in the amount of \$8,969,941.94 for Consultant Support for ExpressLanes Operations.

- **Cambria Subcontractors**

- Acumen Building Enterprise Inc. (SBE)
- HNTB Corporation
- Jacobs Engineering Group Inc.
- Novis Technologies (DVBE)

- **SBE/ DVBE Participation**

- Goal Determination was 15% SBE/ 3% DVBE
- Recommended Contractor Commitment 15.02% SBE/ 3% DVBE

# Consultant Support for ExpressLanes Operations

- Metro seeks the services of a qualified consultant to support the development, integration and migration of the new tolling systems and provide supplemental technical oversight.
- Contracts for vendor/system oversight are common in the managed lanes and tolling industry.
- Contracting these expert advisory services provides access to a wide range of subject area experts.



Back Office System



Roadside Toll  
Collection System



Customer Service  
Center Operations

# Consultant Support for ExpressLanes Operations

- **Key Technical Skills**
  - Tolling Back Office, Roadside and Customer Support Systems
  - Dynamic Pricing Algorithms
  - System Migration, Transition and Testing
  - System Performance and Analysis
  - Occupancy Detection System
  - Compliance Auditing of Standard Operating Procedures
  - Software Requirements Development and Testing





## Board Report

File #: 2018-0352, File Type: Contract

Agenda Number: 58.

### REGULAR BOARD MEETING JUNE 28, 2018

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute:

- A. Modification No. 2 to Contract No. AE5999300 with WSP USA Inc. for technical services for the evaluation of the two northern alignments in the Draft Environmental Impact Statement/Environmental Impact Report in the amount of \$2,760,752, increasing the total contract value to \$12,405,244; and
- B. Modification No. 1 to Contract No. PS2492300 with Arellano Associates for outreach support for the augmented Community Participation Program as part of the evaluation of the two northern alignments in the Draft EIS/EIR in the amount of \$429,310, increasing the total contract value to \$922,203.

#### **ISSUE**

Board action is requested in order to execute the contract modifications for technical services and outreach support to proceed with the environmental analysis and remain on schedule per the Measure M groundbreaking date of Fiscal Year (FY) 2022.

#### **BACKGROUND**

The WSAB Project is a proposed light rail transit (LRT) line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County (LA County). South of downtown Los Angeles, a single alignment has been identified following existing right-of-way parallel to the Blue Line owned by Union Pacific, then along Randolph Avenue in the City of Huntington Park using Metro owned right-of-way (ROW), then following the San Pedro Subdivision Branch (owned by Port of Los Angeles and Port of Long Beach), to the eight-mile, Metro-owned, abandoned Pacific Electric ROW to the southern terminus in the City of Artesia. The WSAB Project would traverse a highly populated area, with high numbers of low-income and heavily transit-dependent residents. A primary goal of the Project is to improve mobility by connecting the communities of southeast LA County with the Metro rail network.

On May 24, 2018, the Board authorized carrying forward into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Concept E - Union Station via Alameda Underground and Concept G - Downtown Transit Core Underground. During the item discussion, Director Fasana asked that the environmental document evaluate the feasibility and need to have four (4)-car platforms. The Board deferred action to the June meeting on the recommended contract modifications which would authorize the Chief Executive Officer to execute Contract Modification No. 2 to WSP USA Inc. for technical services and Contract Modification No. 1 to Arellano Associates for outreach support.

## **DISCUSSION**

### **Technical Services Contract Modification No. 2**

The execution of Contract Modification No. 2 will allow the contractor to conduct additional analysis to the northern alignments, advance design work, update the technical reports to reflect the approved northern alignments evaluations, and complete the environmental document. This work will also address the additional analysis required in response to Director Fasana's motion.

### **Outreach Services Contract Modification No. 1**

The execution of Contract Modification No. 1 will allow the outreach contractor to continue implementing focused outreach services to the corridor communities in support of the environmental document.

## **DETERMINATION OF SAFETY IMPACT**

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts result from these Board actions.

## **FINANCIAL IMPACT**

The FY 2017-18 budget includes \$4,507,640 in Cost Center 4370 (Systemwide Team 3), Project 460201 (WSAB Corridor Admin) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

### **Impact to Budget**

The funding for this Project is from Measure R 35% and SB1 Local Partnership fund. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

## **ALTERNATIVES CONSIDERED**

The Board could decide not to approve the recommended contract modifications. This alternative is not recommended, as this would impact the Project's environmental clearance schedule and would

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delay the technical work required on the approved northern alignments and the planned updated scoping meetings to be held in summer 2018.

**NEXT STEPS**

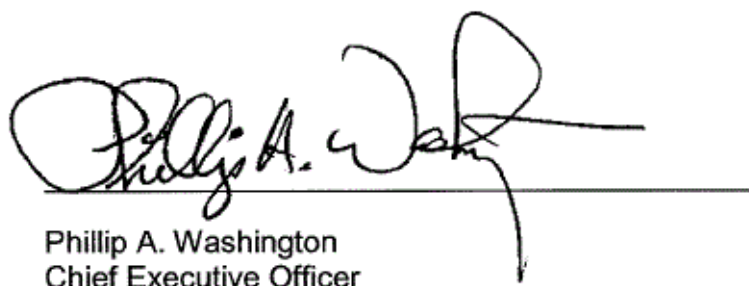
Upon Board approval, staff will execute the contract modifications with WSP for technical services and with Arellano Associates for outreach support services to continue to perform the necessary environmental analyses and outreach to complete the Draft EIS/EIR.

**ATTACHMENTS**

- Attachment A-1 - Procurement Summary AE5999300
- Attachment A-2 - Procurement Summary PS2492300
- Attachment B-1 - Contract Modification/Change Order Log AE5999300
- Attachment B-2 - Contract Modification/Change Order Log PS2492300
- Attachment C-1 - DEOD Summary for A-1
- Attachment C-2 - DEOD Summary for A-2

Prepared by: Teresa Wong, Senior Manager, Countywide Planning & Development, (213) 922-2854  
Laura Cornejo, DEO, Countywide Planning & Development, (213) 922-2885  
David Mieger, EO, Countywide Planning & Development, (213) 922-3040  
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

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



Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	<b>Contract Number:</b> AE5999300		
2.	<b>Contractor:</b> WSP USA Inc.		
3.	<b>Mod. Work Description:</b> Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS		
4.	<b>Contract Work Description:</b> West Santa Ana Branch Transit Corridor Technical Services		
5.	<b>The following data is current as of:</b> May 3, 2018		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	9/26/2016	<b>Contract Award Amount:</b> \$9,392,326
	<b>Notice to Proceed (NTP):</b>	6/26/2017	<b>Total of Modifications Approved:</b> \$252,166
	<b>Original Complete Date:</b>	9/30/2020	<b>Pending Modifications (including this action):</b> \$2,760,752
	<b>Current Est. Complete Date:</b>	9/30/2020	<b>Current Contract Value (with this action):</b> \$12,405,244
7.	<b>Contract Administrator:</b> Gina Romo		<b>Telephone Number:</b> (213) 922-7558
8.	<b>Project Manager:</b> Teresa Wong		<b>Telephone Number:</b> (213) 922-2854

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 2 issued in support of the environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS for the West Santa Ana Branch Transit Corridor.

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

On September 26, 2016, the Board awarded a firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount up to \$9,392,326 for the West Santa Ana Branch Transit Corridor.

Refer to Attachment B-1 – Contract Modification Log.

**B. Cost Analysis**

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

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$2,760,752	\$2,722,357	\$2,760,752

## PROCUREMENT SUMMARY

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM/ PS2492300

1.	<b>Contract Number:</b> PS2492300		
2.	<b>Contractor:</b> Arellano Associates, LLC		
3.	<b>Mod. Work Description:</b> Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance of the West Santa Ana Branch Transit Corridor Project (WSAB).		
4.	<b>Contract Work Description:</b> Outreach services as part of the Community Participation Program for WSAB.		
5.	<b>The following data is current as of:</b> May 4, 2018		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	9/26/16	<b>Contract Award Amount:</b> \$492,893
	<b>Notice to Proceed (NTP):</b>	9/26/16	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	9/25/20	<b>Pending Modifications (including this action):</b> \$429,310
	<b>Current Est. Complete Date:</b>	9/25/20	<b>Current Contract Value (with this action):</b> \$922,203
7.	<b>Contract Administrator:</b> Lily Lopez		<b>Telephone Number:</b> (213) 922-4639
8.	<b>Project Manager:</b> Teresa Wong		<b>Telephone Number:</b> (213) 922-2854

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 1 issued to augment the Community Participation Program to continue implementing focused outreach services to the corridor communities in support of the environmental documents for the WSAB Transit Corridor Project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 26, 2016, the Board awarded a firm fixed price Contract No. PS2492300 to Arellano Associates, LLC in the amount of \$492,893 to perform the environmental clearance study community outreach for the WSAB Transit Corridor based on the passage of Measure M.

Refer to Attachment B-2 – Contract Modification/Change Order Log for modifications issued to date.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Direct labor rates for this modification were negotiated based on the current Consumer Price index and fee remained unchanged from the original contract.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$429,310	\$413,986	\$429,310

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	11/21/2017	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS for the West Santa Ana Branch Transit Corridor.	<b>Pending</b>	<b>5/24/2018</b>	<b>\$2,760,752</b>
	<b>Modification Total:</b>			<b>\$3,012,918</b>
	<b>Original Contract:</b>	9/26/2016		<b>\$9,392,326</b>
	<b>Total:</b>			<b>\$12,405,244</b>

## CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION  
PROGRAM / PS2492300

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Pending	Pending	\$429,310
	<b>Modification Total:</b>			<b>\$429,310</b>
	<b>Original Contract:</b>	<b>9/26/16</b>		<b>\$492,893</b>
	<b>Total:</b>			<b>\$922,203</b>

## DEOD SUMMARY

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

**A. Small Business Participation**

WSP USA Inc. (WSP) made a 26.12% Disadvantaged Business Enterprise (DBE) commitment. The project is 44% complete and the current DBE participation is 23.12%, a shortfall of 3.00%. WSP explained that their shortfall is related to the timing of certain scope items that will be performed by DBE's, including Lenax Construction, who has not performed to date. WSP confirmed that they will achieve their contractual DBE commitment.

<b>Small Business Commitment</b>	<b>26.12% DBE</b>	<b>Small Business Participation</b>	<b>23.12% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	BA Inc.	African American	1.44%	4.04%
2.	CityWorks Design	Hispanic American	3.55%	3.77%
3.	Connetics Transportation Group	Asian Pacific American	0.68%	1.16%
4.	Epic Land Solutions	Caucasian Female	1.03%	1.73%
5.	Geospatial Professional Services	Asian Pacific American	0.23%	0.44%
6.	Lenax Construction	Caucasian Female	2.01%	0.00%
7.	Terry A. Hayes Associates	African American	13.26%	8.30%
8.	Translink Consulting	Hispanic American	3.92%	3.68%
<b>Total</b>			<b>26.12%</b>	<b>23.12%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



## DEOD SUMMARY

**WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY  
PARTICIPATION/PS2492300**

**A. Small Business Participation**

Arellano Associates, LLC made a 100% Small Business Enterprise (SBE) commitment. The project is 53% complete and the current SBE participation is 100%. Arellano Associates, LLC is meeting their SBE commitment

<b>Small Business Commitment</b>	<b>100% SBE</b>	<b>Small Business Participation</b>	<b>100% SBE</b>
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	<b>DBE Prime</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Arellano Associates, LLC	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

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

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management 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 #: 2018-0352, File Type: Contract

Agenda Number:

### REGULAR BOARD MEETING JUNE 28, 2018

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute:

- A. Modification No. 2 to Contract No. AE5999300 with WSP USA Inc. for technical services for the evaluation of the two northern alignments in the Draft Environmental Impact Statement/Environmental Impact Report in the amount of \$2,760,752, increasing the total contract value to \$12,405,244; and
- B. Modification No. 1 to Contract No. PS2492300 with Arellano Associates for outreach support for the augmented Community Participation Program as part of the evaluation of the two northern alignments in the Draft EIS/EIR in the amount of \$429,310, increasing the total contract value to \$922,203.

#### **ISSUE**

At the May 2018 meeting, the Board took action on the West Santa Ana Branch (WSAB) northern alignment options (Legistar file 2018-0072). At that time, the Board deferred action on authorizing execution of two contract modifications (Recommendation C) to the June 2018 meeting. Board action is requested in order to execute the contract modifications for technical services and outreach support to proceed with the environmental analysis and remain on schedule per the Measure M groundbreaking date of Fiscal Year (FY) 2022.

#### **BACKGROUND**

The WSAB Project is a proposed light rail transit (LRT) line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County (LA County). South of downtown Los Angeles, a single alignment has been identified following existing right-of-way parallel to the Blue Line owned by Union Pacific, then along Randolph Avenue in the City of Huntington Park using Metro owned right-of-way (ROW), then following the San Pedro Subdivision Branch (owned by Port of Los Angeles and Port of Long Beach), to the eight-mile, Metro-owned, abandoned Pacific Electric ROW to the southern terminus in the City of Artesia. The WSAB Project would traverse a highly populated

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area, with high numbers of low-income and heavily transit-dependent residents. A primary goal of the Project is to improve mobility by connecting the communities of southeast LA County with the Metro rail network.

On May 24, 2018, the Board authorized carrying forward into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Concept E - Union Station via Alameda Underground and Concept G - Downtown Transit Core Underground. During the item discussion, Director Fasana asked that the environmental document evaluate the feasibility and need to have four (4)-car platforms. The Board deferred action to the June meeting on the recommended contract modifications which would authorize the Chief Executive Officer to execute Contract Modification No. 2 to WSP USA Inc. for technical services and Contract Modification No. 1 to Arellano Associates for outreach support.

## **DISCUSSION**

### **Technical Services Contract Modification No. 2**

The execution of Contract Modification No. 2 will allow the contractor to conduct additional analysis to the northern alignments, advance design work, update the technical reports to reflect the approved northern alignments evaluations, and complete the environmental document. This work will also address the additional analysis required in response to Director Fasana's motion.

### **Outreach Services Contract Modification No. 1**

The execution of Contract Modification No. 1 will allow the outreach contractor to continue implementing focused outreach services to the corridor communities in support of the environmental document.

## **DETERMINATION OF SAFETY IMPACT**

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts result from these Board actions.

## **FINANCIAL IMPACT**

The FY 2017-18 budget includes \$4,507,640 in Cost Center 4370 (Systemwide Team 3), Project 460201 (WSAB Corridor Admin) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

### **Impact to Budget**

The funding for this Project is from Measure R 35% and SB1 Local Partnership fund. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

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**ALTERNATIVES CONSIDERED**

The Board could decide not to approve the recommended contract modifications. This alternative is not recommended, as this would impact the Project's environmental clearance schedule and would delay the technical work required on the approved northern alignments and the planned updated scoping meetings to be held in summer 2018.

**NEXT STEPS**

Upon Board approval, staff will execute the contract modifications with WSP for technical services and with Arellano Associates for outreach support services to continue to perform the necessary environmental analyses and outreach to complete the Draft EIS/EIR.

**ATTACHMENTS**

- Attachment A-1 - Procurement Summary AE5999300
- Attachment A-2 - Procurement Summary PS2492300
- Attachment B-1 - Contract Modification/Change Order Log AE5999300
- Attachment B-2 - Contract Modification/Change Order Log PS2492300
- Attachment C-1 - DEOD Summary for A-1
- Attachment C-2 - DEOD Summary for A-2

Prepared by: Teresa Wong, Senior Manager, Countywide Planning & Development, (213) 922-2854  
Laura Cornejo, DEO, Countywide Planning & Development, (213) 922-2885  
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Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

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



## Board Report

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**File #:** 2018-0087, **File Type:** Motion / Motion Response

**Agenda Number:** 9.

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### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE an update on the outreach activities, including on-site events, for the LIFE Program.

#### **ISSUE**

At its regular Board meeting on January 25, 2018, the Board adopted Motion #12.1 authored by Directors Hahn, Garcetti, Dupont-Walker and Krekorian with a goal of increasing enrollment in the LIFE Program through hosting on-site events with social service agencies (Attachment A).

This item is to update the board on actions taken to-date in response to the Board's direction and highlight ongoing and future activities.

#### **BACKGROUND**

As approved by the Board in May 2017, effective January 1, 2018, the Rider Relief Transportation Program (RRTP) and the Immediate Needs Transportation Program (INTP) were consolidated to form the LIFE Program. LIFE provides fare subsidy coupons to eligible riders who purchase weekly, monthly or EZ transit passes from participating transit systems. Eligible riders include adult Regular riders, Senior/Disabled/Medicare riders, K-12 grade students, and College/Vocational students whose household income is at or below 50% of the Los Angeles Area Median Income level as defined by U.S. Department of Housing and Urban Development (HUD).

Through a network of social service agencies, the program also provides individuals capable of using public transit, for all or part of their trip, with fare media for specific trip purposes up to \$35 in a single month.

Finally, the program also incorporates a taxi support component for individuals who have an immediate and qualifying trip purpose and, due to safety, frailty or health issues, are not able to use public transit.

There are currently 52,000 patrons enrolled in the programs, the marketing and outreach efforts have

resulted in a 6.3% annual growth rate and should increase with the extensive outreach efforts.

## **DISCUSSION**

The Motion, as approved by the Board, directs staff to increase the outreach of the LIFE program by working with a number of social service agencies including those of Los Angeles County, the City of Los Angeles, community colleges in the County, and other non-profit or quasi-governmental organizations, with the goal of providing expanded program access to eligible riders through increased on-site registration and reduce, to the degree possible, some of the burdens currently related to program registration.

The Motion further directs staff to explore opportunities that directly support the homeless and victims of domestic violence through the provision of pre-loaded TAP cards.

### Efforts Conducted to Date

Since the approval of the Motion, Director Hahn's office provided Metro staff the opportunity to meet with representatives from Los Angeles Community Clinic Association and Community Colleges to identify strategies, events and methods of outreach.

In addition, Metro staff reached out and established contacts with the following departments;

- Los Angeles County Department of Workforce Development
- Los Angeles County Department Aging and Community Services
- City of Los Angeles Department of Disability
- City of Los Angeles Department of Aging

Staff also met with Los Angeles County Homeless Services Authority (LAHSA) representatives to gain an understanding of their organizational structure, activities and the transportation needs of their respective clients.

The collaboration with these agencies has resulted in the compilation of a list of the campuses, various community centers and/or activities and events conducted by each organization. The list initially included 80 locations/activities but has grown to include more than 400 locations/activities, (Attachment B). We expect the list to continue to grow as Metro staff gains an understanding of each organization's functions and their related activities, concurrently expanding and enhancing our outreach/enrollment plan.

A comparison of the above mentioned list with the current LIFE partner agencies revealed that 20% of the agencies/centers are current LIFE/INTP distributing partners. The partner agencies are highlighted in the Attachment B.

Since the approval of the Motion in January a wide range of activities have or are being implemented in partnership with each agency, including:

- Conducting outreach/enrollment at their events;

- Presentations at leadership meetings;
- Providing marketing and informational materials; and
- Soliciting their respective centers to become LIFE distributing partners

Metro staff will continue its robust campaign to promote the program. Metro has also reached out to current LIFE administrators to determine the resource requirements in order to provide increased on-site enrollments as directed by the Board. To date, our administrators have attended or have confirmed attendance to 6 onsite sign-up events resulting in 16 additional program enrollees. Additional administrator resources may be required depending on the number of locations and events targeted. Should further funding be required to support this effort, staff will return to the Board with a specific request.

#### Program to Support Victims of Homelessness or Domestic Violence

To support the needs of the area's homeless and the victims of domestic violence, staff is pursuing additional avenues to supply individuals with transportation subsidies. Many homeless are unable to supply the necessary documentation required to demonstrate qualification for the LIFE program. Victims of domestic violence are understandably reluctant to provide information that could lead to their identification or their location.

To support these vulnerable populations, staff is forming a Working Group consisting of members of homeless and domestic violence agencies, representatives from LAHSA, and other stakeholders to develop and review a policy for the LIFE program that will address the specific travel needs of these populations.

In addition, Metro is currently engaged in a pilot program through Support Homeless On Re-Entry (SHORE), to identify and address the unique needs of this population and deliver the most effective and efficient methods of support. The pilot program consists of the provision for pre-loaded TAP cards through selected program service providers located in downtown Los Angeles. The benefits of this program are expected to address the concerns outlined above.

Additionally, Metro's System Security and Law Enforcement team continues to enhance coordination and homeless resources throughout Los Angeles County with the implementation of the Transit Homeless Action Plan. The team has taken major steps to deploy outreach teams (C3 teams) that make contact with the homeless individuals to provide information on available services and resources including benefits available under the LIFE program. The Metro Board approved the expansion of the Homeless Outreach Program with the addition of additional C3 teams at its meeting of May 2018.

#### Current Program Outcomes

In addition to the subsidies provided in the form of discount coupons for transit passes, Metro, through SHORE and LIFE (formerly INTP) programs subsidizes over 1.9 million trips on an annual basis. As shown in the table below, 19% of these trips are currently provided through homeless and domestic violence shelters through the use of tokens and taxi vouchers.

FY17 Funding Provided under the INTP and SHORE Programs			
Domestic Violence and Homeless Shelter (SHORE & INTP)	Number of Trips	Fare Subsidy Amount	Percentage of Trips Provided by Domestic Violence and Homeless Shelters
Token	372,261	\$651,456	
Taxi	7,457	\$122,972	
<b>Total</b>	<b>379,718</b>	<b>\$774,428</b>	<b>19%</b>
Other Social Service Agencies	Number of Trips	Fare Subsidy Amount	Percentage of Trips Provided by other Agencies
Token	1,520,799	\$2,661,398	
Taxi	85,755	\$1,414,174	
<b>Total</b>	<b>1,606,553</b>	<b>\$4,075,572</b>	<b>81%</b>
<b>Grand Total</b>	<b>1,986,271</b>	<b>\$4,850,000</b>	<b>100%</b>
*The total does not include the coupons provided previously under RRTP			

Updated Marketing and Outreach Plan

The comprehensive marketing and outreach campaign will continue as launched in December 2017 to promote enrollment in the program. The efficacy of the plan is being evaluated and adjusted to ensure outreach efforts are focused in the underserved areas. Additional efforts are underway to ensure that low income students and seniors are made aware of the fare subsidy program.

**FINANCIAL IMPACT**

There is no financial or budgetary impact to receiving and filing this report.

**ALTERNATIVES CONSIDERED**

This item is to update the Board on the activities in response to Board direction.

**NEXT STEPS**

The TAP Account Based system is being developed and, once completed, will allow the complete integration of INTP into the LIFE program. The implementation of the next phase relies on the completion of the TAP Account Based system. In addition, the implementation will include the following activities:

1. Continue with comprehensive outreach and marketing plan that includes various strategies to reach out to low income riders
2. Continue development of the system infrastructure to support new administrative processes in coordination with TAP Operations



3. Continue technical integration of token based INTP activities.
4. Revise agreements and policies with municipal operator partners
5. Review and revise current policies regarding agency participation, taxi provisions etc.
6. Review and revise the operating guidelines as applicable
7. Identify pilot vendor locations for TAP enhancements and overall vendor rollout strategy in coordination with TAP Operation
8. Continue to work with participating agencies to address implementation issues
9. Issue RFP for new third party administrators

## **ATTACHMENTS**

Attachment A - Motion 12.1

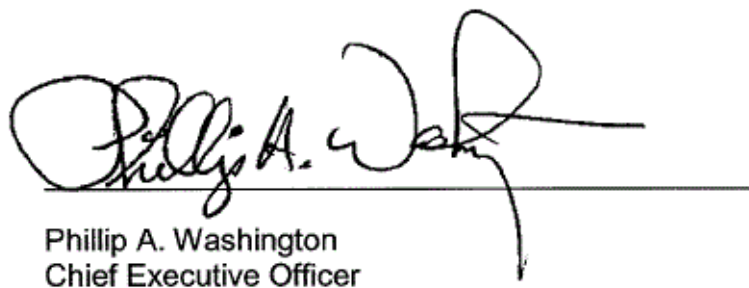
Attachment B - List of the Events/Locations

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Reviewed By:

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Phillip A. Washington  
Chief Executive Officer



## Board Report

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**File #:**2017-0926, **File Type:**Informational Report

Agenda Number:12.1.

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### **REGULAR BOARD MEETING JANUARY 25, 2018**

#### **REVISED Motion by:**

**HAHN, GARCETTI, DUPONT-WALKER AND KREKORIAN**

#### **LIFE Program**

In 2016, residents of Los Angeles County voted overwhelmingly in favor of Measure M with the goal of building a world-class public transportation system. One of the primary goals of Measure M, as declared in the preamble, is to “make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.”

A 2015 Harvard Study titled “The Impacts of Neighborhoods on Intergenerational Mobility” identified commuting time as “the single strongest factor in the odds of escaping poverty.” In short, access to convenient, reliable, and affordable forms of transportation is key to helping individuals and families achieve upward mobility and escape from poverty. Providing subsidized TAP Cards to vulnerable populations is one critical way to achieve this goal.

In 2016, Metro created the “U-Pass” program which allowed students of California State University, Northridge, Pasadena City College, Rio Hondo College, Los Angeles Trade Technical College, American Career College, and West Coast University to sign up for discounted Metro passes directly from their college or university rather than apply for the discounted TAP Card through the mail, which encourages direct contact with our riders and to provide an opportunity to increase ridership.

In addition to increasing outreach by partnering with community-based organizations, Metro launched a new rider relief program branded as LIFE (Low-Income Fare is Easy) in January 2018. The program promotes the increased monthly savings made available for income qualifying riders and streamlines the application process. This newly re-branded program needs to be advocated to all riders.

Metro should (A) increase access to affordable public transportation for students, seniors, individuals with disabilities, and older adults, and (B) expand on the progress of “U-Pass” by partnering with relevant community organizations and government entities in order to (C) increase enrollment in the LIFE program.

**SUBJECT: MOTION BY HAHN, GARCETTI, DUPONT-WALKER AND KREKORIAN**

**LIFE Program**

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

- A. work in partnership with the following organizations to host on-site events in order to directly enroll eligible individuals in the LIFE Program: the LA County Department of Children and Family Services, LA County Department of Workforce Development, Aging and Community Services, LA Department on Disability, LA Department of Aging - as well as the Los Angeles Homeless Services Authority, and all community colleges in LA County.
  
