

Metro

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



Agenda - Final

Thursday, October 22, 2015

9:00 AM

Regular Board Meeting

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

Board of Directors

Mark Ridley-Thomas, Chair

John Fasana, 1st Vice Chair

Eric Garcetti, 2nd Vice Chair

Michael Antonovich

Mike Bonin

James Butts

Diane DuBois

Jacquelyn Dupont-Walker

Don Knabe

Paul Krekorian

Sheila Kuehl

Ara Najarian

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 2, 16, 23, 24, 25, 26, 27, 28, 32, 33, 40, 41, 44, 49, 50, 57, 59, 60, 63 and 64.

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

CONSENT CALENDAR

2. APPROVE **Minutes of the Regular Board Meeting held September 24, 2015.** [2015-1557](#)
Attachments: [MINUTES_20150924rbm](#)
16. FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0) [2015-1380](#)
authorizing the Chief Executive Officer to execute Modification No. 5 to Contract No. PS30203139 with Axiom xCell, Inc. (Axiom) to **provide additional application functionality for the Fare Inspectors' phones**, which includes new features to improve security and application capabilities for an additional cost of \$354,000, and extend the monthly support services for an additional two years to November 29, 2017, in an amount of \$260,000. This modification would increase the total contract value by \$614,000, from \$447,975 to \$1,061,975.
Attachments: [Board Report Procurement Summary Template - Pro Serv Modification Final DEOD Procurement Summary](#)
23. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) [2015-1223](#)
authorizing the Chief Executive Officer to award and execute a 21-month firm fixed price Contract No. PS3604300 (RFP No. PS113344540-R) to Inland Transportation Services, Inc. (ITS) in the amount of \$1,198,055 for **Metro Rideshare Program Support services in Los Angeles County** and to increase the FY 2016 budget for Regional Rideshare by \$425,000.
Attachments: [Attachment A Procurement Summary PS3604300](#)
[Attachment B DEOD Summary PS3604300](#)
24. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) [2015-0890](#)
authorizing Parking Management staff to **pilot a public parking program at the Westlake/MacArthur Park Station Joint Development Project** for twelve months.

25. CONSTRUCTION COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to: [2015-1328](#)

- A. APPROVE programming \$50.111 million in supplemental funding for the **I-5 Carmenita Road Interchange project**, consistent with the attached Unified Cost Management Process and Policy for Measure R Projects analysis in Attachment A, and an increase in project funding from \$369.770 million to \$419.881 million; and
- B. ENTER into a Local Advance Construction (AC) agreement (Attachment B) with the California Department of Transportation (Caltrans) for the use of up to \$97 million in local funds to finance the construction of the I-5 South Segment 2 project until such time that federal funds already programmed to the project become available.

Attachments: [ATTACHMENT A Analysis of Unified Cost Management Process and Policy](#)
[ATTACHMENT B Local AC Form 3-I](#)
[ATTACHMENT C Letter from Caltrans August 21 2015](#)
[ATTACHMENT D Letter from Caltrans September 15 2015](#)

26. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) UNDER RECONSIDERATION: [2015-1333](#)

- A. ADOPTING **Southern California Association of Governments (SCAG's) Draft Regional Program** for Los Angeles County ATP applicants as shown in Attachment A.
- B. APPROVING the designation of ten points to reflect the consistency of the projects listed in Attachment A with regional and local plans.

Attachments: [Attachment A - Active Transportation Program Award of Partial Funding](#)

27. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) approving programming of up to \$6.521 million from fiscal year **(FY) 2015 Federal Department of Homeland Security (DHS) - Transit Security Grant Program (TSGP)** funds that are available for the eligible operating project, as shown in Attachment A. [2015-1365](#)

Attachments: [Attachment A - Programming of TSGP Project](#)

28. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) [2015-1388](#)
approving the Resolution in Attachment A which:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim up to \$28 million in **FY 2015-16 the Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund**, including \$24 million in funding appropriated to Metro and up to \$4 million in funding appropriations to any other Los Angeles County eligible recipients which may opt not to claim their appropriation;
- B. IDENTIFIES the projects for which LCTOP funds are to be claimed; and
- C. AUTHORIZES the Chief Executive Officer (CEO) or his designee, as an eligible fund recipient, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation and to execute the attached Authorized Agent form (Attachment B) and the attached Certification and Assurances document (Attachment C).