- B. explore the feasibility of providing victims of domestic violence and individuals experiencing homelessness with pre-loaded TAP Cards which carry enough cash value to meet the individual's immediate and urgent transportation needs.

Enrollment Network					
Los Angeles Homless Services Authority SPA Outreach Events					
Service Planning Area	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Antelope Valley	Antelope Valley	TBD	FAME	No	Seasonal
2 San Fernando Valley	Sepulveda Basin	Los Angeles	FAME	No	3/15/2018
3 San Fernando Valley	Seasonal				
4 San Gabriel Valley	San Gabriel Valley		HSA	No	Seasonal
5 Metro Los Angeles	Midtown LA	Los Angeles	FAME	No	events/Saturdays
6 Metro Los Angeles	Assoc. organizes Project	Los Angeles	FAME	No	
7 West Los Angeles	West Los Angeles	Los Angeles	FAME	No	Seasonal
8 South Los Angeles	South Los Angeles	Los Angeles	FAME/HSA	No	Seasonal
9 East Los Angeles	East Los Angeles	Los Angeles	HSA	No	Seasonal
10 South Bay Harbor	South Bay Harbor	TBD	FAME	No	Seasonal
11 Antelope Valley	Outreach Event	TBD			Monthly
12 San Gabriel Valley	Operation Healthy Hearts	River Gate			Weekly
13 Days	Alvarado Street	Los Angeles			bi-weekly
14 Metro Los Angeles	First Hollywood Presbyterian Church, 1760	Los Angeles			Weekly
15 Metro Los Angeles	The Center Hollywood, Coffee Hour, 6636 Selma	Los Angeles			Daily

<b>Enrollment Network</b>					
<b>Los Angeles Homeless Services Authority SPA Outreach Events</b>					
<b>Service Planning Area</b>	<b>Location</b>	<b>City</b>	<b>LIFE Admin Area</b>	<b>INTP Participant</b>	<b>Event Frequency</b>
1 Metro Los Angeles	Nela Coalition Outreach Events	Los Angeles			Seasonal
2 <b>Los Angeles Public Library</b>					
3 Central Library	Street., Los Angeles, CA		FAME	No	Monthly
4 Expo Park Regional Branch	Branch 3900 S. Western		FAME	No	Monthly
5 Will & Ariel Durant Branch	7140 W Sunset Blvd., Los		FAME	No	Seasonal

<b>Enrollment Network</b>					
<b>City of L.A. Dept. of Disability Events</b>					
<b>Event Name</b>	<b>Location</b>	<b>City</b>	<b>LIFE Admin Area</b>	<b>INTP Participant</b>	<b>Event Frequency</b>
1 Abilities Expo	TBD			No	Annually
2 Disability Art Exhibit	TBD			No	Annually
3 DEA Festival	TBD			No	Annually
4 Disability mentoring Day	TBD			No	Annually

Enrollment Network					
Los Angeles County, Community & Senior Centers					
Agency Name	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Altadena Community Center	730 Altadena Dr	Altadena	FAME	Yes	Fixed Location
2 Asian Service Center	14112 s. Kingsley Dr	Gardena	FAME	No	Fixed Location
3 Centro Maravilla Service Center	4716 E. cesar Chavez Ave	Los Angeles	FAME	No	Fixed Location
4 E. Los Angeles Service Center	133 n. Sunol Dr	Los Angeles	FAME	No	Fixed Location
5 E. Rancho Dominguez Service Center	15116 s. Atlantic Ave	Compton	?	No	Fixed Location
6 Florence/Firststone Service Center	7807 s. Compton ave	Los Angeles	FAME	No	Fixed Location
7 Los Nietos Service Center	11640 E. Slauson ave	Whittier	HSA	No	Fixed Location
8 Potrero Heights Center	8051 Arroyo Dr	Montebello	HSA	No	Fixed Location
9 San Gabriel Valley Service Center	1441 Santa Anita Ave.	S. El Monte	HSA	No	Fixed Location
10 Santa Clarita Valley Community Center	26111 Bouquet Canyon rd #H1	Santa Clarita	FAME	No	Fixed Location
11 San Pedro Service Center	769 W. 3rd st	San Pedro	HSA	No	Fixed Location
12 Altadena Senior Center	560 Mariposa St.	Altadena	HSA	Yes	Fixed Location
13 Antelope Valley Senior Center	777 W. Jackson St	Lancaster	FAME	Yes	Fixed Location
14 Willowbrook Senior Center	12915 Jarvis Ave	Los Angeles	FAME	No	Fixed Location

<b>Enrollment Netowrk</b>					
<b>Los Angeles County Community Colleges</b>					
<b>Community Colleges</b>	<b>Location</b>	<b>City</b>	<b>LIFE Admin Area</b>	<b>INTP Participant</b>	<b>Event Frequency</b>
1 Antelope Valley Community College	3041 w Ave K	Lancaster	FAME	No	Fixed Location
2 Cerritos Community College	11110 Alondra Blvd	Norwalk	FAME	No	Fixed Location
3 College of the Canyons	26455 Rockwell Canyon Rd.	Santa Clarita	FAME	No	Fixed Location
4 East Los Angeles Community College	1301 Avenida Cesar Chavez	Monterey Park	HSA	No	Fixed Location
5 Glendale Community College	1500 North Verdugo Road	Glendale	FAME	No	Fixed Location
6 Long Beach Community College	4901 East Carson Street	Long Beach	HSA	No	Fixed Location
7 Los Angeles Harbor Community College	1111 Figueroa Place	Wilmington	HSA	No	Fixed Location
8 Los Angeles Southwest Community College	1600 West Imperial Highway	Los Angeles	FAME	No	Fixed Location
9 Los Angeles Valley Community College	5800 Fulton Avenue	Valley Glen	FAME	No	Fixed Location
10 West LA Community College	9000 Overland Avenue	Culver City	FAME	No	Fixed Location
11 Mt. San Anotnio Community College	1100 N. Grand Avenue	Walnut	HSA	No	Fixed Location
12 Santa Monica Community College	1900 Pico Boulevard	Santa Monica	FAME	No	Fixed Location
13 Citrus Community College	1000 W Foothill Boulevard	Glendora	HSA	No	Fixed Location



Enrollment Network					
Los Angeles County Workforce Centers					
Agency	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Palmdale AJCC	38510 Sierra Hwy	Palmdale	FAME	No	Fixed Location
2 Antelope Valley Comprehensive AJCC	1420 W. Ave I	Lancaster	FAME	No	Fixed Location
3 Santa Clarita AJCC	20730 Soledad St	Santa Clarita	FAME	No	Fixed Location
4 Veterans AJCC	1816 S. Figueroa St	Los Angeles	FAME	No	Fixed Location
5 South L.A. AJCC	1600 W. Imperial Hwy	Los Angeles	FAME	No	Fixed Location
6 Northeast San Fernando Valley AJCC	11623 Glenoaks Blvd	Pacoima	FAME	Yes	Fixed Location
7 W. los angeles AJCC	5446 Sepulveda Blvd	Culver City	FAME	No	Fixed Location
8 Rancho Dominguez Comp AJCC	Dr	Compton	HSA	No	Fixed Location
9 Sotheast L.A> Comprehensive AJCC	2677 Zoe Ave, 2nd floor	Huntington Park	HSA	No	Fixed Location
10 Florence Firestone AJCC	7807 Compton ave	Los Angeles	HSA	No	Fixed Location
11 Rio Hondo Comprehensive AJCC	10400 Pioneer Blvd Suite 9	Santa Fe Springs	HSA	Yes	Fixed Location
12 Paramount AJCC	15538 Colorado Ave	Paramount	HSA	No	Fixed Location
13 AJCC	11635 Valley Blvd Unit G	El Monte	HSA	No	Fixed Location
14 Pomona Valley Comprehensive AJCC	264 E. Monterey Ave	Pomona	HSA	No	Fixed Location
15 Northeast San Gabirel Valley AJCC	2550 W. Main st St101	Alhambra	HSA	No	Fixed Location
16 West Covina AJCC	933 S. Glendora ave	W. Covina	HSA	No	Fixed Location
17 E. L.A./West San Gabriel Valley AJCC	5301 Whittier Blvd. 2nd fl	Los Angeles	HSA	No	Fixed Location

Enrollment Network						
City of L.A. Dept. of Aging						
	Dept. of Aging Centers	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1	Sherman Oaks E. Valley MPC	5056 Van Nuys Blvd	Sherman Oaks	FAME	No	Fixed Location
2	Felicia Mahood MPC	11338 Santa Monica Blvd.	Los Angeles	FAME	No	Fixed Location
3	People Coordianted Services West Adams	2528 West Blvd	Los Angeles	FAME	Yes	Fixed Location
4	People Coordianted Services southwestern	5133 Crenshaw Blvd.	Los Angeles	FAME	Yes	Fixed Location
5	Bradley MPC	10957 S. Cetnral Ave	Los Angeles	IILA	Yes	Fixed Location
6	St. Barnabas Hollywood MPC	5170 Santa Monica Blvd	Los Angeles	FAME	No	Fixed Location
7	Theresa Lindsay MPC	429 E. 42nd Place	Los Angeles	FAME	Yes	Fixed Location
8	Robert M. Wilkinson MPC	8956 Vanalden Ave	Northridge	FAME	Yes	Fixed Location
9	One Generation MPC	18255 Victory Blvd	Reseda	IILA	Yes	Fixed Location
10	Bernardi MPC (Mid Valley)	6514 Sylmar Ave	Van Nuys	IILA	Yes	Fixed Location
11	Freda Mohr MPC W. Wilshire	6310 San Vicente Blvd Suite 27	Los Angeles	FAME	No	Fixed Location
12	St. barnabas MPC city	675 S. Carondelet St.	Los Angeles	FAME	Yes	Fixed Location
13	Mexican American Opportunity foundation	2130 E. 1st St., Suite 2200	Los Angeles	IILA	No	Fixed Location
14	Wilmington Jaycees MPC	1371 Eubank Ave	Wilmington	HSA	No	Fixed Location
15	Single Room Occupancy (SRP corp)	1055 W 7th St Suite 3250	Los Angeles	FAME	No	Fixed Location
16	Valley	11300 Glenoaks Blvd	Pacoima	IILA	Yes	Fixed Location

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
1 AAA Comprehensive Healthcare		Lankershim	Hollywood	91605	<a href="http://aaachc.org/">http://aaachc.org/</a>
2 All For Health, Health For All	General Practice Clinic 1	Broadway	Glendale	91205	<a href="http://all4health.org/">http://all4health.org/</a>
3	General Practice Clinic 2	Broadway Suite	Glendale	91205	
4	General Practice Clinic 3	Pacific Avenue	Glendale	91205	
5	Pediatrics	Glendale	Glendale	91205	
6	Mental Health	Cedar	Glendale	91205	
7	ADHC/General Practice Clinic	8134 Foothill Boulevard	Sunland	91040	
8 All-Inclusive Community Health Center	Main Site	1311 North San Fernando Boulevard	Burbank	91504	<a href="http://www.aichc.org/">http://www.aichc.org/</a>
9	Second Site	3920 Eagle Rock Blvd., Suite A.	Los Angeles	91605	(818) 843-9900
10 AltaMed Health Clinic	AltamMed General Pediatrics at Children's Hospital Los Angeles	4650 Sunset Boulevard MS 76	Los Angeles	90027	(323) 255-5225
11	AltaMed Health Insurance Resource Center	5436 Whittier Boulevard	Los Angeles	90022	<a href="https://www.altamed.org">https://www.altamed.org</a>
12	AltaMed Medical & Dental Group Bell	6901 Atlantic Avenue	Bell	90201	
13	AltaMed Medical and Dental Group Boyle Heights	3945 Whittier Boulevard	Los Angeles	90023	
14	AltaMed Medical & Dental Group El Monte	10418 Valley Boulevard Suite B	El Monte	91731	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
15	AltaMed Medical and Dental Group West Covina	1300 Sunset Avenue	West Covina	91790	
16	AltaMed Medical Group Boyle Heights, Zonal	1701 Zonal Avenue	Los Angeles	90033	
17	AltaMed Medical Group Commerce	5427 Whittier Boulevard	Los Angeles	90022	
18	AltaMed Medical Group East Los Angeles, 1st St	2219 East 1st Street	Los Angeles	90033	
19	AltaMed Medical Group Estrada Courts	1305 S Concord St Ste 18	Los Angeles	90023	
20	AltaMed Medical Group Montebello	2321 W Whittier Blvd	Montebello	90640	
21	AltaMed Medical Group Pico Rivera, Passons	6336 Passons Boulevard	Pico Rivera	90660	
22	AltaMed Medical Group Pico Rivera, Slauson	9436 East Slauson Avenue	Pico Rivera	90660	
23	Ramona Gardens	Lane Suite 168	Los Angeles	90033	
24	William Mead	Street Suite 322	Los Angeles	90012	
25	Westlake	Boulevard Suite	Los Angeles	90057	
26	Hollywood Presbyterian	Vermont	Los Angeles	90027	
27	AltaMed PACE Covina	Second Street	Covina	91723	
28	AltaMed PACE Downey	Paramount	Downey	90242	
29	Angeles	Pomona	Los Angeles	90022	

<b>Enrollment Network</b>					
<b>Community Clinic Association of Los Angeles</b>					
<b>Agency Name</b>	<b>Clinic Name</b>	<b>Address</b>	<b>City</b>	<b>Zip Code</b>	<b>Contact</b>
30		AltaMed PACE El Monte	Boulevard	El Monte	91731
31		AltaMed PACE Grand Plaza	E. Chavez	Los Angeles	90012
32		Park	Avenue Suite	Park	90255
33		Angeles	Century	Los Angeles	90002
34		AltaMed PACE Long Beach	Indiana Street	Los Angeles	90063
35	Antelope Valley Community Clinic	Granada hills	10605 Balboa Blvd.	Granada Hills	91344 <a href="http://www.avclinic.org/">http://www.avclinic.org/</a>
36		Lancaster	Street West	Lancaster	93536
37		Palmdale-Central	Palmdale	Palmdale	93550
38		Palmdale-East	Street	Palmdale	93552
39	APLA Health	Treatment Center	Lancaster Blvd	Lancaster	92534 <a href="https://aplahealth.org/">https://aplahealth.org/</a>
40		David Geffen Center	611 S Kingsley Dr Ste 301	Los Angeles	90005
41		Gleicher/Chen Health Center	3743 South La Brea Avenue	Los Angeles	90016
42		Global Healthcare - Olympic	5901 W Olympic Blvd Ste 500	Los Angeles	90036
43		Health Education Center	3741 South La Brea Avenue	Los Angeles	90016
44		Long Beach Health Center	1043 Elm Ave Ste 302	Long Beach	90813
45		S.Mark Taper Foundation Dental Clinic	1741 East 20th Street	Los Angeles	90059
46		Wilshire Dental Clinic			

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
47	Arroyo Vista Family Health Center	4837 Huntington Drive North	Los Angeles	90032	<a href="http://www.arroyovista.org/">http://www.arroyovista.org/</a>
51		Loma Drive	Los Angeles	90017	
52	Asian Pacific Health Care Venture Inc	Belmont Health Center	180 Union Place	Los Angeles	<a href="http://www.aphcv.org/">http://www.aphcv.org/</a>
53		Health Center	Place	El Monte	91731
54		Health Center	Street	Los Angeles	90027
55		Los Feliz Health Center	Avenue	Los Angeles	90027
56	BAART Community HealthCare	Beverly	Beverly	Los Angeles	90057
57		La Puente	Road	La Puente	91744
58		Lynwood	Atlantic	Lynwood	90262
59		Southeast	Boulevard	Los Angeles	90011
60	Center		Avenue	Lancaster	93535 <a href="http://chc.org/">chc.org/</a>
61	Benevolence Health Centers	Central Medical Clinic	Boulevard	Los Angeles	<a href="http://www.bhchealth.org/">http://www.bhchealth.org/</a>
62		Compton	Beach Blvd	Compton	90221
63		Clinic	Blvd Suite 109	Los Angeles	90016
64		Long Beach	934 Atlantic Ave	Long Beach	90813
65		Los Angeles	611 East Imperial Highway Suite 107	Los Angeles	90059
66		Los Angeles 2	2065 W. 6th St Suite 110	Los Angeles	90057
67		South Medical Clinic	1126 East South Street	Long Beach	90805

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
68	Central City community Health Center	Broadway Site	5715 S. Broadway	Los Angeles	90037 323-948-0444
69		El Monte Site	10050 Garvey Ave Suite 111	El Monte	91733 626-652-0790
73		Maine Site 2	4160 N. Maine Ave	Baldwin Park	91706 626-384-2400
74		Mobile Unit	5968 South Central Avenue	Los Angeles	90001 323-234-3280
75		Olympic Site	1730 W. Olympic Blvd Suite 150	Los Angeles	90015 213-553-1830
76	Central Neighborhood Health Foundation	South Los Angeles - Central	2707 South Central Ave	Los Angeles	90011 <a href="http://www.cnhfclinics.org/">http://www.cnhfclinics.org/</a>
77		South Los Angeles - Grand	2614 South Grand Ave	Los Angeles	90007
78	Chap Care	Corporate Offices	2055 N. Lincoln Ave	Pasadena	91103 <a href="http://www.chapcare.org/">http://www.chapcare.org/</a>
79		Del Mar	3160 East Del Mar Blvd	Pasadena	91107 626-398-6300
80		Enrollment Shop Colorado	316 East Colorado Blvd	Pasadena	91101 626-398-6300
81		Enrollment Shop Valley	11635 Valley Boulevard	El Monte	91732 626-398-6300
82		Fair Oaks	1855 North Fair Oaks Avenue	Pasadena	91101 626-398-6300
83		Garvey	10127 Garvey Avenue	El Monte	91733 626-398-6300

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
84	Lake	1800 North Lake Avenue	Pasadena	91104	626-398-6300
85	Lincoln	2059 Lincoln Ave	Pasadena	91103	626-398-6300
89	Main Office	767 North Hill Street Suite 400	Los Angeles	90012	213-808-1700
90	Monterey Park Dental	850 South Atlantic Blvd Suite 303	Monterey Park	91754	626-293-8733
91	Monterey Park Office	112 North Chandler Ave Suite 105	Monterey Park	91754	626-293-8733
92	San Gabriel	555 W Las Tunas Blvd	San Gabriel	91776	626-457-9618
93	City Help Wellness Center	2301 Bellevue Ave	Los Angeles	90026	<a href="http://www.cityhelp.org/">http://www.cityhelp.org/</a>
94	Clinica Msr. Oscar A. Romero	2032 Marengo St	Los Angeles		<a href="http://clinicaromero.com/">http://clinicaromero.com/</a>
95	Children's Clinic	201 South Alvarado Suite 100	Los Angeles	90057	
96	Pico-Union	123 South Alvarado St	Los Angeles	90057	
97	Complete Care Community Health Center	2928 E Cesar E Chavez Ave	Los Angeles	90033	<a href="http://cccommunityhealthclinic.com/">http://cccommunityhealthclinic.com/</a>
98	Comprehensive Community Health Centers				<a href="http://www.cchccenters.org/">http://www.cchccenters.org/</a>



Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
99	Eagle Rock Office	1704 Colorado Blvd	Eagle Rock	90041	323-256-4116
103	East Valley Community Health Center				<a href="http://evchc.org/">http://evchc.org/</a>
104	Covina HC	276 West College Street	Covina	91723	626-919-5724
105	Palomares SBHC	2211 North Orange Grove Ave	Pomona	91767	909-620-8088
106	Pomona HC	1555 South Garey Ave	Pomona	91766	909-620-8088
107	Villa Corta SBHC	17840 Villa Corta St	La Puente	91744	626-919-5724
108	West Covina	420 South Glendora Ave	West Covina	91790	626-919-5724
109	Eisner Health Los Angeles High School	4650 W Olympic Blvd	Los Angeles	90019	<a href="http://www.eisnerhealth.org/">http://www.eisnerhealth.org/</a>
110	Lynwood	3680 E. Imperial Highway Suite 200	Lynwood	90262	213-747-5542
111	Main Site	1500-1530 S. Olive St	Los Angeles	90015	
112	Metropolitan High School	727 S. Wilson St	Los Angeles	90021	
113	Nevin Avenue Elementary	1569 E. 32nd St	Los Angeles	90011	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
114	Panorama City	15251 Roscoe Blvd	Panorama City	91402	
115	Panorama City Peds	15253 Roscoe Blvd	Panorama City	91402	
116	San Pedro Street	1635 S. San Pedro Street	Los Angeles	90015	
117	Santee Educational Complex	1921 Maple Ave	Los Angeles	90011	
118	Sherman Oaks	15477 Ventura Blvd Suite 202	Sherman Oaks	91403	
119	St. Barnabas Senior Services	675 S. Carondelet Street	Los Angeles	90057	
120	USC-Eisner Family Medicine Center	1400 South Grand Ave Suite 101	Los Angeles	90015	
121	Van Nuys	6618 Van Nuys Blvd	Van Nuys	91405	
122	Woman Infant Children	1649 Washington Blvd	Los Angeles	90007	
123	Women's Health Center	1513 S. Grand			
124	El Proyecto del Barrio				<a href="http://www.elproyecto.us/">http://www.elproyecto.us/</a>
125	Arleta Family Health Clinic	8902 Woodman Avenue	Arleta	91331	818-830-7033
126	Azusa Health Center	150 North Azusa Blvd	Azusa	91702	626-969-7885

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
127	Baldwin Park Clinic	3942 Maine Ave	Baldwin Park	91706	626-678-9296
128	Esperanza Clinic	9140 Van Nuys Blvd Suite 202-207	Panorama City	91402	818-830-7181
129	Northridge Clinic	18250 Roscoe Blvd Suite 200	Northridge	91325	818-721-4800
130	Winnetka Center for a Healthy Community	20800 Sherman Wat	Winnetka	91306	818-883-2273
131	Family Health Care Center of Greater Los Angeles				<a href="http://www.fhccgla.org/">http://www.fhccgla.org/</a>
132	Bell Gardens Family Medical Center	6501 South Garfield Ave	Bell Gardens	90201	562-928-9600
133	Downey Family Medical Center	12113 Woodruff Ave Suite A	Downey	90242	562-928-9600
134	Hawaiian Garden Health Center	22310 Wardham Ave	Hawaiian Gardens	90716	562-928-9600
135	Maywood Family Medical Center	4943 Slauson Ave	Maywood	90270	562-928-9600
136	School Based Health Center	6119 Agra St	Bell Gardens	90201	562-928-9600
137	Garfield Health Center	701 S Atlantic Blvd Suite 100	Monterey Park	91754	626-300-9980
138	Garfield Health Center	210 N Garfield Ave Suite 203	Monterey Park	91754	626-307-7397
139	Harbor Community Clinic	593 West 6th Street	San Pedro	90731	<a href="http://www.harborcommunityclinic.com/">http://www.harborcommunityclinic.com/</a>

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
140		731 South Beacon Street	San Pedro	90731	
141	Herald Christian Health Center	1661 Hanover rd Suite 103	City of Industry	91748	<a href="http://hchcla.org/">http://hchcla.org/</a>
142		8841 Garvey Ave	Rosemead	91770	626-268-8700
146		5600 Rickenbacker Rd Bldg 1-e	Bell	90201	
147		Downey Family Medical Center	8530 Firestone Blvd	Downey	90241
148		Downtown	522 South San Pedro Street	Los Angeles	
149		Lynwood	3591 East Imperial Highway	Lynwood	90262
150		Lynwood 2	3580 East Imperial Highway	Lynwood	90262
151		Norwalk	12360 Firestone Blvd	Norwalk	90650
152		PATH	340 North Madison Ave	Los Angeles	90004
153		Weingart	515 East 6th Street	Los Angeles	90021
154	Kedren Community Health Center	Corporate Offices	4211 South Avalon Boulevard	Los Angeles	90011 <a href="http://www.kedren.org/">www.kedren.org/</a>

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
155		3800 South Figueroa Ave	Los Angeles	90037	
156		231 West Vernon Ave	Los Angeles	90037	
157		4322 South Western Ave	Los Angeles	90062	
161		3255 Wilshire Blvd., Suite 120	Los Angeles	90010	(213) 235-2500
162	Los Angeles Christian Health Centers	Center for Harm Reduction	512 E. 4th St.	Los Angeles	90013 (213) 893-1960
163		Dolores Mission School	170 S. Gless St.	Los Angeles	90033 lachc.com/
164		Exodus Recovery (ICM)	1920 Marengo St.	Los Angeles	90044
165		Joshua House Clinic and Executive Offices	311 Winston Street	Los Angeles	90013
166		Midnight Mission	601 S. San Pedro St.	Los Angeles	90014
167		Percy Village	3455 Percy St.	Los Angeles	90023
168		Pico Aliso Community Clinic	1625 East 4th Street	Los Angeles	90033
169		SRHT New Genesis Apts (IMHT)	458 S. Main St.	Los Angeles	90033
170		Telecare ? Service Area 4, Integrated Mental Health	600 St. Paul Ave., Ste. 100	Los Angeles	90017
171		Telecare Inc. ? Core LA	1005 S. Central Ave.	Los Angeles	90021
172		Volunteers of America	628 S. San Julian St.	Los Angeles	90013

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
173		World Impact (Watts Clinic)	2003 E. Imperial Highway	Los Angeles	90059
174	Los Angeles LGBT Center	Highland Annex	1220 North Highland Avenue	Los Angeles	90038 (323) 993-7400
178		Triangle Square	1602 Ivar Avenue	Los Angeles	90028
179		Youth Center on Highland	1220 North Highland Avenue	Los Angeles	90038
180	MEND	Education & Training Center	13460 Van Nuys Boulevard	Pacoima	91331 (818) 897-2443
181		MEND Center	10641 N. San Fernando Rd.	Pacoima	91331
182	Mission City Community Network	Aneheim	1661W. Broadway, #11	Anaheim	92802 mccn.org
183		Barstow	405 N. Buena Vista Street	Barstow	92311
184		Fairfax	359N Fairfax Blvd.	Los Angeles	90036
185		Hollywood Clinic	4842 Hollywood Boulevard	Los Angeles	90027
186		Inglewood/Hardy	501 East Hardy Street, Suite 110	Inglewood	90301

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
187	Inglewood/Prairie	301 North Prairie Avenue #313	Inglewood	90301	
188	La Puente	1025 Willow Avenue	La Puente	91746	
192	North Hills	15206 Parthenia Stret	North Hills	91343	
193	Northridge	8363 Reseda Boulevard, Suite 11	Northridge	91324	
194	Olympic	2655 W. Olympic Blvd	Los Angeles	90006	
195	Pacoima Middle School Based Clinic	9919 Laurel Canyon Boulevard	Pacoima	91331	
196	Panorama	8771 Van Nuys Blvd	Panorama City	91402	
197	Parthenia	15210 Parthenia Street	North Hills	91343	
198	Pomona/Orange Grove	1818 N. Orange Grove Avenue Suite 205	Pomona	91767	
199	Victorville	15201 11th Street, #300	Victorville	92365	
200	Victorville 2	14357 7th. Street	Victorville	92365	

<b>Enrollment Network</b>						
<b>Community Clinic Association of Los Angeles</b>						
<b>Agency Name</b>	<b>Clinic Name</b>	<b>Address</b>	<b>City</b>	<b>Zip Code</b>	<b>Contact</b>	
201	Northeast Community Clinic	Administrative Office	2550 West Main Street Suite 301	Alhambra	91801	northeastcommunityclinics.com
205		Foshay Clinic	3751 South Harvard Boulevard	Los Angeles	90018	
206		Gage Health Center	2975 Zoe Avenue	Huntington Park	90255	
207		Grand	1400 South Grand Ave Suite 700	Los Angeles	90015	
208		Harbor City Health Center	1403 West Lomita Boulevard Suite 100	Harbor City	90710	
209		Hawthorne	4455 West 117th Street Suite 300	Hawthorne	90250	
210		Highland Park	5428 North Figueroa Street	Los Angeles	90042	
211		Wilmington Family Health Center	200 East Anaheim Street	Wilmington	90744	
212		Women?s Health Center	5820 North Figueroa Street	Los Angeles	90042	
213		Women?s Wellness Center	1414 South Grand Avenue Suite 200	Los Angeles	90015	



Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
214	Northeast Valley Health Corporation	Canoga Park Health Center	7107 Remmet Avenue	Canoga Park	91303 (818) 340-3570
215		Corporate – Fifth Street	531 5th Street, Ste. A	San Fernando	91340 (818) 898-1388
219		Los Angeles Mission College-Student Health Center	13356 Eldridge Avenue	Sylmar	91342 (818) 362-6182
220		Maclay Health Center for Children	12540 Pierce Street	Pacoima	91331 (818) 897-2193
221		Pacoima Health Center	12756 Van Nuys Boulevard	Pacoima	91331 (818) 896-0531
222		Rainbow Dental	26974 Rainbow Glen Dr.	Santa Clarita	91351 (661) 673-8800
223		San Fernando Health Center	1600 San Fernando Road	San Fernando	91340 (818) 365-8086
224		San Fernando High School Teen HC	11051 O'Melveny Avenue	San Fernando	91340 (818) 365-7517
225		Santa Clarita Health Center	18533 Soledad Canyon Road	Santa Clarita	91351 (661) 673-8800
226		Sun Valley Health Center	7223 North Fair Avenue	Sun Valley	91352 (818) 432-4400
227		Transitions to Wellness	6551 Van Nuys Blvd.	Van Nuys	91405 (818) 765-8656
228		Valencia Health Center	23763 Valencia Boulevard	Valencia	91355 (661) 287-1551

Enrollment Network						
Community Clinic Association of Los Angeles						
Agency Name	Clinic Name	Address	City	Zip Code	Contact	
229	Van Nuys Adult	14624 Sherman Way, Suite 600	Van Nuys	91405	(818) 988-6335	
230	Van Nuys Pediatric Health Center	7138 Van Nuys Boulevard	Van Nuys	91405	(818) 778-6240	
234	Park	750 South Park Avenue, Suite 101	Pomona	91766	(909) 630-7927	
235	Sultana	1556 S. Sultana Avenue	Ontario	91761	(909) 984-7384	
236	Village	1450 East Holt Avenue	Pomona	91767	(909) 630-7927	
237	Planned Parenthood Los Angeles	Administrative Headquarters	400 West 30th Street	Los Angeles	90007	<a href="http://www.plannedparenthood.org/planned-parenthood-los-angeles">http://www.plannedparenthood.org/planned-parenthood-los-angeles</a>
238	Antelope Valley Center	533 East Palmdale Boulevard Suite A-1	Palmdale	93550		
239	Baldwin Hills/Crenshaw Center	3637 South La Brea Avenue	Los Angeles	90016		
240	Bixby Center	1057 Kingston	Los Angeles	90033		
241	Burbank Center	916 West Burbank Boulevard Suite M	Burbank	90029		

<b>Enrollment Network</b>					
<b>Community Clinic Association of Los Angeles</b>					
<b>Agency Name</b>	<b>Clinic Name</b>	<b>Address</b>	<b>City</b>	<b>Zip Code</b>	<b>Contact</b>
242	Canoga Park Center	21001 Sherman Way Suite 9	Canoga Park	91303	
243	Dorothy Hecht Center	8520 South Broadway	Los Angeles	90003	
247	Lakewood	5519 Del Amo Boulevard	Lakewood	90713	
248	Lakewood Center	5525 East Del Amo Boulevard	Lakewood	90713	
249	Long Beach Center	6690 Pacific Center Suite 370	Long Beach	90806	
250	Mark S. Taper Medical Training Center	400 West 30th Street	Los Angeles	90007	
251	Planned Parenthood	825 North San Vicente Blvd	West Hollywood	90069	
252	Pomona Center	1550 North Garey Avenue	Pomona	91767	
253	Santa Monica Center	1316 3rd Street Suite 201	Santa Monica	90401	
254	South Bay Center	14623 Hawthorne Boulevard Suite 300	Lawndale	90260	
255	Van Nuys Center	7100 Van Nuys Boulevard Suite 108	Van Nuys	91405	

Enrollment Network						
Community Clinic Association of Los Angeles						
Agency Name	Clinic Name	Address	City	Zip Code	Contact	
256		7655 Greenleaf Avenue	Whittier	90602		
257	Planned Parenthood of Pasadena and San Gabriel Valley	Administrative Office	2333 Lake Avenue 2nd Floor	Altadena	91001	plannedparenthood.org/planned-parenthood-pasadena-san-gabriel-valley
261		Pasadena Health Center	1045 North Lake Avenue	Pasadena	91104	
262	QueensCare Health Centers	Bresee	184 South Bimini Place	Los Angeles	90004	(323) 635-1140
263		Eagle Rock	4448 York Boulevard	Los Angeles	90041	
264		East 3rd Street	4816 East 3rd Street	Los Angeles	90022	
265		Echo Park	150 North Reno Street	Los Angeles	90026	
266		Hollywood	4618 Fountain Avenue	Los Angeles	90029	
267	Saban Community Clinic	Beverly Health Center	8405 Beverly Boulevard	Los Angeles	90048	(323) 653-1990
268		S. Mark Taper Foundation Health Cente	6043 Hollywood Boulevard	Los Angeles	90028	
269		The Wallis Annenberg Children and Family Health Center at Hollywood Wilshire Health Center	5205 Melrose Avenue	Los Angeles	90038	

<b>Enrollment Network</b>					
<b>Community Clinic Association of Los Angeles</b>					
<b>Agency Name</b>	<b>Clinic Name</b>	<b>Address</b>	<b>City</b>	<b>Zip Code</b>	<b>Contact</b>
270	San Fernando Community Health Center	Mission Hills	11134 Sepulveda Blvd., Suite 110	Mission Hills	91345 (818) 222-4978
271		San Fernando	732 Mott Street, Suite 100/110	San Fernando	91340 (818) 963-5690
275		Inglewood, Dr. Claudia Hampton Clinic	1091 South La Brea Avenue	Inglewood	90301
276		Redondo Beach	2114 Artesia Boulevard	Redondo Beach	90278
277	South Central Family Health Center	Corporate Office	1111 East Vernon Avenue	Los Angeles	90011 (323) 908-4200
278		Main Site	4425 South Central Avenue	Los Angeles	90011 (323) 908-4200
279		Cudahy Family Health Center	7910 Atlantic Avenue	Cudahy	90201 (323) 432-5700
280		Huntington Park Family Health Center	2680 Saturn Avenue	Huntington Park	90255 (323) 908-4200
281		Pharmacy	1109 East Vernon Avenue	Los Angeles	90011 (323) 908-4270
282		S. Mark Taper Foundation Health Clinic @ The Accelerated School (TAS)	4000 South Main Street	Los Angeles	90037 (323) 908-4200
283		Vernon	1028 E. Vernon Avenue	Los Angeles	90011
284		Wellness Center @ Elizabeth Learning Center	4811 Elizabeth Street	Cudahy	90201 (323) 908-4200

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
285		Wellness Center at Jefferson High School @ Jefferson Senior High School	3410 South Hooper Avenue	Los Angeles	90011 (323) 908-4200
286	Southern California Medical Center	El Monte Site	12100 Valley Boulevard Suite 109a	El Monte	91732 scmedcenter.org
290		Pico Location	2515 West Pico Boulevard	Los Angeles	90006
291	St. John's Well Child & Family Center	Compton W.M. Keck Foundation Community Health Center	2115 North Wilmington Avenue	Compton	90222 (323) 541-1600
292		Dominguez High School (School-Based Health Center)	15301 South San Jose	Compton	90221 info@wellchild.org
293		Dr. Louis C. Frayser Health Center	5701 South Hoover Street	Los Angeles	90037
294		East Compton Community Health Center at Casa Dominguez	15715 Sout Atlantic Avenue 2nd Floor	East Rancho Dominguez	90221
295		Hyde Park Elementary School (School-Based Health Center)	6505 8th Avenue	Los Angeles	90043
296		Leavey-OB Clinic	3628 East Imperial Highway	Lynwood	90262

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
297	Lincoln High School (School-Based Health Center)	2512 Alta Street	Los Angeles	90031	
298	Magnolia Place	1910 South Magnolia Avenue Suite 101	Los Angeles	90007	
302	Warner Traynham Clinic	326 West 23rd Street	Los Angeles	90007	
303	Washington Prep Wellness Center (School-Based Health Center)	1555 West 110th Street	Los Angeles	90047	
304	T.H.E. Health and Wellness Centers	Crenshaw High School	3206 W 50th St	Los Angeles	90043 (323) 730-1920
305	Dorsey High School Site	3537 Farmdale Avenue	Los Angeles	90016	
306	La Brea Site	3721 South La Brea Avenue	Los Angeles	90016	
307	Lennox Site	10223 Firmona Avenue	Lennox	90304	
308	Western Site	3834 South Western Avenue	Los Angeles	90062	
309	Tarzana Treatment Center	Antelope Valley	44447 10th Street West	Lancaster	93534 (818) 654-3887
310	Antelope Valley ? Family Medical Clinic	907 West Lancaster Boulevard	Lancaster	93534	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
311	Antelope Valley & Lancaster	44443 North10th Street West	Lancaster	93534	
312	Long Beach	2101 Magnolia Avenue	Long Beach	90806	
313	Long Beach Outpatient Facility	5190 Atlantic Avenue	Long Beach	90805	
317	Tarzana	18646 Oxnard Street	Tarzana	91356	
318	Tarzana	18700 Oxnard Street	Tarzana	91356	
319	The Achievable Foundation	5901 Green Valley Circle Suite 405	Culver City	90230	(424) 266-7474
320	The Children's Clinic "Serving Children & Their Families"	Family Health Center Cabrillo Gateway	2000 San Gabriel Ave.	Long Beach	90810 (844) 822-4646
321	Family Health Center in Bellflower	17660 Lakewood Boulevard	Bellflower	90706	
322	Family Health Center in Central Long Beach	2360 Pacific Avenue	Long Beach	90813	
323	Family Health Center Roosevelt	1574 Linden Ave.	Long Beach	90813	
324	Family Health Center Westside	2125 Sante Fe Avenue	Long Beach	90810	
325	The R.O.A.D.S Foundation	121 S. Long Beach Blvd.	Compton	90221	(855) 645-0033



Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
326	UMMA Community Clinic	Fremont Wellness Center	7821 South Avalon Boulevard	Los Angeles	90003 (323) 406-5800
327		UMMA Clinic	711 West Florence Avenue	Los Angeles	90044
328	Unicare Community Health Center				UCHC@UNICARECHC.ORG
332		LAUSD Family Health Center; Kennedy High School	11254 Gothic Avenue	Granada Hills	91344
333		North Hills Wellness Center	9119 Haskell Avenue	North Hills	91423
334	Venice Family Clinic	Bill's Clinic at Safe Place for Youth	2469 Lincoln Boulevard	Venice	90291 (310) 392-8636
335		Children First Early Head Start Inglewood	111 North La Brea Avenue, Suite 410	Inglewood	90301
336		Common Ground	2401 Lincoln Boulevard	Santa Monica	90405
337		Irma & Lou Colen Health Center & Children's Health Center	4700 Inglewood Boulevard, Suite 102	Los Angeles	90230
338		Milken Family Foundation Medical Building/ Frederick R. Weisman Family Center	604 Rose Avenue	Venice	90291

<b>Enrollment Network</b>					
<b>Community Clinic Association of Los Angeles</b>					
<b>Agency Name</b>	<b>Clinic Name</b>	<b>Address</b>	<b>City</b>	<b>Zip Code</b>	<b>Contact</b>
339	Robert Levine Family Health Center	905 Venice Boulevard	Venice	90291	
340	Sandy Segal Youth Health Center	4401 Elenda Street	Culver City	90230	
341	Santa Monica High School	601 Pico Boulevard	Santa Monica	90405	
342	Simms/Mann Health and Wellness Center	2509 Pico Boulevard	Santa Monica	90405	
346	Watts Healthcare Corporation	Watts Health Center	10300 Compton Avenue	Los Angeles	90002 (323) 564-4331
347	Crenshaw Community Health Center	3756 Santa Rosalia Drive Suite 400	Los Angeles	90008	
348	House of Uhuru ? Substance Abuse Program	8005 South Figueroa Street	Los Angeles	90003	
349	Jordan Wellness Center	10110 South Juniper Street	Los Angeles	90002	
350	Locke Wellness Center	316 East 111th Street	Los Angeles	90061	
351	Westside Family Health Center	Main Site	1711 Ocean Park Boulevard	Santa Monica	90405 (310) 450-2191
352		Culver City	9808 Venice Blvd	Culver City	90232 lobby@wfhcenter.org
353		West Los Angeles	11101 Venice Boulevard	Los Angeles	90034

<b>Enrollment Network</b>					
<b>Community Clinic Association of Los Angeles</b>					
<b>Agency Name</b>	<b>Clinic Name</b>	<b>Address</b>	<b>City</b>	<b>Zip Code</b>	<b>Contact</b>
354	Wilmington Community Clinic	Main Site	1009 North Avalon Boulevard	Wilmington	90744 (310) 549-5760
355		Satellite Site	10901 S. Vermont Ave.	Los Angeles	90044 (323) 241-6716
356	Yehowa Medical Services		1039 W Florence Ave,	Los Angeles	90044 info@ymedical.org

<b>Original Motion Events/Locations</b>	84
<b>Total Clinics</b>	356
<b>Total Motion &amp; Clinic Locations</b>	440



## Board Report

File #: 2018-0207, File Type: Budget

Agenda Number: 12.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2019  
BUDGET**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$90,599,512 million for FY19. This amount includes:
- Operating and Capital funds in the amount of \$88.3 million, and
  - Funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2.2 million
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

#### **ISSUE**

Access provides Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and 44 other Los Angeles County fixed route operators, as mandated by the ADA. In coordination with Metro staff, Access has determined that a total of \$184 million is required for its FY19 operating and capital needs and \$2.2 million for Metrolink's participation in Access' Free Fare program. Access' resources in the amount of \$95.7 million are funded from federal grants, passenger fares, carryover and other income generated by Access. The remaining \$90.6 million will be funded by Metro with Measure M 2%, ADA Paratransit Service (MM 2%) and Proposition C 40% Discretionary funds (PC 40%). See Attachment A.

#### **DISCUSSION**

##### Ridership

Each year funding levels are established based on paratransit ridership projections provided by HDR Engineering, Inc. (HDR), Access' third-party independent consulting firm. The paratransit demand analysis uses economic factors, historical data and other variables to form the basis for the ridership projections, which are then converted into passenger trips.

Per HDR projections, Access' budget projects a small increase in ridership for FY19 over projected FY18 levels. The FY19 Budget will fund Access' Budget request, reflecting HDR's FY19 projected

ridership, with \$3.5 million, held in reserve for this projected growth in ridership. Metro staff will continue to monitor ridership levels regularly.

**Major Cost Drivers and Reductions for FY19 Budget**

The cost for paratransit trips is increasing primarily due to legislated changes in the minimum wage in Los Angeles City and Los Angeles County. The FY19 projected average cost per trip is \$39.74, which is a 14% increase from FY18. These increases are tempered by lower demand for paratransit services. Based on year-to-date data, the number of Access trips in FY18 is projected to decline by 2.7% from FY17 levels. The decrease in ridership is consistent with regional and national ridership trends, as well as a decline in eligible Access customers.

As illustrated in the chart below, the largest increase in the FY19 Budget is from Direct Operations, with an increase of 7.4% compared to FY18. This increase is primarily attributed to the increase in minimum wage as explained above. In FY18, Access revamped its eligibility process, which has led to a 30% decrease in costs for Contracted Services in FY19. For Management and Administration, costs are expected to increase by approximately 3.8% compared to FY18, associated with cost inflation and wage increases. Access' total FY19 Budget will increase by 4.7% or \$8.3 million over the previous year.

<b>Access Services - Budget</b>					
<b>(\$ in thousands)</b>					
	<b>FY18</b>	<b>FY19</b>			
	<b>Budget</b>	<b>Proposed</b>	<b>\$ Change</b>	<b>% Change</b>	
<b>Expenses</b>					
Direct Operations	\$ 139.4	\$ 149.8	\$ 10.4	7.4%	
Contracted Support	14.6	10.1	(4.4)	-30.4%	
Management/Administration	<u>11.7</u>	<u>12.2</u>	<u>0.4</u>	<u>3.8%</u>	
Total Operating Costs	\$ 165.7	\$ 172.1	\$ 6.4	3.8%	
Total Capital Costs	\$ 10.1	\$ 12.0	\$ 1.9	18.8%	
Total Expenses	\$ 175.8	\$ 184.1	\$ 8.3	4.7%	
<b>Carry Over from FY17</b>		<b>\$ (4.4)</b>	<b>\$ (4.4)</b>		

**FY17 Carryover Funds of \$4.4M**

In FY17, actual ridership was lower than projected, which resulted in unused funds of \$4.4 million. Under the Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request to carry them over to the following fiscal year. Access has requested to carry over a total amount of \$4.4 million into the FY19 proposed budget.

**BACKGROUND**

Metro, in its role as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service on behalf of Metro and 44 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated paratransit service is considered a civil right under

federal law and must be appropriately funded.

Access' system provides more than 4.7 million passenger trips per year to more than 160,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County by utilizing over 1,959 accessible vehicles and taxicabs. Access' service area is divided into six regions to ensure efficient and effective service.

Funding Sources - STBG Program Federal, Local Funding (PC 40% and Measure M)

Access, a federally mandated program, is partially funded by Federal Section 5310 funds from the Surface Transportation Block Grant (STBG) Program and other federal grants, which are used to fund Access' capital program and other non-ADA services. It is important to note that Metro must fund any required ADA paratransit service needs not met by the STBG up to the balance of Access' budget request primarily from local funding. Since PC 40% funds are the last dollar into the Access budget, the amount of STBG funding initially programmed to Access has a significant impact on the Metro budget.

Funding from the STBG Program has increased by an average of 2% annually since FY03; while local funding (PC 40%) has increased by an average of 13% annually during the same time period. Metro's continued allocation of STBG funds is critical in supporting ADA complementary paratransit services in the region. Any decision to defer or decrease Access' STBG funding will result in a greater demand for Metro's local funding (PC 40%). Given the many demands for PC 40% funds, Metro will need to identify other eligible funding sources to ensure continued provision of ADA mandated paratransit service.

Additionally, the passage of Measure M provides for a small dedicated funding source to help bridge this gap in accordance with the adopted MM 2% guidelines.

Performance

In FY18, the Access Board of Directors adopted additional key performance indicators (KPIs) to ensure that optimal levels of service are provided throughout the region. These results are published monthly in a Board Box report. A yearly comparison summary of the main KPIs is provided below.

Access Performance Standards

	Standards	FY17	Goals Met	FY18- YTD	Goals Met
On Time Performance	≥ 91%	91.5%	Yes	91.8%	Yes
Late 4 Trips (45+ min late)	≤ 0.10%	0.1%	Yes	0.08%	Yes
Average Initial Hold Time	≥ 120 secs	80 secs	Yes	81 secs	Yes
Calls on Hold over 5 minutes	≤ 5.0%	4.5%	Yes	4.6%	Yes

YTD through March 2018

Agency Update

In FY18, at the request of the Metro Finance, Budget and Audit Committee, Access began providing quarterly updates that included an overview of Access' performance outcomes and service initiatives.

Over the last year, Access has completed the following initiatives:

- Comprehensive Operational Review
- Customer Survey
- New Eligibility Facility in Commerce, CA and revised eligibility process
- Updated operational contracts with enhanced KPIs and Scope of Work
- Introduction of a trip locator (*Where's My Ride*) smartphone application

In FY19, Access plans to implement the following:

- Operational facility study
- Online reservations
- Online eligibility applications
- Medi-Cal transportation reimbursement program

### Metro Oversight Function

Metro will continue oversight of Access to ensure system effectiveness, cost efficiency and accountability. Metro has been and will continue to be an active participant on Access' Board of Directors, the Budget Subcommittee and Audit Subcommittee. In addition, Access is part of the consolidated audit conducted annually by independent auditors hired by Metro.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this recommendation will not have a negative impact on the safety of Metro's customers, its employees, or the general public.

### **FINANCIAL IMPACT**

Access' local funding will come from PC 40% in the amount of \$66.9 million and MM 2%, in an amount of \$23.7 million for a total amount of \$90.6 million.

### Impact to Budget

Metro's FY19 budget includes \$90.6 million from PC 40% and MM 2% collectively, to fund Access. There will be no financial impact on Metro's bus and rail operations.

### **ALTERNATIVES CONSIDERED**

Not fully funding Access to provide mandated paratransit service for FY19 would place Metro and the other 44 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within  $\frac{3}{4}$  of a mile of local rail and bus lines. This would impact Metro's ability to receive federal grants.

### **NEXT STEPS**

Upon approval, staff will execute all MOUs and agreements to ensure proper disbursement of funds from MM 2% and PC 40%.

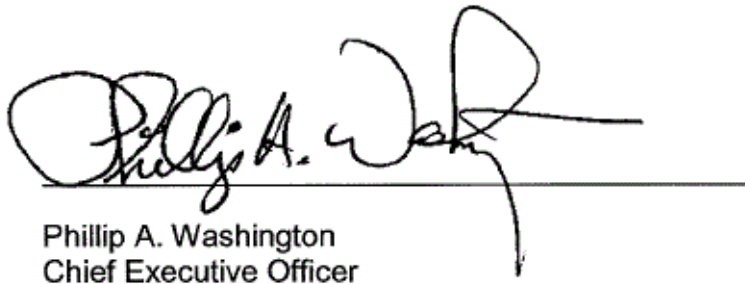
In FY15, the Board programmed Federal STBG Program funds from FY16 through FY19. This is the last year of programmed STBG funding for federally mandated ADA paratransit service. Countywide Planning & Development Department will return to the Board for approval to program the STBG funds for FY20 and future years to ensure that Access will be eligible to apply for this funding.

**ATTACHMENT**

Attachment A - FY19 Access Program

Prepared by:           Giovanna M Gogreve, Senior Manager, Transportation Planning,  
Office of Management and Budget (213) 922-2835

Reviewed by:           Nalini Ahuja, Chief Financial Officer, Office of Management and  
Budget (213) 922-3088



Phillip A. Washington  
Chief Executive Officer



## ATTACHMENT A

<b>FY19 Access Program</b>		
<b>Expenses</b>		(\$ in millions)
FY19 Access Proposed Budget	\$	184.0
Metrolink Free Fare Program (Paid by Metro)		2.2
<b>Total Access Program</b>	<b>\$</b>	<b>186.2</b>
<b>Federal/Fares/Carryover</b>		
Federal - STBG Program		66.0
Federal MAP-21 (Capital)		12.0
Passenger Fares and other income		13.3
FY17 Carryover (PC 40%)		4.4
<b>Subtotal</b>	<b>\$</b>	<b>95.7</b>
<b>New Funding Request - Operating and Capital</b>		
<u>Measure M 2%</u>		
FY18 (unallocated funds)	\$	11.5
FY19 funding		12.5
<u>Proposition C 40%</u>		
FY 19		61.0
Reserve (held by Metro)		3.5
Metrolink Free Fares		2.2
<b>Total FY19 Funding Request</b>	<b>\$</b>	<b>90.6</b>

# **Access Services FY19 Budget Request**

## **Finance, Budget & Audit Committee**

**June 20, 2018**



**Metro**

# Access Funding Sources – FY19

FY19 Access Program	
<b>Expenses</b> (\$ in millions)	
FY19 Access Proposed Budget	\$ 184.0
Metrolink Free Fare Program (Paid by Metro)	2.2
<b>Total Access Program</b>	<b>\$ 186.2</b>
Federal/Fares/Carryover	
Federal - STBG Program	66.0
Federal MAP-21 (Capital)	12.0
Passenger Fares and other income	13.3
FY17 Carryover (PC 40%)	4.4
<b>Subtotal</b>	<b>\$ 95.7</b>
New Funding Request - Operating and Capital	
<u>Measure M 2%</u>	
FY18 (unallocated funds)	\$ 11.5
FY19 funding	12.5
<u>Proposition C 40%</u>	
FY 19	61.0
Reserve (held by Metro)	3.5
Metrolink Free Fares	2.2
<b>Total FY19 Funding Request</b>	<b>\$ 90.6</b>



**Approve FY19 Funding Request of \$90.6M**

# Access Services - Expenses

## Access Services - Budget

(\$ in thousands)	FY18 Budget	FY19 Proposed	\$ Change	% Change	Notes
<b>Expenses</b>					
Direct Operations	\$ 139.4	\$ 149.8	\$ 10.4	7.4%	Minimum wage increases FY19 in LA City/County
Contracted Support	14.6	10.1	(4.4)	-30.4%	Enhanced eligibility process
Management/Administration	<u>11.7</u>	<u>12.2</u>	<u>0.4</u>	<u>3.8%</u>	Cost inflation and wage increase
Total Operating Costs	\$ 165.7	\$ 172.1	\$ 6.4	3.8%	
Total Capital Costs	<u>\$ 10.1</u>	<u>\$ 12.0</u>	<u>\$ 1.9</u>	<u>18.8%</u>	Carryover of Federal grants for Capital Program
Total Expenses	\$ 175.8	\$ 184.1	\$ 8.3	4.7%	

# Access Key Performance Indicators (KPIs)

	Standards	FY17	FY18- YTD	Goals Met
On Time Performance	$\geq 91\%$	91.5%	91.8%	Yes
Late 4 Trips (45+ min late)	$\leq 0.10\%$	0.1%	0.08%	Yes
Average Initial Hold Time	$\geq 120$ secs	80 secs	81 secs	Yes
Calls on Hold over 5 minutes	$\leq 5.0\%$	4.5%	4.6%	Yes

YTD through March 2018

- Access utilizes KPIs to ensure quality ADA paratransit service is delivered to its customers.
- Contractor's performance are also monitored through additional KPIs included in contracts.