Attachments: [Attachment A - Certifying Resolution](#)
 [Attachment B - Authorized Agent Form](#)
 [Attachment C - Certification and Assurances Document](#)
 [Attachment D - Projects identified for LCTOP Funding - Descriptions](#)
 [Attachment E - Disadvantaged Communitiesw Map](#)

32. AD-HOC CONGESTION REDUCTION RECOMMENDED (3-0) AS AMENDED: [2015-1397](#)

- A. APPROVING the guidelines for **Round 2 of the ExpressLanes Net Toll Revenue Allocations** (Attachment A); and
- B. ADOPTING a timely use of funds provision to be applied to projects funded as part of the 2014 (Round 1) Net Toll Revenue Reinvestment Grant Program.

DUPONT-WALKER AMENDMENT: include the proposal release period being 3 months versus 2 months and return in January with information on including non-profits.

Attachments: [Attachment A - Net Toll Revenue Guidelines2015](#)
 [Attachment B - CAGs meeting attendee list](#)
 [AHCR Presentation_10-14-15](#)

33. AD-HOC CONGESTION REDUCTION RECOMMENDED (3-0)[2015-1444](#)

authorizing the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FSP3469400B3/FSP3471100B43 (IFB No. FSP11857) to Disco Auto Sales, Inc., dba Hollywood Car Carrier, the lowest responsive and responsible bidder for **Metro Freeway Service Patrol (FSP) towing services** in the amount of \$3,830,652 (Beat 3 for \$1,915,326 and Beat 43 for \$1,915,326) for 39 months.
- B. AWARD a firm fixed unit rate Contract No. FSP3469500B5/FSP3470200B17 (IFB No. FSP11857) to Sonic Towing, Inc., the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$3,590,266 (Beat 5 for \$1,808,057 and Beat 17 for \$1,782,209) for 39 months.
- C. AWARD a firm fixed unit rate Contract No. FSP3469600B6 (IFB No. FSP11857) to Neighborhood Towing 4U, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 6 towing services in the amount of \$1,760,238 for 39 months.
- D. AWARD a firm fixed unit rate Contract No. FSP3469900B7/FSP3470100B11 (IFB No. FSP11857) to Girard & Peterson, Inc., the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$5,782,602 (Beat 7 for \$2,891,301 and Beat 11 for \$2,891,301) for 51 months.
- E. AWARD a firm fixed unit rate Contract No. FSP3470000B9 (IFB No. FSP11857) to Mighty Transport, Inc., dba Frank Scottto Towing, the lowest responsive and responsible bidder, for Metro FSP Beat 9 towing services in the amount of \$1,835,200 for 39 months.
- F. AWARD a firm fixed unit rate Contract No. FSP3470300B23 (IFB No. FSP11857) to South Coast Towing, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 23 towing services in the amount of \$1,843,380 for 33 months.
- G. AWARD a firm fixed unit rate Contract No. FSP3470400B27/FSP3470800B39 (IFB No. FSP11857) to Hovanwil, Inc., dba Jon's Towing, the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$4,746,479 (Beat 27 for \$2,594,126 for 51 months and Beat 39 for \$2,152,353 for 39 months).
- H. AWARD a firm fixed unit rate Contract No. FSP3470600B29 (IFB No. FSP11857) to Platinum Tow & Transport, Inc., the lowest

responsive and responsible bidder, for Metro FSP Beat 29 towing services in the amount of \$3,012,024 for 51 months.