# Oversight And Next Steps

## Oversight

- Quarterly updates to Finance, Budget & Audit Subcommittee
- Annual consolidated financial audit conducted by Metro
- Participation in advisory committees and working groups
- Regular monitoring of service and financial statistics

## Next Steps

- Increase engagement with large medical facilities
- Implementation and enhancement of new technology

# Recommendation

- Approve local funding request for Access Services in an amount not to exceed \$90.6 million for FY19. This amount includes:
  - Operating and Capital funds in the amount of \$88.3 million, and
  - Fund paid directly to Metrolink for its participation in Access Services Free Fare program in the amount of \$2.2 million
- Authorize the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.



**Board Report**

**File #:** 2018-0357, **File Type:** Federal Legislation / State Legislation (Position)

**Agenda Number:** 15.

**REVISED  
EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 20, 2018**

**SUBJECT: STATE LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

**RECOMMENDATION**

ADOPT staff recommended positions:

- A. Assembly Bill 533 (Holden) - State Highway Route 710 ~~WORK WITH AUTHOR~~ **OPPOSE UNLESS AMENDED**
- B. Assembly Bill 1912 (Rodriguez), as amended - Public Employees' Retirement: Joint Powers Agreements: Liability **OPPOSE UNLESS AMENDED**
- C. Assembly Bill 327 (Gipson) - South Coast Air Quality Management District: fleets **OPPOSE UNLESS AMENDED**

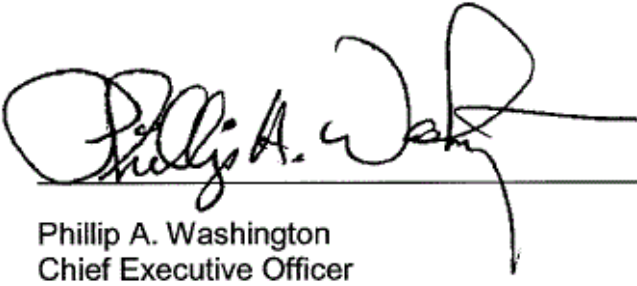
**ATTACHMENTS**

- Attachment A - AB 533 (Holden) Legislative Analysis
- Attachment B - AB 1912 (Rodriguez), as amended Legislative Analysis
- Attachment C - AB 327 (Gipson) Legislative Analysis

Prepared by: Michael Turner, Deputy Executive Officer, Government Relations, 213-922-2122  
Desarae Jones, State Affairs Administrator, Government Relations 213-922-2230

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





Phillip A. Washington  
Chief Executive Officer

**BILL:** ASSEMBLY BILL 533  
AS AMENDED ~~JULY 3, 2017~~ JUNE 18, 2018

**AUTHOR:** ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)

**SUBJECT:** STATE HIGHWAY ROUTE 710

**STATUS:** SENATE TRANSPORTATION AND HOUSING COMMITTEE

**ACTION:** ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED

**RECOMMENDATION**

Staff recommends that the Board of Directors adopt a ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED position on Assembly Bill 533 (Holden).

**ISSUE**

This bill would require Caltrans, in consultation with Metro, to establish the State Highway Route (SR) 710 North Advisory Committee, with a specified membership, to study the alternatives considered in the SR 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the SR-710 Corridor project area. The bill would also delete the State Route 710 North segment from State law.

Specifically the bill would:

- Require Caltrans in consultation with Metro to establish the SR 710 North Advisory Committee;
- Require the advisory committee to make recommendations and submit a report to the Legislature, Caltrans and Metro by January 1, 2019 on the most feasible and appropriate project design alternative, as well as other transit options that could be implemented in the corridor;
- Require the department to implement the alternative as recommended if the recommendation is found to be appropriate and feasible; and
- Eliminate the State Route 710 North corridor from State law.

**DISCUSSION**

The current version of AB 533 (Holden) was amended on ~~July 3, 2017~~ June 18, 2018. In its ~~current~~ previous form, AB 533 proposes to amend the Streets and Highways code related to the State Route 710 North project and would require the formation of an advisory committee, require that committee to provide a report and complete study of alternatives with recommendations by January 2019. Caltrans is the lead agency for the SR-710 project, since this is a state highway and is responsible for the final determination of the project scope.

In May 2017, the Board adopted a motion related to SR-710 project funding at the Regular Board Meeting. This motion supports collaboration and planning between Metro, Caltrans and the affected jurisdictions, which would include the cities within the SR 710 corridor in programming funding and choosing projects in the SR-710 corridor. The Board also adopted a position to support the adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative and has deferred any decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. We believe that AB 533 (Holden) has a similar goal to Metro's recently adopted policies. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders.

Staff also finds that the bill is not specific in determining what role the Advisory Committee would hold. While we would prefer that the legislation not create another committee as it would be duplicative of the process already created by Metro, we would like to work with the author on this legislation to ensure the final version of the bill is in line with Metro's established process.

State law also identifies the various state highways in California and identifies their boundaries and limits. AB 533 would limit the definition of 710 freeway to that section generally from Long Beach to Interstate 10. The bill would eliminate the segment of the 710 corridor generally between Interstate 10 and Interstate 210. If that segment of the freeway is eliminated, then it would remove any authorization to complete that segment. Staff recommends that this is an issue that should remain within the jurisdiction of the state as it is both the owner/operator of the freeway and is responsible for completion of the environmental document.

Staff therefore recommends that the Board adopt a ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED position on the measure AB 533 (Holden).

#### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

#### **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

#### **ALTERNATIVES CONSIDERED**

Staff has considered adopting either a support or neutral position on the bill. A support or neutral position would be inconsistent with Metro's Board approved 2018 State Legislative Program Goals to support the acceleration of construction of transportation projects in Los Angeles County.

#### **NEXT STEPS**

Should the Board decide to adopt a ~~WORK WITH AUTHOR~~ OPPOSE UNLESS AMENDED position on this legislation; staff will communicate the Board's position to the

author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

## ATTACHMENT B

**BILL:** ASSEMBLY BILL 1912  
AS AMENDED MAY 9, 2018

**AUTHOR:** ASSEMBLYMEMBER FREDDIE RODRIGUEZ (D- POMONA)

**SUBJECT:** PUBLIC EMPLOYEES' RETIREMENT: JOINT POWERS  
AGREEMENTS: LIABILITY

**STATUS:** SENATE COMMITTEE ON PUBLIC EMPLOYMENT AND  
RETIREMENT  
HEARING SCHEDULED: JUNE 11, 2018

**ACTION:** OPPOSE UNLESS AMENDED

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Assembly Bill 1912 (Rodriguez).

### **ISSUE**

The Metro Board of Directors recently voted to Oppose AB 1912, which would require member agencies of a JPA to be liable for the retirement obligations of the JPA. The bill was recently amended on May 9, 2018. The amended language of the bill still contains provisions of concern to Metro. Staff recommends that the Board modify its position to OPPOSE UNLESS AMENDED and that we seek an amendment to eliminate the retroactivity of the bill.

Specifically, this bill:

- Amends provisions in existing law by removing the ability of an agency that is party to a JPA agreement to not be responsible for the pension debts, liabilities, and obligations of the JPA.
- Requires the member agencies of a JPA to be responsible for and mutually agree as to the apportionment of the JPA's pension obligations if the JPA contracts with CalPERS, or any other public employee retirement system for administration of its retirement benefits.
- Requires current and new JPA contracts with CalPERS to include{sentence incomplete}. Existing contracts must be reopened to include such provisions.
- Prohibits CalPERS from contracting with a JPA, unless all parties to the agreement establishing the JPA are jointly and severally liable for the JPA's pension obligations.
- Requires CalPERS to sue the member agencies of a JPA for recovery of its pension obligations owed to the system if the JPA's contract with CalPERS is terminated.
- Provides that CalPERS shall have a lien on the assets of a terminated contracting JPA, subject only to a prior lien for wages equal to the actuarially

determined deficit for funding for the employee's earned benefits. The assets must be available to pay actual costs, including attorney's fees expended for collection of the lien.

- Permits JPA member agencies or the JPA itself to enter into an agreement with CalPERS to ensure the proper calculation of benefits such that employees and retirees of the terminating agency remain whole, and allows for lump-sum payments at termination, and permits CalPERS to refuse to enter into an agreement if it determines that it is not in the best interests of the retirement system.
- Creates a two-year window in which a JPA must notify CalPERS of its intention to enter into such an agreement before the JPA dissolves. The notification would grant CalPERS sufficient time to ensure that the proposed arrangements are in the best interests of the system. Failure to notify CalPERS within the two-year window would result in the JPA's member agencies adding the beneficiaries to their own retirement system.
- Removes language in existing law regarding CalPERS' discretion in reducing retirement benefits related to terminating agencies.

## **DISCUSSION**

Assemblymember Freddie Rodriguez (D-Pomona) has recently amended AB 1912, which would significantly alter the Public Utilities Code and Government Code related to Joint Powers Authorities (JPAs) and their associated liabilities and agreements. The bill specifically applies to member agencies of JPAs that contract with the California Public Employee Retirement System (CalPERS) to provide post-employment retirement benefits to their employees. Staff finds this bill to be very problematic – in that it assigns liabilities for past, current and future debt and pension obligations to member agencies of JPAs.

Metro is currently a member agency of the Southern California Regional Rail Authority (Metrolink), LOSSAN Rail Corridor Agency, as well as a number of other JPAs. The Metrolink Joint Powers Agreement (JPA) currently specifies that “[t]he debts, liabilities, and obligations of [Metrolink] shall not be the debts, liabilities and obligations of the member agencies.” This bill would completely invalidate that provision. The bill, as proposed would retroactively apply to agreements that were executed prior to the enactment of the legislation. Assuming the liability of the various JPA agreements would substantially increase Metro's liabilities related to pension costs, indemnities and general liabilities.

The bill was recently amended on May 9, 2018, to clarify language in the bill relative to joint and several liability; language that appeared to be conflicting. The bill now requires that member agencies of a JPA must mutually agree as to the apportionment of the pension liability. Another sentence in the bill which clearly stated the bill was retroactive was struck from the bill however, other language in the bill would still make the bill apply retroactively and that issue continues to be of significant concern to staff. Staff proposes that Metro work to include additional amendments to the legislation to remove any reference to retroactivity.

This bill as currently drafted would impede Metro's ability to sell debt, could potentially affect Metro's credit rating and presents a risk to existing debt and future bond sales. Staff is concerned that the language giving CalPERS a "lien on the assets of all parties to the terminating contracting agency, subject only to a prior lien for wages," may subject us to legal action from existing bondholders if this provision is applied retroactively. If the bill were prospective then we believe the risk from the placement of a lien would be minimized because we would have the ability to address the pension costs at the formation of the JPA and would subsequently provide notice of the obligation to future bondholders.

This bill fundamentally changes the structure of JPAs and could represent significant new costs that will be borne by Metro. This has the potential to severely impact Metro's budget and the services we provide. This bill would require that the Board of Directors re-negotiate its Joint Powers Agreements to include a provision that all the member agencies to the Agreement are jointly and severally liable for the JPA's pension obligations.

Staff recommends that the Board adopt an OPPOSE UNLESS AMENDED position on the measure AB 1912 (Rodriguez).

#### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

#### **FINANCIAL IMPACT**

If the legislation is approved, unfunded pension and general liabilities transferred from dissolved JPAs could impact Metro's budget tremendously.

#### **ALTERNATIVES CONSIDERED**

Staff has determined that the Board could opt to take no action on this item; however, without a strong Board adopted position on the proposed legislation, Metro, as a member of several JPAs could be greatly impacted.

#### **NEXT STEPS**

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on this measure; staff will communicate the Board's position to the author and work to seek further amendments to the legislation. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

## ATTACHMENT C

**BILL:** ASSEMBLY BILL 327  
AS AMENDED JUNE 4, 2018

**AUTHOR:** ASSEMBLYMEMBER MIKE GIPSON (D- CARSON)

**SUBJECT:** SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT:  
FLEETS.

**STATUS:** SENATE COMMITTEE ON TRANSPORTATION AND HOUSING  
HEARING: TBD  
SENATE COMMITTEE ON ENVIRONMENTAL QUALITY  
JUNE 20, 2018 – PASSED BY VOTE OF 5-2

**ACTION:** OPPOSE UNLESS AMENDED

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Assembly Bill 327 (Gipson).

### **ISSUE**

Assemblymember Mike Gipson (D-Carson) has recently amended AB 327 to include language related to South Coast Air Quality Management District's authority to regulate fleets.

Specifically, this bill:

- Would authorize the governing board of the South Coast District to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 15 or more vehicles to purchase the cleanest commercially available vehicles, as defined, that will meet the operator's operational needs; to require the replacement of no more than 15% of existing vehicles per calendar year, as specified; and to require those cleanest commercially available vehicles to be operated, to the maximum extent feasible, in the south coast district; and
- Would make legislative findings and declarations as to the necessity of a special statute for the south coast district.

### **DISCUSSION**

Assemblymember Mike Gipson (D-Carson) has recently amended AB 327, which would update the South Coast Air Quality Management District (SCAQMD) authority to regulate fleets and adopt clean fleet regulations. This bill would authorize the South Coast Air Quality Management District (SCAQMD) to adopt rules and regulations that require operators of public and commercial fleet vehicles, including public transit agencies to purchase the cleanest commercially available vehicles.



Existing law authorizes the SCAQMD to adopt regulations that require operators of public and private commercial fleet vehicles to purchase vehicles that operate using clean-burning alternative fuels when adding or replacing vehicles in fleets. Staff has concerns with the recently amended language in that it conflicts with the current efforts at the California Air Resources Board (CARB) to mandate Zero-Emission bus purchases through the Innovate Clean Transit (ICT) Regulation.

Metro, as a member of the California Transit Association, has been working with a coalition of transit agencies and CARB during the process of developing the Innovative Clean Transit Regulation to ensure that Metro's Board priorities, Fleet and Operations plans for the agency's Zero-Emission Bus Fleet Conversion efforts are incorporated in to the final CARB rule. CARB's rule-making effort would mandate bus purchases and fleet conversion by 2030.

This bill is problematic because it directly conflicts with CARB's efforts to develop and implement the ICT regulation. If both agencies adopt regulations mandating electrification and conversion of fleets, Metro, and other Southern California agencies would be subject to overlapping requirements.

AB 327 (Gipson) language as drafted is problematic because this bill would give the SCAQMD new authority to adopt a zero-emission bus purchase mandate, impacting transit agencies, like Metro with fleets of at least 15 vehicles. This potentially would also impact contracted services, like Freeway Service Patrol, and other municipal operators in Los Angeles County and the Southern California region in SCAQMD's district boundaries. The FSP program inherently improves air quality because it reduces congestion. A new rule has the potential to increase costs of the program which could cause reductions in FSP service and significantly impact program operations.

Staff is recommending that the Board consider the following amendments to the legislation:

- Request that the author remove "passenger bus transportation" from the list of commercial fleet vehicles that can be regulated;
- Clarify that the commercial fleet vehicles that would fall under the proposed regulation, ie. contracted services, including those that operate the Freeway Service Patrol and other light- and medium-duty vehicles, and Metro's non-revenue fleet, not be negatively impacted by SCAQMD's rule.

Staff recommends that the Board adopt an OPPOSE UNLESS AMENDED position on the measure AB 327 (Gipson).

#### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

### **FINANCIAL IMPACT**

Staff is currently evaluating the long-term potential impacts to Metro's Operating budget. If the legislation is approved, this could potentially impact Metro's budget significantly, by mandating zero-emission bus conversion as well as mandating conversion of non-revenue fleet and other light- and medium-duty vehicles sooner than expected. The exact financial impact is difficult to determine given that there is no way of knowing what rule SCAQMD would implement and what the resultant costs would be.

### **ALTERNATIVES CONSIDERED**

Staff has determined that the Board could opt to take no action on this item; however, without a strong Board adopted position on the proposed legislation, Metro, stands to be greatly impacted by the provisions outlined in the legislation. Metro's 2018 State Legislative Program outlines the Board's priorities for working in partnership with CARB, CTA, and SCAQMD to reach consensus on clean-air mandates and for supporting legislation that would help Metro to achieve its long-term clean-air goals.

### **NEXT STEPS**

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on this measure; staff will communicate the Board's position to the author and work to seek further amendments to the legislation. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



## Board Report

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**File #:** 2018-0251, **File Type:** Informational Report

**Agenda Number:** 39.

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**REVISED**  
**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE**  
**JUNE 21, 2018**

**SUBJECT: NEW BLUE BUS SERVICE CONCEPT AND FARE STRUCTURE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on the service concept and fare structure for the New Blue Bus Replacement Service.

**ISSUE**

Starting January 2019, the Blue Line will undergo a comprehensive eight-month modernization program to improve reliability and resiliency, enhance safety, and extend the service life of the Blue Line. In addition, there will be significant improvements to the Willowbrook/Rosa Parks Station.

To minimize service impacts and confusion for our customers, and to provide an unconstrained environment for construction activities, the Blue Line will close one half of the line at a time, for a period of four months each, beginning with the southern portion. The Willowbrook/Rosa Parks Station will be closed for the entirety of the eight months. To maintain service during construction, a series of bus services will be provided and tailored for short, mid and long-distance trip making. Complementing the bus services will be a fare structure designed to follow Metro's past practices for bus bridges as well as the current fare structure for similar services. This report details and rationale for the bus service concept and fare structure.

**DISCUSSION**

Starting January 2019, the Blue Line will undergo a comprehensive modernization program, including:

- Train Control Improvements
- Track Improvements
- Overhead Power Improvements
- Willowbrook/Rosa Parks Station Improvements
- Other Station Improvements

This project, known as the “New Blue”, is expected to improve reliability and resiliency, enhance safety, and extend the service life of the Blue Line. In addition, significant improvements to the Willowbrook/Rosa Park Station will:

- Enhance Safety and Security
- Improve Connections to the Surrounding Community
- Expand Station Capacity
- Streamline Rail and Bus Transfers

### New Blue Service Concept and Fare Structure

The Blue Line will be closed in two (2) phases during a project period of eight months to minimize service impacts and confusion for customers, and to provide an unconstrained environment for construction activities.. Phase 1 will begin the first weekend of January through the end of April 2019; the Blue Line will operate from 7<sup>th</sup> St/Metro Station to 103<sup>rd</sup> St Station. Phase 2 will commence the beginning of May through end of August 2019; the Blue Line will service stations between Compton and Downtown Long Beach.

Metro’s operational goals and objectives for the New Blue supplemental services are to provide high quality regionally coordinated transit services that are reliable, fully integrated, convenient, and simple to use and provide maximum benefit to customers during this temporary suspension of service.

With this objective in mind, staff evaluated the existing travel demand along the Blue Line corridor and uncovered the following four (4) prominent travel markets:

- **North Segment:** Thirty-five percent (35%) of Blue line riders travel within the north segment between 103<sup>rd</sup> St. Station and 7<sup>th</sup>/Metro Station.
- **South Segment:** Thirty percent (30%) travel within the south segment between Compton and Downtown Long Beach stations.
- **Mid-Corridor:** Twenty-one percent (21%) of Blue line riders travel between the north and south segments
- **End-to-End:** Fifteen percent (15%) travel from one end of the alignment to the other

To make travel through the corridor more efficient the Blue Line will maintain its rail operation for half of the alignment, while the other half is closed for construction activities During Phase 1, Blue Line rail service will operate north of the Willowbrook Station from 7th St/Metro Station to 103<sup>rd</sup> Station. While Phase 2 is underway, rail services will operate south of the Willowbrook Station from the Downtown Long Beach Station to Compton Station.

Metro recognizes the need to ensure that transit use continues to be convenient during each construction phase. Therefore, staff developed a New Blue Bus Service Plan that includes three distinct bus options designed to serve each of the travel markets described above. This includes a Local “Bus Bridge” Shuttle, Mid-Corridor Rapid, and Downtown-to-Downtown Express options to replace train service in the closed segments. The new replacement bus services are as described

below:

- **Local “Bus Bridge” Shuttle** - Historically, Metro offers a temporary bus bridge shuttle to replace rail service that has been suspended. This service will provide direct connection to all of the closed stations, free of charge. The shuttle will mirror the existing train schedule and span of service to provide a seamless transfer between replacement bus service and the remaining rail service.
- **Mid-Corridor Rapid** - The mid-corridor rapid is a limited stop service and will provide a direct connection to the Blue Line at the first transfer station. A base fare of \$1.75 will apply to this service, and customers will benefit from Metro’s 2-hour free transfer policy to and from the Blue Line. The Mid-Corridor Rapid will operate Monday through Friday only during the peak periods.
- **Downtown-to-Downtown Express** - ~~The Silver Line typically serves as an alternative to the Blue Line when rail service is interrupted. As such, staff anticipates the need to increase service on the Silver Line to accommodate Blue Line customers currently travelling between downtown Long Beach and downtown LA. However, instead of forcing Blue Line riders to drive to an existing Silver Line station, staff proposed to add additional Silver Line trips that will be extended from the Rosecrans Silver Line station to downtown Long Beach to improve customer convenience by providing a one seat ride between downtown Long Beach and downtown LA. The Silver Line fare is a base fare of \$2.50, or an upcharge of \$0.75. As stated above, roughly 15% of Blue Line riders travel between downtown Long Beach and downtown LA. The Blue Line end to end running time is approximately 57 minutes. The Downtown-to-Downtown Express would provide a comparable travel time with stops only in downtown Long Beach and in downtown LA, bypassing all stations along the Harbor Transitway. As a direct replacement for the Blue Line, this service will be priced similarly at the base fare of \$1.75.~~ This express will operate Monday through Friday only during the peak periods.

Additionally, staff has met with and garnered input from the Cities of Compton, Long Beach and Los Angeles to ensure that planning efforts are coordinated seamlessly. Discussions with the cities included but were not limited to the following service related topics:

- Improving bus service between rail service, as well as maintaining connections with all rail stations and key destinations
- Coordinating with affected municipal operators to improve system connectivity, inter-agency transfers, customer safety and experience
- Employing strategies such as all-door boarding to improve on-time performance
- Developing outreach materials to market, promote, and outreach to Blue Line riders about supplemental transit services

### Community Outreach

The Communications Department has developed a robust community outreach plan that includes various methods for communicating about the modernization project to diverse audiences. The plan includes bus, rail, print and social media ads; station signage; banners; inclusion in community presentations; email blasts; press releases; web and social media posts; articles in Metro’s blog, *The*

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*Source*; fact sheets; flyers to neighboring communities; station and operator announcements; and information booths at community events along the Blue Line corridor.

Staff has already begun educating key stakeholders and the public at a high level, and the plan will roll out in a more detailed fashion six months before the project begins.

### Findings

A Title VI Equity Analysis is not required for temporary service and fare changes. Therefore, the proposed services and fares are consistent with FTA's guidance and Metro's Major Service Change and Fare Change policies (Chapter 2-50 Administrative Code).

### FINANCIAL IMPACT

The cost of the replacement bus service is included in the Board adopted FY19 budget. Submission of this Receive and File report will not have a negative financial impact FY19 Budget.

### ALTERNATIVES CONSIDERED

The alternative to the proposed staff recommendation is to only supplement the Blue Line rail service with the traditional Local "Bus Bridge" Shuttle. Not implementing the full array of replacement transit services is not recommended, as customers would not benefit from the expedited travel options these services provide.

### NEXT STEPS

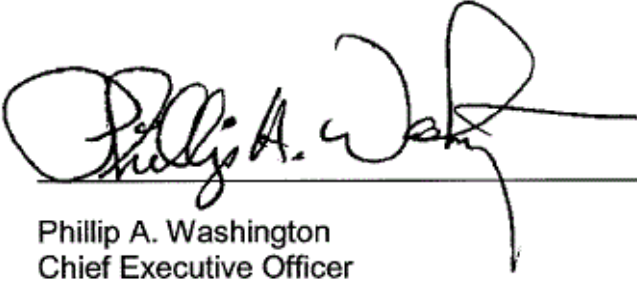
Staff will continue the scheduled construction mitigation outreach efforts to alert impacted cities, municipal operators, and stakeholders of the need, benefit and goal of the Blue Line modernization work. As well as, provide the public with information regarding the construction impacts, project updates and transit service availability.

### ATTACHMENTS

Attachment A - New Blue Outreach Plan

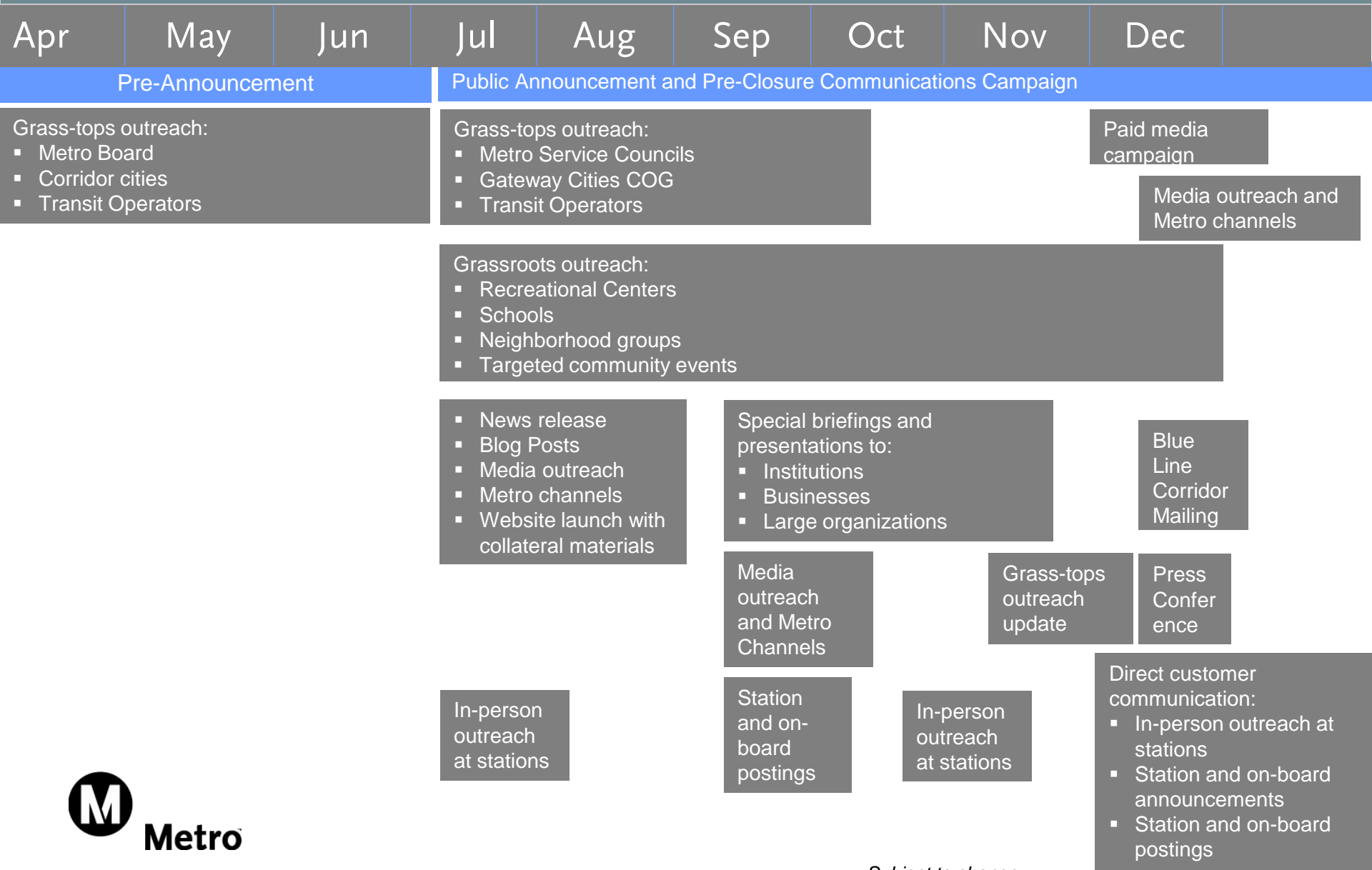
Prepared by: Medford Auguste, Sr. Transportation Planner, (213) 922-4814  
Conan Cheung, Sr. Executive Officer, (213) 418-3034

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



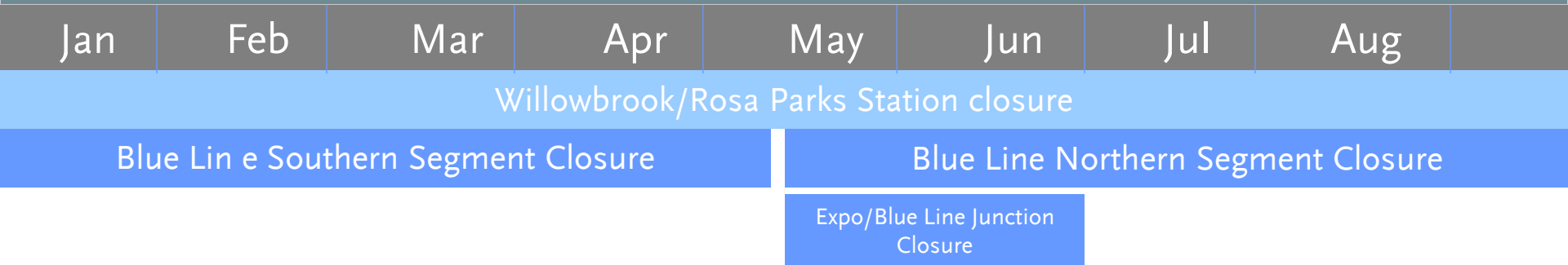
Phillip A. Washington  
Chief Executive Officer

# New Blue Communications Plan 2018



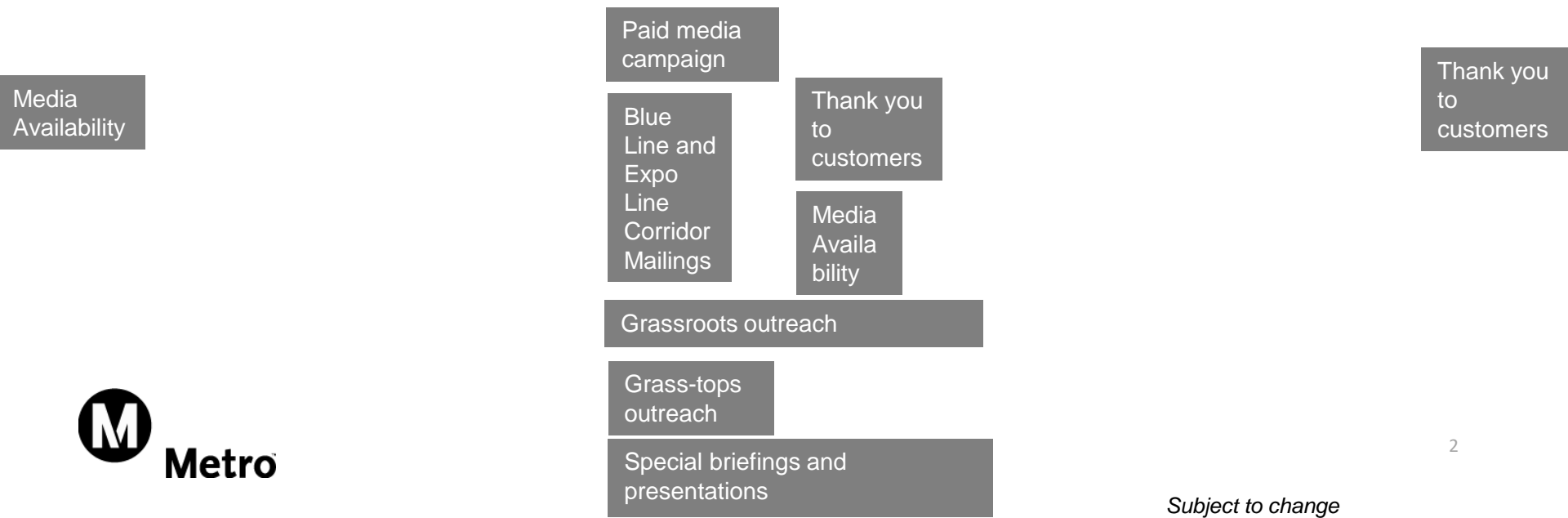


# New Blue Communications Plan 2019



**Direct customer communication:**

- In-person outreach at stations
- Media outreach and Metro channels
- Station and on-board postings
- Station and on-board announcements
- Signage including at stations, bus stops, platforms, on rail cars, and wayfinding
- Construction outreach via notices, door-to-door, and digital





# New Blue Replacement Bus Service



**Metro**

**June 28 2018**

## OVERVIEW

- Work to modernize the Blue Line has been ongoing since 2014 as part of a \$1.2-billion investment.
- Metro will embark on the “New Blue Project” to modernize the Blue Line through a series of construction and maintenance projects.
- All these projects are designed to extend the service life of the Blue Line, improve reliability and resiliency, and enhance safety.



# PROJECT SCHEDULE



Jan

Feb

Mar

Apr

May

Jun

Jul

Aug

Willowbrook/Rosa Parks Station

Willowbrook/Rosa Parks Station to  
the Downtown Long Beach Station

Willowbrook/Rosa Parks Station to  
7th St/Metro Center Station

# BUS REPLACEMENT SERVICE- PHASE 1



## Bus Shuttle Service

- Serving all closed stations between Downtown Long Beach Station and 103<sup>rd</sup> St Stations mirroring the train schedule
- Fare: Free

## Mid-Corridor Express Service

- Express service between the Downtown Long Beach and 103<sup>rd</sup> St Stations via Willowbrook/Rosa Parks Station (Monday through Friday, peak hours only)
- Fare: \$1.75

## End to End Express service

- Non-stop service for faster travel between Long Beach and 7<sup>th</sup>/Metro Station (Monday through Friday, peak hours only)
- Fare: \$1.75



Blue Line approximately every 12 min

# BUS REPLACEMENT SERVICE- PHASE 2



## Bus Shuttle Service

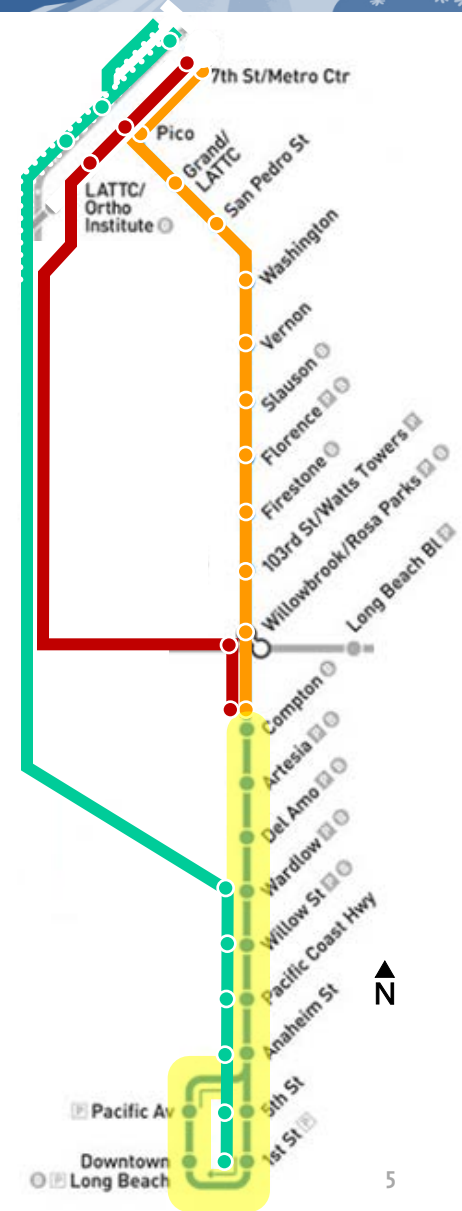
- Serving all closed stations between Compton Bl and 7<sup>th</sup> St/Metro Stations mirroring train schedule
- Fare: Free

## Mid-Corridor Express Service

- Express service between Compton and 7<sup>th</sup>/Metro Stations via Willowbrook/Rosa Parks Station (Monday through Friday, peak hours only)
- Fare: \$1.75

## End to End Express Service

- Non-stop service for faster travel between Long Beach and 7<sup>th</sup>/Metro Station (Monday through Friday, peak hours only)
- Fare: \$1.75



Blue Line approximately every 12 min



## Board Report

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File #: 2018-0242, File Type: Project

Agenda Number: 40.

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**3<sup>rd</sup> REVISED**  
**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE**  
**JUNE 21, 2018**

**SUBJECT: CRENSHAW/LAX SERVICE PLAN AND BUS/RAIL  
INTERFACE AND PLAN**

**ACTION: RECEIVE AND FILE APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

**CONSIDER:**

- A. RECEIVING AND FILING status report on the service plan for the new Crenshaw/LAX to Green Line rail network and draft bus/rail interface plan for the Crenshaw/LAX rail line to be implemented in the Fall of 2019; and
- B. DIRECTING the CEO to reevaluate the service plan one year prior to the opening of the Green Line extension to Torrance to determine if travel patterns and other relevant factors show a need for a change in service pattern.

**ISSUE**

The Crenshaw/LAX Transit Project is anticipated to start revenue service in the Fall of 2019. Unlike the recent Gold Line Foothill and Expo Line Santa Monica extensions in which case the rail line was further extended from the end of the line, the Crenshaw/LAX Line will connect with the Green Line at a mid-line location between Mariposa and Aviation Stations. Therefore, operations of both the Green and Crenshaw/LAX Lines must be planned as an integrated network vs. an extension of an existing line.

When Metro opens a new rail service, there are opportunities to make modifications to the existing service network to ensure customers have access to and from the new stations via bus service as a first mile/last mile travel option. In some cases, duplicative bus routes may be modified in recognition of the new rail line.

**DISCUSSION**

Crenshaw/LAX - Green Line Service Concept

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The Crenshaw/LAX Line will be connected to the existing Green Line mid-line between Mariposa and Aviation Stations. As such, it creates a junction between the two lines, resulting in three distinct route segments extending out from the junction to: 1) the Expo Line, 2) Norwalk Station, and 3) Redondo Beach (RB) Station. The junction also creates complexity in how trains are routed along these three segments, and ultimately how the Crenshaw/LAX and Green Lines operate as one single network.

The following criteria were considered in establishing a service plan that achieves the project goals, right-sizes service levels to demand, and is operationally viable.

- Connection to LAX - One primary goal of the Crenshaw/LAX Transit Project is to provide connectivity to LAX. Therefore, the preferred service concept should ensure that a direct connection is provided between each of the three segments and the Aviation/Century and future 96th Street/AMC Station.
- Consistent Headways - To ensure that customers have an even level of service along the entire Crenshaw/LAX - Green Line network, and passenger loads are even from train to train, both directions of each segment should operate at a consistent headway. Service is anticipated to begin in the Fall of 2019 with 6 minute peak hour headways on all segments with a maximum design headway of 5 minutes.
- Minimize Transfers - The transfer penalty between each segment should be minimized. Optimally, transfers at common stations served by all routes (Aviation/Century and 96th Street Station) should require no more than a 3 minute transfer, or one half of the headway. In addition, transfers will be made at the same center platform to further minimize delays.
- Ridership - It is important to consider current and future ridership along each of the three segments of the network to ensure that the appropriate capacity is provided to match demand. The Green Line currently carries about 33,000 average weekday boardings, with roughly 26,000 boardings on the segment between Norwalk and Aviation, and about 7,000 on the Redondo Beach - Aviation segment. The Crenshaw/LAX and Airport Metro Connector is expected to carry an additional 16,400 new boardings along the extension.

In addition, there is significant transfer activity currently occurring between the Green Line and major north/south bus corridors, such as Vermont Av. Therefore, it is anticipated that many customers will migrate from these bus corridors to the Crenshaw/LAX Line, as experienced on the Expo Line from parallel bus services such as Wilshire Bl and Venice Bl.

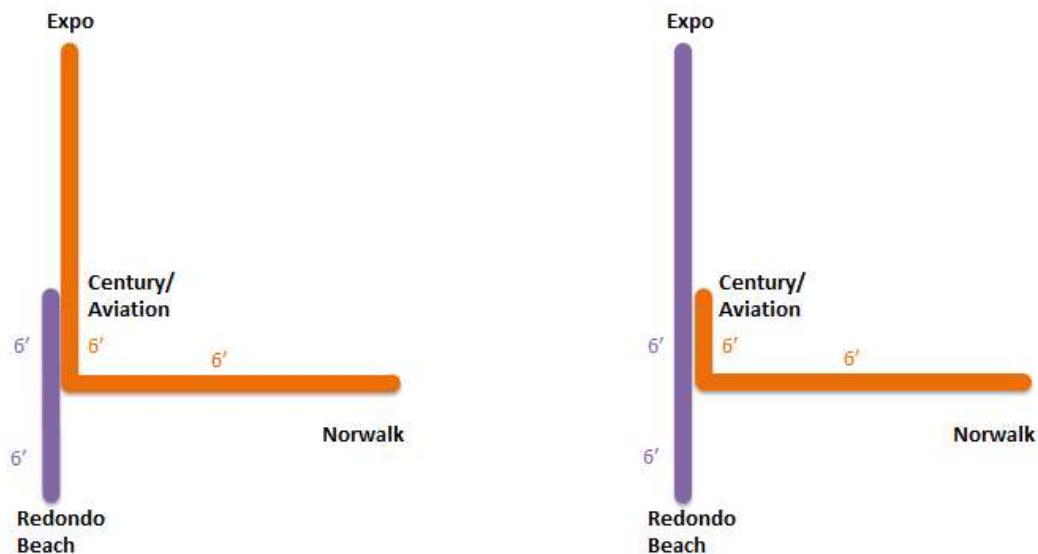
- Operating Constraints - The complexity of the junction operation with a double Wye prohibits our ability to provide consistent 6 minute headway on all segments of the network. In addition, it would require very close spacing between trains crossing the junction (a train crossing every 1-2 min) which would amplify the impact of any train delay through the junction.

In addition, the Crenshaw/LAX Transit Project is designed to a minimum headway of 5 minutes. Therefore, assuming service is routed every 6 minutes from both Norwalk and RB to the Crenshaw/LAX rail corridor, only one of the two services can extend north of Aviation/Century and the future 96th Street Stations.



Given the constraints of the junction on branched operations and the minimum design headway of 5 minutes, there are two primary service plan alternatives as shown in Table 1.

Table 1 - REVISED  
Alternative Operating Scenarios



Both of these scenarios adhere to all of the criteria listed above. Therefore, with significantly higher ridership on the Norwalk - Aviation segment, and proven demand between the Green Line and major north/south corridors such as Vermont Av., Crenshaw Bl., and Hawthorne Bl., the optimal service plan is a route between Norwalk and Expo and another between Redondo Beach and Aviation/Century. Transfers would be timed at Aviation/Century to ensure optimal transfers from the same platform to any direction.

Although this route is optimal for the start of revenue service, staff will reevaluate the service plan at least one year prior to the opening of the Green Line extension to Torrance. This evaluation will consider travel demand patterns, operational feasibilities, Title 6 equity considerations and other relevant factors. The Crenshaw/LAX - Green Line service network may be adjusted to reflect the results of this evaluation.

### Crenshaw/LAX Draft Bus/Rail Interface Plan

The Metro Bus/Rail Interface plan is being developed to maximize the benefits and opportunities provided by the Crenshaw/LAX transit project. Guidance for this effort is taken from the 2016 Transit Service Policy (TSP). The TSP specific to Bus/Rail Integration states that “As the Metro Rail system

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expands, adjustments are made to the bus system to improve access to rail stations, take advantage of new transfer facilities, and reduce bus and rail service duplication.” The preliminary plan will be shared with the general public for review and public comment starting with this report and going forward through the end of December 2018. Public input will help to refine the final proposals. and A Title VI Equity Analysis will be completed by Metro staff and brought to the Board for Approval. and Public hearings will be conducted by the Service Councils to receive community additional comments and final approval of the plan prior to implementation.

This Crenshaw/LAX bus/rail interface plan focuses on three main objectives:

- Reduce Duplication
- Simplify Connections
- Provide LAX bus connections at the Aviation/Century Station

### ***Reduce Duplication***

- Line 40 - (Hawthorne/Crenshaw/M.L.King Jr.) - Line 40 Provides service between the South Bay Galleria in Redondo Beach and Downtown LA via a north/south routing along Hawthorne/La Brea corridor, Florence Av, Crenshaw Bl, and an east/west alignment along Martin Luther King Jr. Bl. As such, it duplicates the Crenshaw/LAX line and Line 210 (Crenshaw Bl) along a 5 mile segment of Crenshaw Bl and Florence Av. This proposal eliminates the duplication along Crenshaw Bl, and retains the east/west segment between the Martin Luther King, Jr. Station and Downtown Los Angeles. The north/south segment along Hawthorne/La Brea between the South Bay Galleria and the Downtown Inglewood Station will be connected to Line 212/312 (La Brea Bl). Local service on Crenshaw Bl will continue to be provided by Line 210 (Crenshaw Bl) operating between Hollywood and the South Bay Galleria.
- Line 740 - (Hawthorne/Crenshaw Rapid) - Line 740 provides Rapid service along the north/south segment of Line 40 between the South Bay Galleria and Expo Crenshaw Station. Given the duplication with the Crenshaw/LAX line and the extension of Line 212/312 (La Brea Bl) south along Hawthorne, Line 740 is proposed to be discontinued.

### ***Simplify Connections***

- Line 212/312 (La Brea Bl) - As stated earlier, Line 212/312 is proposed to be extended south along the La Brea/Hawthorne corridor to the South Bay Galleria. This change not only replaces Line 40/740 service along Hawthorne Bl, it rationalizes and clarifies the network by having Line 212/312 provide service along the extent of the La Brea/Hawthorne corridor vs. having to transfer between Line 212/312 and Line 40/740 at Florence Av. to continue along the corridor. The change also eliminates an inefficient one way turn around loop at the Hawthorne/Lennox Green Line Station. Replacement service for Line 212 on Prairie Av from the Hawthorne Green Line Station to downtown Inglewood will be provided mid-day and weekends by an expanded service on Line 211.
- Line 607 (Windsor Hills/Inglewood Shuttle) - Line 607 currently provides one way loop service

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within the broad area of Windsor Hills and Inglewood. This proposed modification would provide a more usable two way shuttle route between the Downtown Inglewood Station and nearby community destinations such as the Faithful Central Bible Church.

### ***Providing Improved Access to LAX***

- **Airport Bus Connections** - Currently, the Aviation Green Line Station serves as the central access point and bus hub for LAX and the surrounding area. With the opening of the Crenshaw/LAX Line, the Green Line Aviation Station will be replaced with the Crenshaw Aviation/Century Station as the main transfer point for airport customers. The LAWA 'G' Shuttle will provide service from this station until 2023 when the people mover is implemented. Line 117 will also serve this station along with Big Blue Bus Lines 3/Rapid 3, Culver CityBus Lines 6/Rapid 6, and Beach Cities Transit Line 109. All three municipal operators will continue to serve the LAX City Bus Center, Aviation/LAX Station and the new Aviation/Century Station.

Outside of the major bus/rail interface changes mentioned above, numerous other bus lines will connect with the Crenshaw/LAX Line. Attachment A provides a station by station listing of all bus lines that will connect with the line.

### **Public Outreach**

Extensive outreach beginning June 2018 will engage existing customers and members of the community. A number of community meetings will be held, including formal public meetings and informal pop-up events at key transportation centers, bus stops, and future Crenshaw Rail stations. Public participation will help staff to develop the final proposals and inform the Service Councils before approving final service change proposals. The public engagement and outreach will culminate in public hearings conducted by the South Bay Service Council and Westside/Central Service Council in early 2019.

### **DETERMINATION OF SAFETY IMPACT**

Service Planning Staff has worked with Metro Rail Construction to ensure buses have safe areas to board and alight customers at rail stations. Where needed, designs were established to ensure buses have safe turning radius for entering and exiting off street stations as well as existing and new bus zones adjacent to stations.

### **FINANCIAL IMPACT**

The operating cost for the Crenshaw/LAX and Green Line rail service will be approved through the FY20 Budget process.

The Crenshaw Bus/Rail Interface Plan, as currently planned, is cost neutral compared to existing bus service and resources included in the FY18 Budget. Final financial impacts of these bus service changes are pending approval by the Service Councils in early 2019.

### **NEXT STEPS**

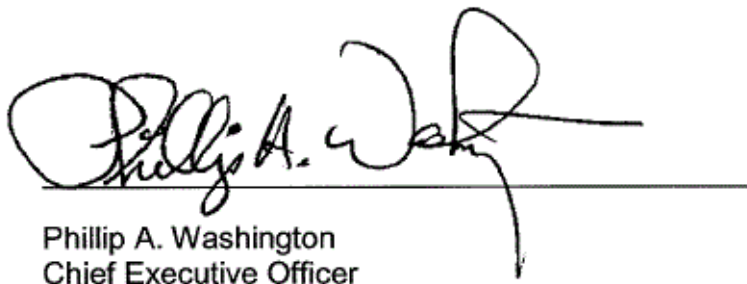
Staff will begin public outreach of the bus/rail interface plan in June, and will continue receiving comments up through a Public Hearing which is expected take place prior to January, 2019. Staff will return to the Board with a presentation of the final plan.

**ATTACHMENTS**

Attachment A - Station by Station Descriptions

Prepared by: Conan Cheung, SEO, Service Development, (213) 418-3034  
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Scott Greene, Manager, Transportation Planning, (213) 922-1322

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington  
Chief Executive Officer

### Station by Station Descriptions

The following section lists the Metro lines and Municipal bus services that are proposed to serve each station. This information is also displayed in Table 1.

Crenshaw/Exposition: Currently served by Lines 210, 710 and the Metro Expo Line. Line 740 will be discontinued. DASH Midtown also serves this station.

Crenshaw/ML King, Jr: Currently served by Lines 40, 105, 210, 705, and 710 plus three DASH Lines. Line 40 and 740 discontinued south of Stocker St (Line 40 service via ML King, Jr Bl to DTLA continues to operate).

Leimert Park: This station at Crenshaw/Vernon is currently served by Lines 102, 105, 210, 705, and 710 plus DASH.

Hyde Park: This station at Crenshaw/Slauson is currently served by Lines 108, 210, 358, and 710 plus DASH Leimert/Slauson. Service by Lines 40, 607, and 740 discontinued.

Fairview Heights: This station on West Bl and is very close to Line 111 stops on Florence Av, just 0.15 miles to the south. Line 110 on Hyde Park Bl is 0.3 miles to the north.

Downtown Inglewood: A new off-street bus hub located on Florence Av just east of La Brea Bl provides layover for Lines 211, 215, 607 and select trips on Line 212/312 and Line 111. Line 212/312 will be extended to replace Line 40/740 service on Hawthorne Bl south of the Metro Green Line to the South Bay Galleria. Mid-day and weekend service on Line 211 will be operated from the Hawthorne Green Line Station north to the downtown Inglewood Station.

Westchester/Veterans: Line 115 stops on Manchester Bl at Hindry St (westbound) and Isis St (eastbound) are approximately 0.2 miles to the south of the station.

Aviation/Century: This station becomes the shortest link from Metro Rail to the LAX Terminals, replacing the Metro Green Line Aviation/LAX Station as the main transfer point for airport customers. The 'G' Shuttle will interface with Metro Rail at this station until 2023 when the people mover is implemented. Line 117 will also serve the new Aviation/Century Station; Big Blue Bus Lines 3/Rapid 3 and Culver CityBus Lines 6/Rapid 6 will continue to serve both LAX City Bus Center and the Aviation/Century Station on their routes terminating at Aviation/LAX Station.

A summary of the proposed changes is provided in the table below.

<b>New Metro Rail Station</b>	<b>Metro Bus Routes Serving New Station</b>	<b>Notes (* denotes Major Change)</b>
Crenshaw/Expo	210, 710, 740*	*740 discontinue
Crenshaw/ML King, Jr	40*, 105, 210, 705, 710, 740*	*740 discontinue; Line 40 continues to serve ML King, Jr Bl from DTLA to Crenshaw/Stocker
Leimert Park	40*, 102, 105, 210, 705, 710, 740*	Buses will stop at station entrances.
Hyde Park	40*, 208, 210, 358, 710, 740*	Buses will stop at station entrances near Crenshaw/Slauson.
Fairview Heights	40*, 111	0.13 mile walk link to/from bus stops at Florence/West
Downtown Inglewood	40*, 111, 211, 215, 212*, 312, 607*, 740*	Line 212/312 extended 7.2 miles south of Metro Green Line via Hawthorne Bl to 182 <sup>nd</sup> St; Line 607 two-way improved shuttle route
Westchester/Veterans	115	0.2 mile walk link to/from bus stops on Manchester
Century/Aviation	117	Airport connections made here and at LAX City Bus Center until 2023 when people mover opens



# CRENSHAW/GREEN LINE SERVICE PLAN AND BUS/RAIL INTERFACE PLAN



Expo/Crenshaw Station

JUNE 21, 2018

# SERVICE PLAN CRITERIA



- **Connection to LAX** – Direct connection to Aviation/Century all three directions
- **Consistent Headways** – Consistent headway along each segment to ensure even loads from train to train
- **Minimize Transfers** – Minimize connections by optimizing transfer times at 3 min, half of a 6 min headway, and cross platform transfers
- **Ridership** – Connect segments with similar ridership and travel patterns





# OPERATIONAL CONSTRAINTS



- **Junction Limitations** – Branched operations (e.g. Expo – RB followed by Expo – Norwalk) at a 6 min headway results in uneven headways (e.g. 5 min, then 7 min, then 5 min, etc. vs. an even 6 min headway)
- **Design Capacity** – Design capacity does not allow better than a 5 min headway along the Crenshaw/LAX Line

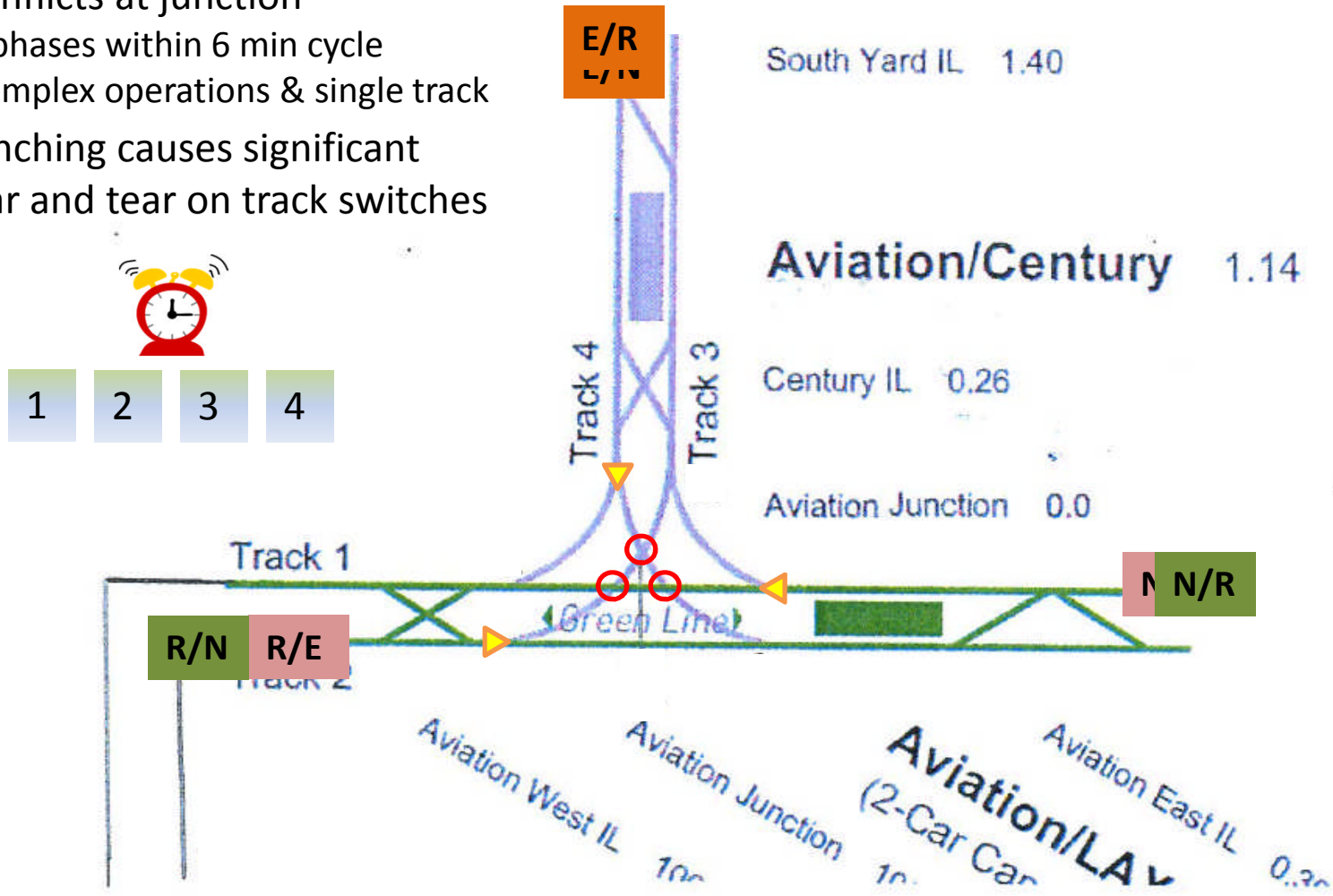


# JUNCTION OPERATIONS

## Branch Operations



- 3 conflicts at junction
  - 4 phases within 6 min cycle
  - Complex operations & single track
- ▲ Branching causes significant wear and tear on track switches

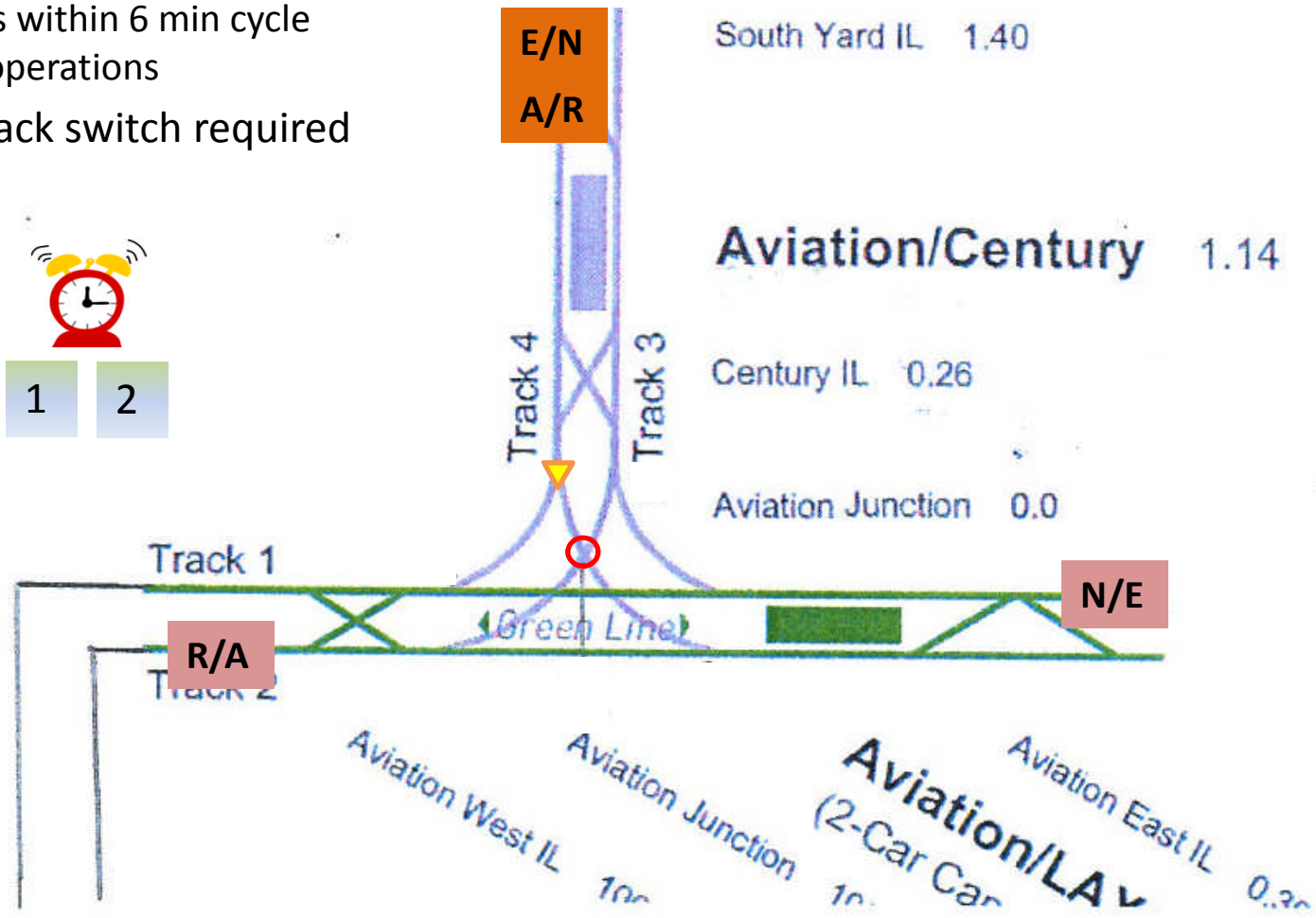


# JUNCTION OPERATIONS

## Consistent Route Operations



- 1 conflicts at junction
  - 2 phases within 6 min cycle
  - Simple operations
- ▲ Only 1 track switch required



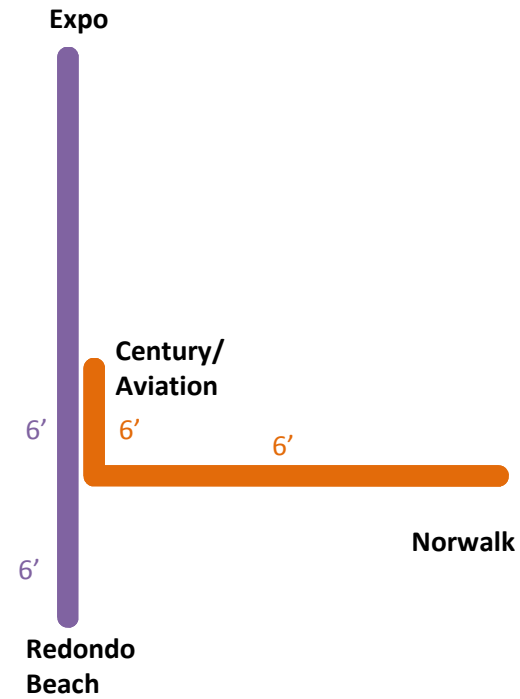
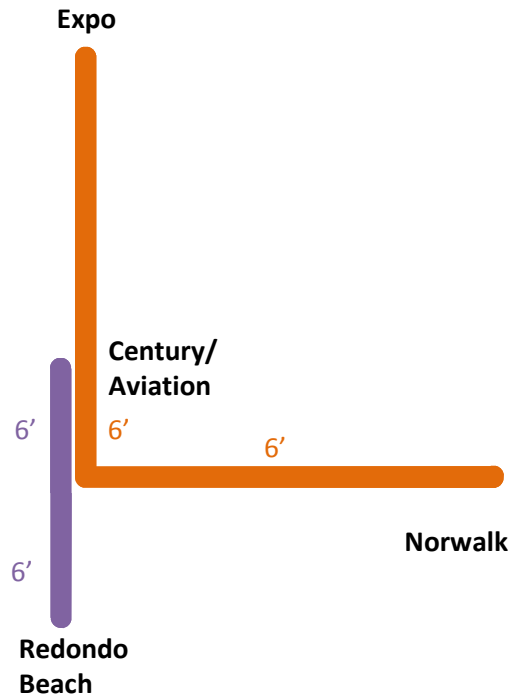


# CRENSHAW/GREEN LINE

## Alternative Operating Scenarios

Alt 1: Expo – Norwalk  
Redondo Beach – Aviation/Century

Alt 2: Expo – Redondo Beach  
Norwalk – Aviation/Century



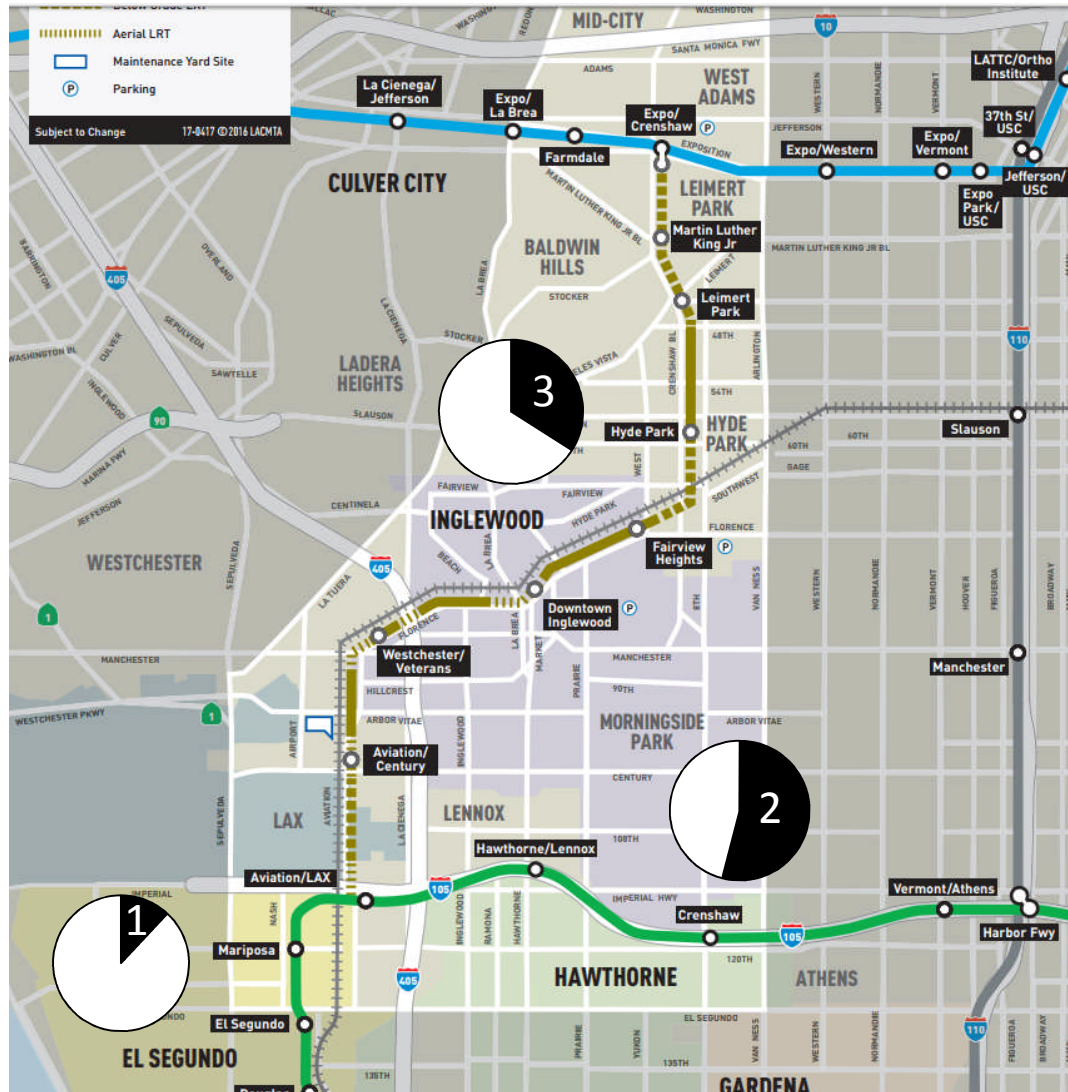
# CRENSHAW/GREEN LINE

## Average Daily Boardings (Weekdays)

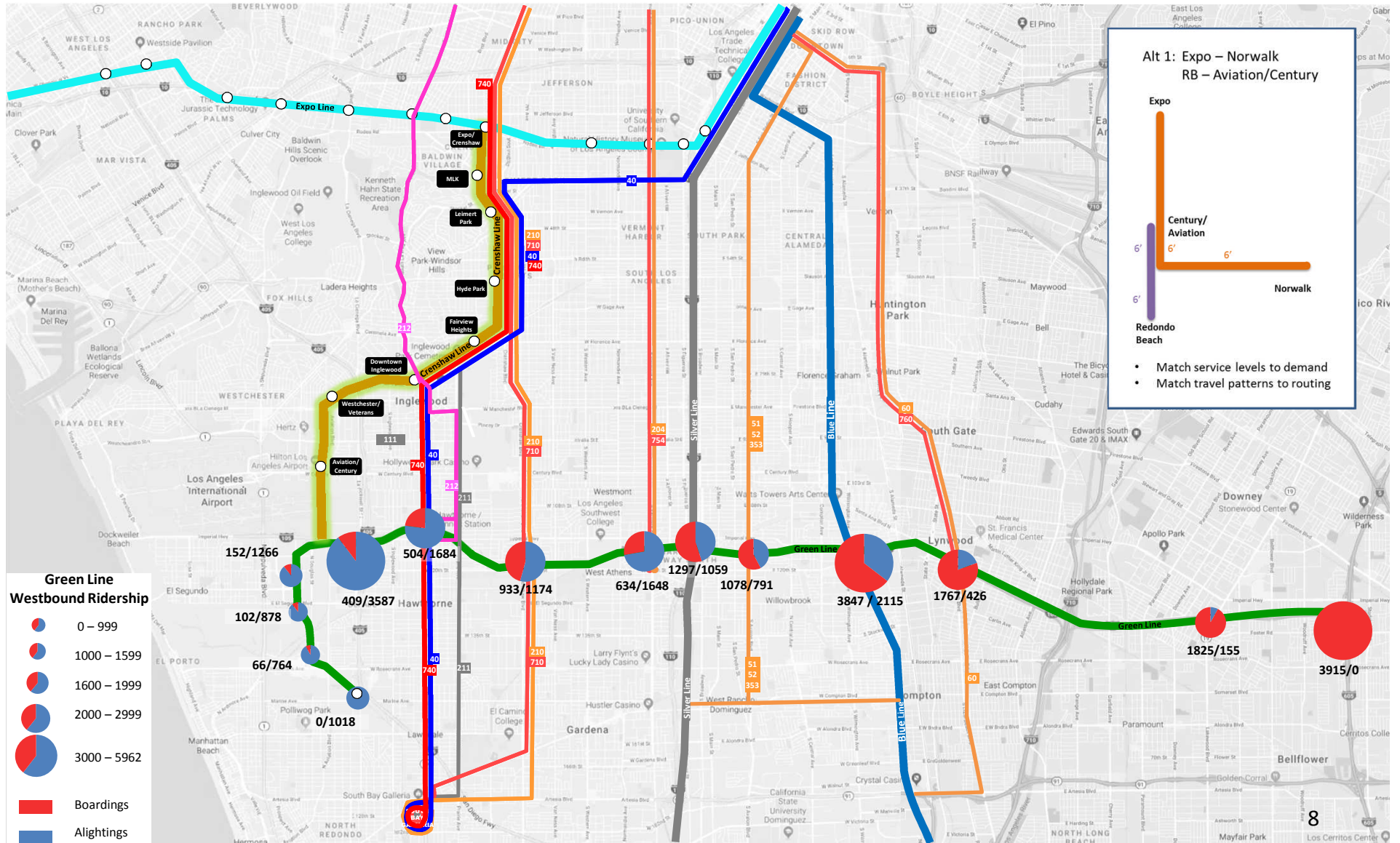


### Avg. Daily Boardings

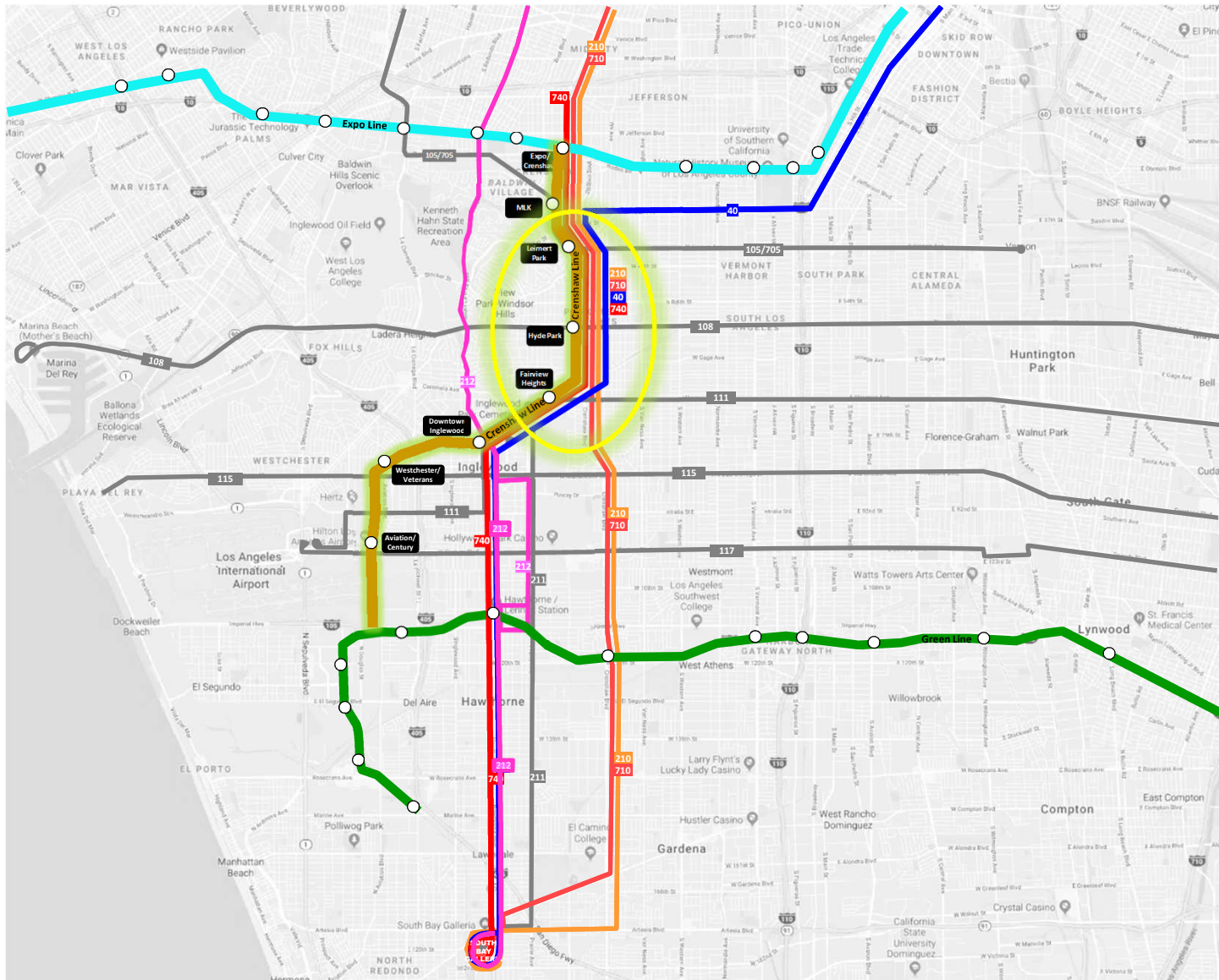
- 1) 5,764 Redondo Segment
- 2) 26,090 Norwalk Segment
- 3) 16,400 Est. Crenshaw + AMC



# CRENSHAW/GREEN LINE Optimal Service Plan



# CRENSHAW/GREEN LINE Bus/Rail Interface Plan





**QUESTIONS?**

**Expo/Crenshaw Station**





Board Report

File #: 2018-0152, File Type: Contract

Agenda Number: 46.

**REVISED  
CONSTRUCTION COMMITTEE  
JUNE 21, 2018**

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3  
PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) Budget of \$1,374,826,466 for the Tunnels portion of the Westside Purple Line Extension Section 3 Project;
- B. AUTHORIZING the Chief Executive Officer (CEO) to award a 49-month firm fixed price Contract No. C1151, subject to the Federal Transit Administration (FTA) approval of a Letter of No Prejudice (LONP), to Frontier-Kemper/Tutor Perini JV, the technically acceptable lowest evaluated price, responsive and responsible Proposer for the final design and construction of the Westside Purple Line Extension Section 3 Project (Project) Tunnels in the amount of \$410,002,000, subject to resolution of protest(s), if any; and
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment D to use up to \$300 million of Measure R funds from the Westside Purple Line Extension line in the Measure R Expenditure Plan and other funds to meet the new total project cost and revenue assumptions in the Long Range Transportation Plan Financial Forecast.

**ISSUE**

In February 2016, the Board authorized staff to begin the necessary steps to advance the project delivery of the Westside Purple Line Extension Section 3 Project as part of the Shovel Ready Program of Projects, which included the advancement of other Measure R Projects. In January 2017, the Board approved the Project contracting delivery approach.

In consideration of advancing the Project, three procurement packages were established to meet the desired project delivery schedule. The first was the Advanced Utility Relocations contract which was awarded in October 2017 under the FTA pre-award authority. The major project work was separated

into two discrete design/build procurements: 1) Tunnels and 2) Stations, Trackwork, Systems and Testing.

The action to award the Tunnels Contract is subject to receiving an LONP from the FTA. An LONP would permit Metro to award the contract and retain eligibility for future federal funding. Metro requested the LONP in September 2017 in order to advance the tunnel work prior to receiving a Full Funding Grant Agreement (FFGA) for the entire project scope. Staff has been working closely with the FTA for the issuance of both the entry into the Engineering phase of the New Starts program and the LONP.

The establishment of the LOP Budget for the Tunnels portion of the Project at the time of contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the recommended price) is available.

## **BACKGROUND**

The Westside Purple Line Extension Section 3 Project consists of approximately 2.59 miles of twin-bored tunnels and two underground stations located at Westwood/UCLA and Westwood/VA Hospital. Advanced utility relocation work has begun under pre-award authority that was granted by the FTA in 2012 upon approval of the Record of Decision. The major design and construction work will be performed under two contracts; C1151 for the twin bore tunnels and C1152 for the stations, trackwork, systems and testing.

The recommended actions to approve an LOP Budget for the first phase of the Project and to award Contract C1151 are consistent with the approval actions taken by the Board in February 2016 and January 2017. The LOP Budget also includes \$11,730,870 of concurrent non-federally eligible project activities. These concurrent activities include the planning/environmental phase of the Project, real estate loss of business goodwill, additional insurance coverage and certain community relations expenses. The funding plan is outlined in Attachment C.

On January 19, 2017, the Board authorized staff to use a design/build contracting delivery approach to complete the final design and construction of the Project and to solicit two contracts for the 2.59 mile dual track heavy rail extension and two new underground stations. The Board authorized the procurement under Public Utilities Code (PUC) Section 130242(a) and Public Contract Code Sections 22160 - 22169 to reduce project costs, expedite project completion and allow for an award to the lowest responsive and responsible bidder, or the negotiation and award of a design/build contract to a responsible proposer whose proposal is determined to be the best value to Metro.

On April 19, 2017, a Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued, using a competitive negotiated procurement process to select a contractor for the design build delivery for Contract No. C1151, Westside Purple Line Extension Section 3 Tunnels Project - Design/Build. The evaluation consisted of a three requisite process: Statement of Qualifications,

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Technical Proposals, and Administrative/Price Proposals, which resulted in five firms meeting the requirements of qualification and technical acceptability and subsequently invited to submit administrative/price proposals. Additional details for the procurement process, including the evaluation results, are in Attachment A.

## **DISCUSSION**

The recommended action to award the Contract to Frontier-Kemper/Tutor Perini JV is based on a Proposal determined to have met all the requirements set forth in the RFP with a technically acceptable, "Lowest Evaluated Price" selection process. Pursuant to PUC Section 130242(a), the RFP established an evaluation process of technical proposals that met the requirement of technical acceptability, excluding cost/price factors, and the Lowest Evaluated Price.

After a thorough and extensive competitive procurement process, staff recommends Frontier-Kemper/Tutor Perini JV as the contracting team for the final design and construction of the Tunnels.

### *New Total Project Cost*

The \$300 million cost increase for all phases of the project including the tunnels is due to two factors: (1) \$109.1 million of the cost increase is the result of an updated Metro project cost estimate and (2) \$190.9 million is due to the results of the recent FTA Risk Review. The primary cause of the \$109.1 million increase in the Metro cost estimate is the current real estate market conditions for property acquisitions which is \$98.5 million higher than the original estimate. Scope changes reflect a \$50 million increase to improve operation efficiency with two crossovers at the terminal station. In addition, an update to the vehicle procurement cost estimate of \$2 million places the total cost increase at \$150.5 million.

To offset the cost increase, staff evaluated all mitigation measures and identified savings from construction means and methods by eliminating the Sequential Excavation Method (SEM) and replacing it with the open cut excavation method, and securing a commitment from Southern California Edison to provide permanent power for tunneling operations instead of the contractor having to use temporary power. Both of these measures, plus other minor savings from the cost estimate refinement attribute a total cost decrease of \$52.2 million.

With the offset from the mitigation measures, the net cost increase is \$98.3 million. An 11% contingency for unforeseen risk places the total cost increase to the Metro cost estimate at \$109.1 million.

The \$190.9 million additional cost increase for all phases of the project including the tunnels is based upon the results of the recent FTA Risk Review that was conducted by the FTA's Project Management Oversight Contractor. The review was an independent and objective evaluation of the Project and was required by a recent change as part of the FTA's entry to Engineering review process. The current administration has placed more scrutiny and more requirements on transit

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agencies seeking New Starts funding under the Capital Investment Grant (CIG) Program that had not been seen on past Metro New Starts Projects. Metro requested approval to enter in Engineering in April 2017.

At this time, it is prudent for Metro staff to move forward with FTA's proposed recommendation since an additional financial capacity assessment review will be conducted by FTA's Financial Management Oversight Contractor prior to receiving approval to enter the Engineering phase. An approval to enter Engineering is a prerequisite to receiving an LONP.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Cumulative funds required through fiscal year 2019, in the amount of \$268,275,191, are included in Project 865523 Westside Purple Line Extension Section 3 Project, in Cost Center 8510 (Construction Project Management), and Account Number 53101 (Acquisition Building and Structure).

Since this is a multi-year Project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

#### **Impact to Budget**

The sources of funds for the recommended actions are Measure R 35% and Measure M 35%. The approved FY18 and FY19 budgets are designated for the Westside Purple Line Extension Project and do not have an impact to operations funding sources. The Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

#### **Multiyear Impact**

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment C. The project cost, prior to the proposed cost increase, was included and funded in the 2017 Long Range Transportation Plan Financial Forecast. With respect to the \$300 million increase, Attachment D shows the Measure R Cost Management Process and Policy analysis and funding strategy required for cost increases to Measure R Projects. To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including value engineering, shorter segment, and reductions to other

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projects in the corridor and subregion, and has determined these are not feasible, and that additional Measure R funds required for this Project are available from the projected remaining Measure R 35% Transit funds committed to the Westside Purple Line Extension Sections 1, 2, and 3 collectively. The Measure R ordinance allocates up to \$4 billion for the Westside Subway Extension, and this amount, including allocated interest expense, has not been fully allocated to Westside Purple Line Extension Sections 1, 2, and 3. The allocation of funding for the cost increase may result in the accelerated use of Measure R funds, and the issuance of additional debt, which will require additional interest expense. In addition to Measure R 35%, local agency contributions, and state and federal formula grant funding are projected to be available in the Long Range Transportation Plan Financial Forecast for a portion of the \$300 million cost increase.

### **ALTERNATIVES CONSIDERED**

The Board may choose to not move forward with the contract award and adopting an LOP Budget for the first Project phase. This is not recommended as this is an adopted project within the Long Range Transportation Plan, and not moving forward with the recommendations will delay the schedule, increase the cost of the Project, and jeopardize \$1.3 billion in New Starts funding from the FTA, as well as jeopardize completion of the Westside Purple Line Extension Section 3 Project by 2026.

### **NEXT STEPS**

Upon approval by the Board and the receipt of an LONP, Metro will issue a Notice-of-Award, execute a contract with the recommended Design/Build Contractor and once bonds, insurance, and project labor agreement requirements are met; issue a Contract Notice-to-Proceed.

### **ATTACHMENTS**

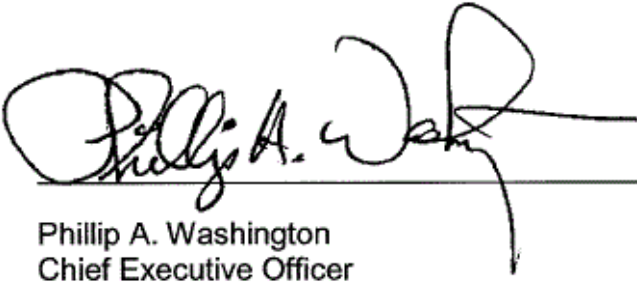
- Attachment A - Procurement Summary
- Attachment B - DEOD Summary - REVISED
- Attachment C - Funding/Expenditure Plan
- Attachment D - Measure R Cost Management Process and Policy Analysis

#### Prepared by:

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Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A**

**PROCUREMENT SUMMARY**

**WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT –  
DESIGN/BUILD CONTRACT / C1151**

1.	<b>Contract Number:</b> C40403C1151	
2.	<b>Recommended Vendor:</b> Frontier-Kemper/Tutor Perini JV	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> 4-19-2017	
	<b>B. Advertised/Publicized:</b> 4-19-2017	
	<b>C. Pre-Proposal Conference:</b> 4-25-2017	
	<b>D. Proposals Due:</b> 04-06-2018	
	<b>E. Pre-Qualification Completed:</b> 4-23-2018	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> 4-6-2018	
	<b>G. Protest Period End Date:</b> 6-27-2018	
5.	<b>Solicitations Picked up:</b> 52	<b>Bids/Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> Albert Soliz	<b>Telephone Number:</b> 213-418-3110
7.	<b>Project Manager:</b> Michael McKenna	<b>Telephone Number:</b> 213-312-3132

**A. Procurement Background**

This Board Action is to approve the award of a contract for the design-build entity which offered a proposal determined to have met all the requirements set forth in the Request for Qualifications (RFQ)/Request for Proposals (RFP), with the Lowest Evaluated Price, for the Westside Purple Line Extension Section 3 Tunnels Project (Project), Contract No. C40403C1151. This Contract will extend the twin bored tunnels for the heavy rail subway Purple Line Extension approximately 2.59 miles from the future Century City Constellation Station. The Project alignment travels westerly beneath the City of Los Angeles, Caltrans I-405, Los Angeles County, and the Veterans Administration Hospital. Board approval of the Contract award is subject to resolution of any properly submitted protest(s) and the Federal Transit Administration (FTA) approval of a Letter of No Prejudice (LONP).

The Work under this Contract includes, but is not limited to, furnishing all management, coordination, professional services, labor, equipment, materials and other services to perform the final design and construction of twin bored tunnels for the Project. The contract type is a firm fixed price.

The RFQ/RFP was issued on April 19, 2017, followed by a pre-proposal conference that was held on April 25, 2017, in the Board Room with representatives of approximately 260 firms in attendance. A networking event followed the conference for the subcontracting community and joint venture firms.

The RFQ/RFP implemented a three-requisite negotiated procurement pursuant to

California Public Utilities Code Section 130242(a) and the Metro's Acquisition Policy to select the entity for a design-build delivery consisting of Statement of Qualifications, Technical Proposals, and Administrative/Price Proposals.

A firm fixed price contract would be awarded to the responsive and responsible proposer offering a Proposal determined by LACMTA to have met all the requirements set forth in the RFP, with the Lowest Evaluated Price.

The Statement of Qualifications (SOQ) from interested entities were due by May 26, 2017. Entities determined to have meet the requirements of pre-qualification were eligible to submit a Technical Proposal.

The Technical Proposals were due by November 13, 2017, and were evaluated on the basis of meeting or exceeding the acceptability standards for non-cost factors set forth in the solicitation documents and determined to be technically acceptable. Technical discussions were conducted from December 4, 2017 through December 15, 2017, with each entity presenting their Technical Proposal and responding to questions prepared by the Proposal Evaluation Team (PET). Entities determined to be technically acceptable were asked to submit an Administrative/Price Proposal.

Administrative/Price Proposals were due by April 6, 2017, and evaluated for responsiveness for the administrative aspects, price reasonableness and realism for the Price Proposal.

During the course of the procurement, entities submitted approximately 260 technical and commercial questions, which were recorded, reviewed and answered by Metro staff. Formal written responses were issued to the pre-qualified entities and 52 other plan holders.

Twelve amendments were issued during the solicitation and evaluation process:

- Amendment No. 1, issued on May 8, 2017, clarified the due date for questions concerning the RFQ;
- Amendment No. 2, issued on July 25, 2017, announced, for the benefit of the subcontracting community, the five firms pre-qualified to submit technical proposals;
- Amendment No. 3, issued on August 17, 2017, clarified technical submittal requirements, provided additional and revised Project Definition Documents;
- Amendment No. 4, issued on September 5, 2017, provided clarification on technical submittal requirements;
- Amendment No. 5, issued on September 28, 2017, revised the due date for Technical Proposals, work completion schedule, and right-of-way, and provided additional and revised Project Definition Documents;
- Amendment No. 6, issued on October 10, 2017, provided electronic schedule template files;
- Amendment No. 7, issued on October 18, 2017, revised the Schedule of Quantities and Pricing Form, provided additional and revised Project Definition Documents;
- Amendment No. 8, issued on December 6, 2017, extended the Administrative/Price Proposal due date to February 28, 2018;
- Amendment No. 9, issued on January 8, 2018, revised the work completion schedule, right-of-way, Schedule of Quantities and Pricing Form, and provided



- additional and revised Project Definition Documents;
- Amendment No. 10, issued on January 31, 2018, revised the Administrative/Price Proposal due date to March 28, 2018;
  - Amendment No. 11, issued on March 2, 2018, provided a bid bond form, clarified insurance requirements and revised the Schedule of Quantities and Prices Form;
  - Amendment No. 12, issued on March 8, 2018, revised the Administrative/Price Proposal due date to April 6, 2018.

## **B. Evaluation of Statements of Qualification**

Statements of Qualification were received by the May 26, 2017, due date from the five Respondents identified below:

- Barnard Obayashi SELI JV; a joint venture between Barnard Construction Company, Inc., SELI USA, Inc. and Obayashi Corporation.
- Frontier-Kemper/Tutor Perini JV; a joint venture between Frontier-Kemper Constructors, Inc. and Tutor Perini Corporation.
- Healy Dragados PL3T JV; a joint venture between S.A. Healy Company and Dragados USA, Inc.
- Shea Traylor JV; a joint venture between J. F. Shea Construction, Inc. and Traylor Bros., Inc.
- Walsh+STRABAG JV; a joint venture between Walsh Construction Company II, LLC and STRABAG Corp

Each SOQ was reviewed and evaluated in accordance with the criteria specified in the RFQ to determine which Respondents were qualified in accordance with the criteria set forth in the RFQ. The evaluation of SOQs did not rank the Respondents, but established firms/teams meeting the minimum qualifications to provide a proposal.

Each of the five Respondents was determined to have met the minimum qualifications and were invited to submit a Technical Proposal.

## **C. Evaluation of Technical Proposals**

Four Technical Proposals were received by the November 13, 2017, due date from the following Proposers:

- Barnard Obayashi SELI JV
- Frontier-Kemper/Tutor Perini JV
- Healy Dragados PL3T JV
- Shea Traylor JV

A Proposal Evaluation Team (PET) consisting of a Metro tunnel engineer, a Metro geotechnical engineer and a Metropolitan Water District tunnel engineer conducted a comprehensive evaluation of the proposals submitted. The team was supported by four subject matter experts (SME) who reviewed selected portions of each proposal and prepared written reports to the PET according to their respective area of expertise. The PET considered the SMEs' input as part of their evaluation of each proposal.

Each of the proposals were evaluated for responsiveness and on the non-cost/price technical information submitted to determine whether the proposal met the requirements of being technically acceptable based on the following major evaluation criteria:

- Proposer's Skill and Experience

- Management Approach
- Organizational Structure
- Project Implementation Plan
- Design Approach
- Construction Approach
- Project Schedule
- Safety Record
- Quality Assurance/Quality Control
- Technical Approach

Each proposer was provided the opportunity to engage in oral presentations of their Technical Proposals to highlight their written proposal, enhance the PET’s understanding of the Proposal and facilitate the evaluation process.

Each of the four proposals were determined to be technically acceptable and invited to submit an Administrative/Price Proposal.

**D. Cost/Price Analysis**

Four Administrative/Price Proposals were received by the March 23, 2018, due date from each of the firms whose Technical Proposals were determined to be technically acceptable.

The Administrative portions were evaluated for responsiveness and responsibility, including past performance, financial resources, Disadvantaged Business Enterprise (DBE) contract goals, record of integrity and business ethics, and fitness and capacity to perform the proposed work in a satisfactory manner.

A pricing evaluation was conducted by Contract Administration staff for price realism and reasonableness as provided in the RFP.

The price of the recommended award is determined to be fair and reasonable based on adequate price competition and comparison to the Independent Cost Estimate (ICE) which was submitted concurrently with the Administrative/Price Proposals.

<b>Proposer Name</b>	<b>Total Price Proposal<sup>1</sup></b>	<b>Total Independent Cost Estimate<sup>2</sup></b>	<b>Award Amount<sup>3</sup></b>	<b>ICE Award Amount</b>
Barnard Obayashi SELI JV	\$698,125,600	\$588,860,671	\$ 654,353,000	\$539,821,207
Frontier-Kemper/Tutor Perini JV	\$440,692,000		\$ 410,002,000	
Healy Dragados PL3T JV	\$549,900,000		\$ 518,509,500	
Shea Traylor JV	\$614,609,500		\$ 562,487,500	
<b>Note 1: The Total Price Proposal includes the Base Work, Provisional Sums, Unit Prices, Delay Compensation, and Life Cycle Costs.</b> <b>Note 2: The Independent Cost Estimate (ICE) amounts are submitted before the due date and opened concurrently with the other Proposals.</b> <b>Note 3: The Award Price includes Base Work and Provisional Sums only.</b>				

## **E. Background of Recommended Contractor**

Frontier-Kemper/Tutor Perini, JV is a fully integrated joint venture between Frontier-Kemper Constructors, Inc. (Frontier-Kemper), the Managing Partner, and Tutor Perini Corporation (Tutor Perini).

Tutor Perini is advertised as one of the nation's largest public works contractors, headquartered in Los Angeles and ranked 9<sup>th</sup> on the Engineering News-Record's (ENR) Top 400 Contractors list for 2017, and is ranked 2<sup>nd</sup> among companies with a headquarters in California for general construction, transportation, construction, and heavy construction. Tutor Perini has performed work on very large projects in the City of Los Angeles, throughout California, and the United States, including projects for LACMTA's underground system. Tutor Perini's experience includes the BART Extension to San Francisco International Airport line and track; the AirTrain at JFK International Airport, and Metro's Red Line.

Frontier-Kemper Constructors, Inc. was acquired by Tutor Perini in June 2011 as a wholly-owned subsidiary. Frontier-Kemper's recent experience in driving bored tunnels includes work in New York, Washington State and LACMTA's Gold Line Eastside Extension tunnels.

STV Incorporated (STV) is the lead engineering firm for the joint venture and currently ranked 8<sup>th</sup> in ENR's Top 25 in Mass Transit and Rail category. STV has worked with Tutor Perini on D-B transportation projects around the nation since 1997.

## DEOD SUMMARY

WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT DESIGN BUILD /  
C1151**A. (1) Small Business Participation - Design**

The Diversity and Economic Opportunity Department (DEOD) established an 11% Disadvantaged Business Enterprise (DBE) goal for Design. Frontier-Kemper/Tutor Perini Joint Venture (JV) exceeded the goal by making an 11.19% DBE commitment.

<b>Small Business Goal</b>	<b>11% DBE</b>	<b>Small Business Commitment</b>	<b>11.19% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Coast Surveying	Hispanic American	0.33%
2.	<del>GC Tech</del> Lin Consulting	<del>African American</del> -Asian Pacific American	8.60%
3.	V&A Inc.	Hispanic American	2.26%
<b>Total Commitment</b>			<b>11.19%</b>

**A. (2) Small Business Participation - Construction**

DEOD established a 17% DBE goal for Construction. Frontier-Kemper/Tutor Perini JV exceeded the goal by making a 17.10% DBE commitment. To be responsive to DBE requirements, Frontier-Kemper/Tutor Perini JV was required to identify all known DBE subcontractors at the time of proposal. Frontier-Kemper/Tutor Perini JV identified seven (7) known DBE firms as noted below, with commitments totaling 13.27%. ~~In addition, Frontier-Kemper/Tutor Perini JV is required to submit a DBE Contracting Plan within sixty (60) days after Notice to Proceed (NTP), identifying construction opportunities to meet its DBE commitment of 17.10%. Frontier-Kemper/Tutor Perini JV must update the Contracting Plan monthly as contract work is bid and awarded to DBE firms.~~

Frontier-Kemper/Tutor Perini JV made a 9.45% commitment to G&C Equipment Corporation (G&C), a DBE supplier. On June 19, 2018, the CUCP notified DEOD that G&C no longer meets the eligibility standard to be certified as a DBE. Pursuant to 49 Code of Federal Regulations Part 26.87(j)(1), G&C's participation cannot be counted toward the DBE contract commitment. Frontier-Kemper/Tutor Perini JV is still expected to meet its 17.10% DBE commitment for Construction, and is required to identify DBE firm(s) to replace the value of work originally committed to G&C by July 20, 2018.

After Notice to Proceed (NTP), additional DBE subcontracting opportunities must be updated monthly as contract work is bid and awarded.

<b>Small Business Goal</b>	<b>17% DBE</b>	<b>Small Business Commitment</b>	<b>17.10% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Analysis & Solutions Consultations	African American	1.70%
2.	Arellano Associates	Hispanic American	0.01%
3.	<del>G &amp; C Equipment Corporation</del>	<del>African American</del>	9.45%
4.	Lucas Builders, Inc.	Subcontinent Asian American	0.75%
5.	Modern Times, Inc.	Hispanic American	0.05%
6.	Pre-Con Products	Hispanic American	0.13%
7.	Valverde Construction, Inc.	Hispanic American	1.18%
8.	To Be Determined at Time of Final Design	TBD	<b>3.83%</b>
<b>Total Commitment</b>			<b>17.10%</b>

**B. Contracting Outreach and Mentoring Plan (COMP)**

Frontier-Kemper/Tutor Perini JV is also required to submit a DBE COMP within sixty (60) days after Notice to Proceed (NTP). The COMP must include strategies to mentor DBE firms for protégé development.

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

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**D. 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).

**E. Living Wage Service Contract Worker Retention Policy Applicability**

The Living Wage / Service Contract Worker Retention Policy is not applicable to this design/build contract.

FUNDING/EXPENDITURE PLAN  
WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT  
PHASE I  
(DOLLARS IN MILLIONS)

Capital Project 865523	Prior	FY18	FY19	FY20	FY21	FY22	Total	% of Total
Uses of Funds								
Guideway & Track Elements	-	-	14.4	113.2	111.5	123.5	362.6	26.4%
Stations, Stops, Terminals, Intermodal	-	-	-	2.8	2.8	0.9	6.4	0.5%
Sitework & Special Conditions	0.2	3.8	19.7	79.8	43.7	40.2	187.3	13.6%
ROW, Land, Existing Improvements	0.0	0.1	131.3	258.3	74.8	1.3	465.9	33.9%
Professional Services	33.0	16.2	40.0	50.1	37.0	36.1	212.3	15.4%
Unallocated Contingency	-	-	7.0	8.2	73.3	40.1	128.6	9.4%
Phase I LOP Budget Subtotal	33.2	20.1	212.4	512.3	343.1	242.1	1,363.1	99.1%
Sitework & Special Conditions (Additional Insurance Coverage)	-	-	-	-	6.0	-	6.0	0.4%
ROW, Land, Existing Improvements	-	-	0.5	0.5	-	-	1.0	0.1%
Professional Services	0.0	0.0	1.0	1.0	1.0	0.6	3.6	0.3%
Planning/Environmental	0.2	0.7	0.3	-	-	-	1.1	0.1%
Concurrent Non-Federal Subtotal	0.2	0.7	1.8	1.5	7.0	0.6	11.7	0.9%
Total Phase I LOP Budget*	33.3	20.8	214.1	513.8	350.1	242.6	1,374.8	100.0%
Source of Funds**								
Section 5309 New Starts	-	-	88.0	76.1	59.6	60.2	283.8	20.6%
Capital Grant Receipt Revenue Bonds	-	-	-	-	86.2	135.0	221.1	16.1%
Measure R - Transit Capital (35%)	23.3	15.2	-	109.0	65.1	-	212.6	15.5%
Repayment of Capital Project Loans (Fund 3562)	10.0	-	-	-	-	-	10.0	0.7%
Measure M -Transit Construction (35%)	-	5.6	126.2	328.7	139.3	47.5	647.3	47.1%
Total Phase I LOP Budget Funding	33.3	20.8	214.1	513.8	350.1	242.6	1,374.8	100.0%

\*Does not include finance costs.

\*\*Timing of funding sources is subject to change.

**MEASURE R COST MANAGEMENT PROCESS AND POLICY ANALYSIS**  
**WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT**

**Introduction**

The Measure R Cost Management Process and Policy (the Policy) was adopted by the Metro Board of Directors in March 2011. The Policy caps Measure R project funding at the amounts in the Measure R Expenditure Plan. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps. A comparable process and policy for Measure M projects is part of the Board-adopted Measure M Final Guidelines.

The Westside Purple Line Extension Section 3 Project warrants such an analysis due to a \$300 million cost increase. The Measure R funds assumed for the Westside Purple Line Extension Section 3 Project to date amount to \$667 million (out of a total Measure R commitment of \$4,074 million for all three sections). At this time, we estimate that \$132 million of Measure R 35% would remain at the completion of the three sections. We propose using \$132 million to address the cost increase as shown in the “Other Cost Reductions within the Same Transit Corridor” step.

The balance of funding needed for the cost increase would come from additional local agency contributions, and state Regional Improvement Program and federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation Air Quality (CMAQ) grant funds. The grant funds are allocated to Metro by formula and are eligible for use on the project. The grant funds could be made available within the financial constraints of the Long Range Transportation Plan Financial Forecast using debt financing for other projects.

**Measure R Cost Management Policy Summary**

The adopted Policy stipulates the following:

If a project cost increase occurs, the LACMTA Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against the 2009 Long Range Transportation Plan (LRTP) as adjusted by subsequent actions on cost estimates taken by the LACMTA Board of Directors.



With certain exceptions, shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

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

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

*“...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share.”*

The Westside Purple Line Extension Section 3 Project does not fall within a Regional Facility Area.

### **Value Engineering and/or Scope Reductions**

Major operational benefits have been achieved in combination with a reduction in the length of cut and cover sections, west of the Westwood/UCLA Station. The design now places the two crossovers required for a terminal station adjacent to the Westwood/VA Station platform, improving Metro’s operational ability to reverse trains quickly. Previously, the eastern crossover was separated from the station and placed on the General Services Administration property, requiring a large open cut construction excavation and staging area and a longer combined station and crossover excavation. Crossover lengths have been further reduced through a design unique to Section 3 in which the special trackwork of the crossovers is partially located within the larger diameter tunnels, thereby reducing the amount of open cut excavation. The combined result is a reduction in the open cut construction length from 1,454 feet to 904 feet.

Cost and schedule benefits have been achieved through the standardization of construction methods of the Westwood/VA Station western crossover and adoption of Metro standard module components. The western crossover was planned to be constructed using the Sequential Excavation Method (SEM). This method requires specialized construction techniques and monitoring to ensure a safe excavation and allows for only a single level of use, at track level, compared to the stacked double levels of open cut construction, allowing ancillary equipment to be placed above the trackwork. Progress would be slow for SEM construction, due to a large cavern span and multiple headings, and carries some additional construction safety risks. The current design has been revised to include the use of open cut excavation, using Metro standard modules elements, with full restoration of landscaped areas at completion.

Through frequent coordination with Southern California Edison (SCE), the Project has provided significant cost, schedule and construction benefits by removing the need for large scale, temporary alternative power supplies for construction and avoided the need for a permanent major substation. Instead, SCE will upgrade their existing local substation as part of their regular upgrade service which will serve Metro for both temporary and permanent power. Metro will be required only to provide the conduits from the substation to the construction sites.

The special seismic section for the tunnel crossing of the Santa Monica Fault includes steel tunnel lining segments to support the tunnel in the event of an earthquake along the fault in this area. Extensive geotechnical investigations have resulted in better definition of the fault zone and estimated fault offset. This has allowed a reduction in the length of the special seismic section by approximately 40 percent from previous estimates.

Further reductions in scope would likely substantially delay the Project or result in a project not consistent with the approved Environmental Impact Statement/Environmental Impact Report (EIS/EIR). As a result, we recommend moving to the next step.

### **New Local Agency Funding Resources**

While the passage of Measure M brings new revenue to the agency, the Westside Purple Line Extension Section 3 Project plans to use all \$994.3 million of Measure M funds allocated to the project in the Expenditure Plan (excluding finance charges).

The local agency contribution for the project is 3% of the total cost, and 3% of the \$300 million cost increase, or \$9 million is assumed paid from this source. Measure M includes additional city local return and Multi-Year Subregional Program (MSP) funding for the Westside Subregion, and these sources could be used to fund the increase to the local agency contribution. MSP funds could be used in addition to the local agency contribution, but this is not currently assumed given the procedural and time requirements of programming these funds by Metro and the subregion.

### **Shorter Segmentation**

While shorter segmentation is possible for the Westside Purple Line Extension, we recommend against this step for several reasons. The only Section which could be shortened is Section 3. This would require eliminating the Westwood/VA Station and moving the terminus to the Westwood/UCLA Station. Eliminating the Westwood/VA Station would require a supplemental EIS/EIR due to significant project changes. As a result, there would be significant impacts to the project schedule and possibly increased costs to the Project. We do not recommend shorter segmentation.

### **Other Cost Reductions within the Same Transit Corridor**

The Westside Purple Line Extension will be constructed in three sections. Sections 1 and 2 are already under construction and there are no reductions that can be

moved from either section to Section 3. Value engineering studies may be undertaken by the future two Design/Builders, but the results of those studies will not be available in the timeframe necessary for this action.

### **Other Cost Reductions within the Same Subregion**

This cost increase does not require any subregional cost reductions or other funds.

### **Countywide Transit Cost Reductions and/or Other Funds**

This cost increase does not require any countywide cost reductions but requires other funds.

The current financial model update has identified up to \$132 million in Measure R 35% assigned to the Westside Purple Line Extension in the Measure R Expenditure Plan as potentially available. Allocating \$132 million from this source now to Section 3 to meet the cost overrun will result in no Measure R funding remaining for the project.

The balance of funding for the \$300 million cost increase, or \$167 million, is comprised of local agency contributions, state Regional Improvement Program and federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation Air Quality (CMAQ) grant funds. Metro currently expects these formula grant funds to be available in the future, and would allocate a portion of the future apportionments to the project. These grant funds are allocated to other uses in the Long Range Transportation Plan Financial Forecast (as of June 2018), but can be made available for Section 3 using additional debt financing.



## Board Report

File #: 2018-0186, File Type: Contract

Agenda Number: 59.

### REGULAR BOARD MEETING JUNE 28, 2018

**SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK PROJECT**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute a 5-year cost-plus fixed fee Contract No. AE48636MC074 with DHS Consulting, Inc. to provide Construction Management Support Services for the Division 20 Portal Widening Turnback Project, in an amount not-to-exceed \$13,029,957.91;
- B. APPROVE Contract Modification Authority in the amount of \$2,605,991.82 or 20% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

#### **ISSUE**

Construction Management Support Services (CMSS) are required to assist Metro Project staff in management oversight for construction of the Division 20 Portal Widening Turnback Project. Services will be provided from final design through pre-construction activities, construction, and contract close out.

The recommended Board action will provide funding through FY24 when construction of Project must be complete and ready for the Westside Purple Line Extension Section 1 to begin revenue service.

#### **DISCUSSION**

On March 23, 2017, the Metro Board of Directors approved the award of a design contract for the Division 20 Portal Widening Turnback Project (DIV 20). The project is required to support four-minute service on the Westside Purple Line Extension (WPLE) in accordance with the project's Full Funding Grant Agreement. DIV 20 will be constructed within an active rail yard while maintaining

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operations on the Red and Purple Lines. Construction activities in the yard, particularly at the portal, will need to be phased and coordinated with concurrent projects including the new Emergency Security Operations Center.

DIV 20 is a design-bid-build project. As such, it is beneficial to have additional technical reviews of the bid documents by a construction management consultant team to minimize risks to Metro during construction. The CMSS consultant will provide constructability review of the bid documents, administration, inspection services and technical support during final design, the bid period, construction, and close out phases of the project. The CMSS consultant will provide skilled individuals to assist Metro with the construction management of the project. The consultant team will reside in an integrated project field office with the construction contractor and Metro staff. The CMSS contract work scope is planned and funded on an annual basis until the Life of Project Budget is established.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety.

### **FINANCIAL IMPACT**

This project is funded on a fiscal year basis under Project number 865519 Division 20 Portal Widening Turnback Facility, cost center 8510, under various accounts including Professional/Technical Services and ROW acquisitions. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

#### **Impact to Budget**

Through FY18, the sources of funds for the recommended actions are Measure R 35% and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). FY19 funding will use similar sources as FY18. Due to the underground nature of the project work scope, Proposition A or Proposition C funds were not considered and are not included in this authorization request. There is no impact to Operations eligible funding. No other funds were considered.

### **ALTERNATIVES CONSIDERED**

The Board could direct Metro staff to perform construction management tasks with current in-house resources. This alternative would require Metro to divert resources from on-going projects and/or hire multiple full time personnel that are not immediately available or funded.

**NEXT STEPS**

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. AE48636MC074.

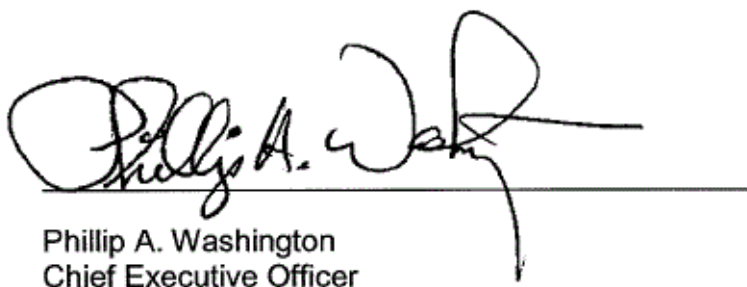
**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Rick Meade, Sr. Executive Officer, Transit Project Delivery (213) 922-7917  
Bruce Warrensford, Sr. Director, Contract Administration (213) 922-27338

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



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## DIVISION 20 PORTAL WIDENING TURNBACK CMSS / AE48636MC074

1.	Contract Number: AE48636MC074	
2.	Recommended Vendor: DHS Consulting, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: December 7, 2017	
	B. Advertised/Publicized: December 6, 2017	
	C. Pre-Proposal Conference: December 19, 2017	
	D. Proposals Due: January 24, 2018	
	E. Pre-Qualification Completed: April 4, 2018	
	F. Conflict of Interest Form Submitted to Ethics: April 9, 2018	
	G. Protest Period End Date: May 19, 2018	
5.	Solicitations Picked up/Downloaded: 25	Proposals Received: 7
6.	Contract Administrator: Diana Dai-Tsang	Telephone Number: 213.418.3310
7.	Project Manager: June Susilo	Telephone Number: 213.922.5232

**A. Procurement Background**

This Board Action is to approve Contract No. AE48636MC074 issued in support of Division 20 Portal Widening Turnback project. The scope of work for the Construction Management Support Services (CMSS) consultant consists of resident engineering, inspection services, project controls, and other construction management administrative support services as required. The consultant's team shall become part of a fully integrated construction management team working with Metro in the project field office pursuant to the annual work plan, under the direction of Metro. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposal (RFP) was issued in accordance with Metro's Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering (A&E) services to select the most qualified firm. The contract type is a Cost Plus Fixed Fee (CPFF) and will be a multi-year contract with a term of six years.

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

- Amendment No. 1, issued on December 22, 2017, clarified the proposal due date and submittal requirements;
- Amendment No. 2, issued on January 8, 2018, clarified the proposal due date, Statement of Work and submittal requirements;

A total of seven proposals were received on January 24, 2018.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Construction Management Department was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience and Qualifications of the Firms on the Team (35%)
- Skill and Experience of Project Personnel (30%)
- Project Understanding and Approach (35%)

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors, in order of their relative degree of important, were considered when developing the weightings. Since this is an A&E, qualifications based on procurement to select the most qualified firm, price could not and cannot be used as an evaluation factor pursuant to the state and federal law.

Seven proposals were received from the following firms listed below in alphabetical order:

1. AECOM
2. Arts District Railworks, a Joint Venture (ADR) – (Ramos Consulting Services; Arcadis; Destination Enterprise, Inc.)
3. C2PM
4. DHS Consulting, Inc.
5. Hill Morgner Alliance Group, a Joint Venture – (Hill International; Morgner Construction Management Corp.; The Alliance Group Enterprise, Inc.)
6. PreScience Corporation
7. RailPros, Inc.

During the month of February 2018, the PET team reviewed seven written qualification proposals. Metro met with four proposers for oral presentations on February 28, 2018. The four firms were given the opportunity to present on understandings and approach to CMSS for this project; and skills, qualifications and experience of the management team.

The proposing firms had the opportunity to present their proposed project managers, resident engineer and some of their key members, as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the project. Each proposing team was asked questions relative to each firm's previous experience performing



work of a similar nature to the Scope of Work presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

After the recommendation of the most qualified proposer was approved by the Executive Officer, Vendor/Contract Management (V/CM), the recommended most qualified proposer's cost proposal was opened. V/CM completed its cost analysis and engaged in negotiations with the recommended proposer.

**Qualifications Summary of Recommended Firm:**

The final scoring was based on evaluation of the written proposals as supported by oral presentations and clarifications received from the Proposers. The PET ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>DHS Consulting</b>				
3	Experience and Qualifications of Firms on the Team	90.48	35%	31.67	
4	Skill and Experience of Project Personnel	96.66	30%	29.00	
5	Project Understanding and Approach	90.48	35%	31.67	
7	<b>Total</b>		<b>100%</b>	<b>92.34</b>	<b>1</b>
8	<b>RailPro</b>				
9	Experience and Qualifications of Firms on the Team	87.63	35%	30.67	
10	Skill and Experience of Project Personnel	77.23	30%	23.17	
11	Project Understanding and Approach	95.23	35%	33.33	
13	<b>Total</b>		<b>100%</b>	<b>87.17</b>	<b>2</b>
14	<b>Arts District Railworks</b>				
15	Experience and Qualifications of Firms on the Team	83.80	35%	29.33	
16	Skill and Experience of Project Personnel	86.66	30%	26.00	
17	Project Understanding and Approach	90.48	35%	31.67	
19	<b>Total</b>		<b>100%</b>	<b>87.00</b>	<b>3</b>
20	<b>AECOM</b>				
21	Experience and Qualifications of Firms on the Team	80.00	35%	28.00	

<b>22</b>	Skill and Experience of Project Personnel	80.00	30%	24.00	
<b>23</b>	Project Understanding and Approach	81.91	35%	28.67	
<b>25</b>	<b>Total</b>		<b>100%</b>	<b>80.67</b>	<b>4</b>

All Scores rounded to the second decimal.

The evaluation performed by the PET determined DHS Consulting Inc. as the most qualified firm to provide Construction Management Support Services, as provided in the RFP Scope of Services. DHS Consulting Inc. demonstrated, through their written proposal and oral presentation, that their team has excellent and extensive technical experience managing construction projects required for this Contract. DHS Consulting, Inc. also demonstrated an exceptional, thorough and comprehensive understanding of the project requirements. The team is highly experienced in similar projects and very familiar with the project context, potential issues and mitigations, which are critical to the project's success.

Members of the team providing services to Metro under other contracts may not be eligible to perform certain tasks under this Contract, if their performance would result in a conflict in accordance with Metro's Organizational Conflict of Interest policy.

### **C. Cost/Price Analysis**

The recommended amount has been determined to be fair and reasonable based upon a cost analysis, performed in accordance with Metro procurement policies and procedures, of labor rates, indirect rates and other direct costs. The analysis included, among other things, an independent cost estimate, a comparison with similar firms, an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. In order to prevent any unnecessary delay in contract award, Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee based on the total estimated cost during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates and exclusion of unallowable costs, in accordance with Federal Acquisition Regulations (FAR Part 31). In accordance with FTA Circular 4220.1.f, when an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated or NTE amount</b>
DHS Consulting Inc.	\$11,006,287.88	\$10,060,293.00	\$13,029,957.91 *

\*Level of effort for this Contract was revised based on the Scope of Work (SOW) requirements resulting in the increase from the original proposal amount and ICE.

**D. Background on Recommended Contractor**

The recommended firm, DHS Consulting Inc., a certified DBE Program/Construction Management focused firm, has grown from three to 80 employees over the last five years. DHS has provided program/construction management services to Metro over each of the past five years on the Regional Connectors Project and recently on the Information Technology Project Management Support Services as a prime consultant. Their experience extends to other large projects and clients in California including California High Speed Rail, SANDAG, San Diego MTS trolley, San Bernardino County Transportation Authority, Caltrans, Southern California Edison, Counties and Cities in Southern California.



4.	Ghirardelli Associates, Inc.	Construction Management Support Services	<b>541330</b> - Engineering Services <b>541611</b> - Administrative Management and General Management Consulting <b>541690</b> - Other Scientific and Technical Consulting Services	Caucasian Female	3.38%
5.	NSI Engineering, Inc.	Quality Management Services	<b>541611</b> - Administrative Management and General Management Consulting <b>541614</b> - Process, Physical Distribution, and Logistics Consulting Services <b>541618</b> - Other Management Consulting Services	Caucasian Female	2.68%
<b>Total Commitment</b>					<b>53.81%</b>

**B. Prevailing Wage Applicability**

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

**C. Living Wage Service Contract Worker Retention Policy Applicability**

Living Wage Service Contract Worker Retention 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.

The CMSS is a professional service contract, therefore PLA/CCP is not applicable. Metro's PLA/CCP is with the Los Angeles/Orange Counties Building and Construction Trades Council and is enforceable on construction contracts in value of \$2.5M and above.



**Board Report**

**File #:** 2018-0331, **File Type:** Policy

**Agenda Number:** 60.

**REGULAR BOARD MEETING  
JUNE 28, 2018**

**SUBJECT: AIRPORT METRO CONNECTOR 96TH STREET  
TRANSIT STATION PROJECT (THE HERTZ CORPORATION, "OWNERS")**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity (Attachment C) authorizing the commencement of an eminent domain action to acquire the fee interest in the property located at 9225 Aviation Boulevard, Los Angeles, CA 90045 (APN 4128-001-008, the "Property").

**DISCUSSION**

Acquisition of the Property (see Attachment A) is required for the construction and operation of a multi-modal transit project. The Airport Metro Connector 96th Street Transit Station Project ("Project") will include an at-grade light rail station that is served by the Crenshaw/LAX and Metro Green Lines. Other features include a new bus plaza sized to accommodate bus terminal and layover functions for Metro buses as well as municipal bus operators that serve the LAX area; private vehicle pick-up/drop-off areas; bicycle stations, pedestrian amenities including clear signage and passenger information and a transit center/terminal building that connects the at-grade transit services with the Los Angeles World Airports (LAWA) aerial Automated People Mover (APM) Station.

A written offer was presented to the owners of record ("Owners"), as required by California Government Code Section 7267.2. The Owners have not accepted the offer from Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not at this time been able to reach a negotiated settlement. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and to be heard on the

following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; and (5) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and other evidence has been received by LACMTA from all interested parties, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolution, LACMTA must, based upon all the evidence before it, and by a vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items (1) through (4) above exist. Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment B).

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an impact on safety standards for Metro.

### **FINANCIAL IMPACT**

Funding for the acquisition of the Property is included in the approved fiscal year 2018 Project budget, under Measure M Project 860303 (Airport Metro Connector/96<sup>th</sup> Street Station/Green Line Ext. LAX Project), in Cost Center 8510, and Account Number 53103 (Acquisition of Land).

#### **Impact to the Budget**

The funding source is Measure M Transit Construction 35%. The fund is not eligible for bus and rail operating. It will not impact ongoing bus and rail operating, the Proposition A and C and TDA administration budget or the Measure R administration budget.

### **NEXT STEPS**

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

### **ATTACHMENTS**

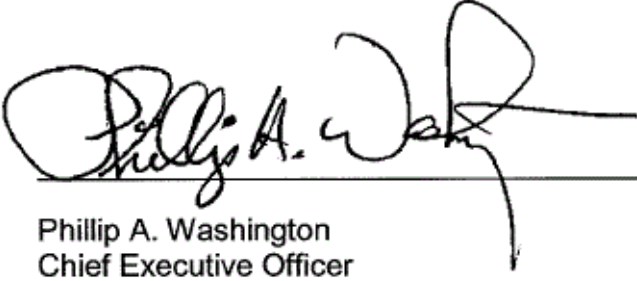
Attachment A - Site Plan  
Attachment B - Staff Report  
Attachment C - Resolution of Necessity

Prepared by: Velma C. Marshall, Deputy Executive Officer - Real Estate, (213) 922-2415



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



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Phillip A. Washington  
Chief Executive Officer

ATTACHMENT A



9225 Aviation Boulevard

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF ASSESSOR PARCEL NO. 4128-001-008 (THE “PROPERTY”) FOR THE AIRPORT CONNECTOR PROJECT**

**BACKGROUND**

The Property is required for the construction and operation of the Airport Connector Project ("Project"). The address, record Owner (as indicated by a title report prepared by Orange Coast Title Company dated), physical description, and nature of the property interest sought to be acquired for the Project are summarized as follows:

<b>Assessor's Parcel Number</b>	<b>Parcel Address</b>	<b>Owner</b>	<b>Purpose of Acquisition</b>	<b>Property Interest(s) Sought</b>
4128-001-008	9225 Aviation Boulevard	The Hertz Corporation	Construction and operation	Fee simple interest to 83,553 square feet

A written offer for the fee simple interest was presented to the Owner by letter dated August 14, 2017. In addition, by letters dated August 14, 2017, Metro also presented offers to the Owner and to the tenants, Clean Energy and Outfront Media, Inc., for the acquisition of their immovable business fixtures and equipment (“F&E”). To date, all of the offers have not been accepted and the Owner has communicated that it will not oppose the adoption of a Resolution of Necessity.

**A. The public interest and necessity require the Project.**

The public interest and necessity require the Project for the following reasons:

1. The Project will connect the expanding Metro Rail system to LAX and thereby provide an alternative means of transportation to LAX for both air passengers and employees.
  
2. The Project will provide improved access to the local and regional transit network by connecting 13 Metro and municipal bus lines with two Metro Rail lines serving the new light rail station.
  
3. Implementation of the Project will result in a reduction of bus and vehicle miles traveled within the project area.

4. The Project will help relieve congestion in the LAX central terminal area as well as on roadways and freeways in the vicinity of LAX.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

**B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.**

On June 22, 2016, a Draft Environmental Impact Report (DEIR) was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. A public hearing was held on July 13, 2016 to solicit citizen and agency comments. The Board certified the FEIR on January 26, 2017. Documentation for a categorical exclusion under 23 CFR part 771.118(d) was submitted to the Federal Transit Administration (FTA) on March 13, 2017. On April 26, 2017, Metro received concurrence from the FTA that the Project qualified as a categorical exclusion.

The Project will include an at grade light rail station that is served by the Crenshaw LAX and Metro Green Lines. Other features include a new bus plaza sized to accommodate a bus terminal and layover functions for Metro buses as well as municipal bus operators that serve the LAX area, private vehicle pick-up/drop off area; bicycle stations, pedestrian amenities including clear signage and passenger information and a transit center/terminal building that connects the at-grade transit services with the Los Angeles World Airports (LAWA) aerial Automated People Mover (APM) station.

The Project study area has persistent traffic congestion due, in part, to LAX being one of the busiest airports in the world. No significant expansion of existing freeway and street networks is planned to accommodate all the growth expected for travel to and from LAX. During various community meetings, stakeholders expressed the need for improved transit service to LAX to address existing and future traffic congestion. The Project addresses those needs and moves more people in a way that is energy efficient and with the least environmental impact.

The Project will cause private injury, including the displacement or relocation of the car and bus maintenance operations of a rental car company, a natural gas fueling facility, and two billboard structures. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

**C. The Property is necessary for the Project.**

The property interests required for the project is described above and are described in the Exhibit A, attached hereto, and is depicted on the Plat Map attached hereto as Exhibit B. The Property is needed for the construction and operation of the Project. The Property was chosen based upon the FEIR for the Project.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

**D. Offers were made in compliance with Government Code Section 7267.2.**

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owners, or the offer has not been made because the Owners cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owners and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained appraisals to determine the fair market value of the Property and the F&E;
2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record and the title report;
4. Made written offers to the Owner and the tenants for the full amount of just compensation - which was not less than the approved appraised values;
5. Provided the Owner and tenants with written statements of, and summaries of the basis for, the amounts established as just compensation with respect to the foregoing offers.

It is recommended that the based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner or owners of record.

**E.** Based upon the foregoing, included approval of the FEIR described in Section above, it is recommended that the Board find and determine that it has given the

notices and followed the procedure required by law.

**CONCLUSION**

Staff recommends that the Board approve the Resolution of Necessity.

**ATTACHMENTS**

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

## EXHIBIT A

### **9225 Aviation Boulevard: Legal Description**

Lot 1 and 2 of [Tract No. 16047](#), in the City of Los Angeles, in the County of Los Angeles, State of California, as per Map recorded in book 440 pages 24, 25 and 26 of Maps, in the office of the County Recorder of said County.

Except that portion of Lot 2, lying Southerly of the Southerly line of the 10 foot easement granted to the City of Los Angeles for public utilities purposes by said Tract 16047.

Assessor's Parcel Numbers(s): 4128-001-008

**EXHIBIT B**



9225 Aviation Boulevard



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC  
PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF  
(Assessor Parcel No. 4128-001-008)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

The LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a fee interest as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), all of which are incorporated herein by this reference.

Section 4

(a) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Airport Connector Project ("Project");

(b) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Report (FEIR) for this Project which was certified by the Board on January 26, 2017. The Board found that in accordance with the California Environmental Quality Act Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project; and

(c) The Board has reviewed and considered the FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

#### Section 5.

The Board hereby declares that it has found and determined each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

(d) The offer required by Section 7267.2 of the Government Code has been made to the Owner or owners of record; and

(e) The LACMTA has given the notice(s) and followed the procedures that are the prerequisite to the exercise of the power of eminent domain.

#### Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

#### Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 28<sup>th</sup> day of June, 2018

\_\_\_\_\_  
MICHELLE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

## EXHIBIT A

### **9225 Aviation Boulevard: Legal Description**

Lot 1 and 2 of [Tract No. 16047](#), in the City of Los Angeles, in the County of Los Angeles, State of California, as per Map recorded in book 440 pages 24, 25 and 26 of Maps, in the office of the County Recorder of said County.

Except that portion of Lot 2, lying Southerly of the Southerly line of the 10 foot easement granted to the City of Los Angeles for public utilities purposes by said Tract 16047.

Assessor's Parcel Numbers(s): 4128-001-008

**EXHIBIT B**



9225 Aviation Boulevard



**Board Report**

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**File #:** 2018-0423, **File Type:** Motion / Motion Response

**Agenda Number:** 62.

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**REGULAR BOARD MEETING  
JUNE 28, 2018**

**Motion by:**

**DIRECTOR FASANA**

State Route 710 North and Project Labor Agreements

Metro negotiated a Project Labor Agreement (PLA) with the Los Angeles/Orange County Building Construction Trades Council (LAOCBCTC) to help facilitate the timely completion of transit projects in Los Angeles County. The PLA was approved by Metro's Board of Directors on January 26, 2012, and subsequently renewed on January 26, 2017.

Projects covered by the PLA consist of capital improvement construction projects, including, but not limited to, Measure R and Measure M Transit and Highway Projects awarded by the LACMTA.

Upon adoption of a 710 North Locally Preferred Alternative by the State of California, discrete construction projects of at least \$2.5 million will be identified.

**SUBJECT: MOTION BY DIRECTOR FASANA**

**STATE ROUTE 710 NORTH AND PROJECT LABOR AGREEMENTS**

I MOVE THAT projects of at least \$2.5 million that are authorized pursuant to the Metro adopted May 2017 Motion (attached), be subject to Metro's PLA, or a similar agreement if the activity is funded by Metro and undertaken by an agency separate from Metro.

**ATTACHMENT**

Attachment A - Revised Board Motion May 25, 2017



## Metro

## Board Report

File #: 2017-0358, File Type: Motion / Motion Response

Agenda Number: 29.1

**REVISED  
REGULAR BOARD MEETING  
MAY 25, 2017**

**Motion by:**

**FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN**

May 25, 2017

**Relating to Item 29; File ID 2017-0097: SR-710 North**

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER **Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian** that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. SUPPORT adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.
- B. ALLOCATE \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.
- C. ALLOCATE remaining Measure R funds available for the "Interstate 710 North Gap Closure

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(tunnel) Project” for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.