- I. AWARD a firm fixed unit rate Contract No. FSP3470700B31/FSP3471200B50 (IFB No. FSP11857) to Navarro's Towing, LLC, the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$6,193,182 (Beat 31 for \$2,909,952 and Beat 50 for \$3,283,230) for 51 months.
- J. AWARD a firm fixed unit rate Contract No. FSP3471300B70 (IFB No. FSP11857) to Classic Tow, Inc., dba Tip Top Tow Service, the lowest responsive and responsible bidder, for Metro FSP Beat 70 ExpressLanes towing services in the amount of \$3,885,770 for 39 months.
- K. AWARD a firm fixed unit rate Contract No. FSP3471500B71 (IFB No. FSP11857) to Bob & Dave's Towing, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 70 ExpressLanes towing services in the amount of \$5,455,124 for 39 months.

Attachments: [Attachment A Procurement summary FSP11857](#)
[Attachment B FSP Beat Map](#)
[Attachment C DEOD Summary - IFB Award.docx](#)

- 40. CONSTRUCTION COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to execute the list of Change Orders by Caltrans in Segment 2 construction contract of the **I-5 North Capacity Enhancements from SR-134 to SR-118** under the Funding Agreement No. MOU.P0008355/8501 A/A5, in the amount of \$2,969,831 without an increase in the project budget or contract value. The contract value of this project remains \$119,688,319 [2015-1327](#)
- 41. CONSTRUCTION COMMITTEE RECOMMENDED (3-0) modifying **Funding Agreements for Expo and Foothill Construction Authorities** to allow for an increase in authorized betterment funding amounts of \$600,000 for Expo Phase 2 and \$900,000 for Foothill Extension Phase 2A. This increase will be used for ADA improvements and for additional Metro Betterments that are enhancements to the requirements of the 2010 Metro Design Criteria used at the time of bid for these two projects. [2015-1376](#)

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- 44.** SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE [2015-1615](#)
RECOMMENDED (3-0) approving **MOTION by Dupont-Walker, Kuehl and Fasana** that the Board instructs the CEO to:
- A. Provide an annual report on the state of MTA's public artworks.
 - B. Beginning with the Fiscal Year 2017 budget, dedicate a reasonable amount of funds towards maintenance and/or restoration of MTA public artworks.
 - C. Include conservation and/or restoration of existing MTA public artworks in all future line, station, and facility refurbishment projects.
 - D. Budget additional funds as needed for maintenance of new MTA public artworks, such as artwork on the Expo Line Phase 2 and Gold Line Foothill Extension.
 - E. Create a regular maintenance plan for each MTA public artwork.
 - F. Develop an action plan to restore MTA public artworks that are not functioning as intended, including consideration of using remaining Blue Line Upgrades Project funding for the restoration of artwork altered by the Blue Line Upgrades Project.
 - G. Report back on all the above during the February 2016 MTA Board cycle.
- 49.** SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE [2015-1534](#)
RECOMMENDED (3-0) approving nominee for **membership on Metro's San Fernando Valley Service Council:**
- Vahid Khorsand, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2018
- Attachments:** [Attachment A - New Appointee Biography and Listing of Qualifications](#)
[Attachment B - Appointing Authority Nomination Letter](#)
- 50.** SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE [2015-1233](#)
RECOMMENDED (3-0) approving the **2016 Transit Service Policy.**
- Attachments:** [Attachment A - 2016 Metro Transit Service Policies and Standards](#)
[Attachment B - Transit Service Policy Update Presentation](#)

57. EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (6-0) [2015-1495](#)
amending the FY16 Budget to add \$2,750,000 to the Communications Department budget to fund the **first phase of Metro's Long-Range Transportation Plan (LRTP) Education Program.**

Attachments: [LRTP Communications Plan for Board 10.1.15](#)
 [Education Program Budget Worksheet 9-17-15](#)

59. CONSTRUCTION COMMITTEE RECOMMENDED (3-0) approving [2015-1577](#)
Motion by Director Najarian that \$150,000 in Measure R 3% be transferred to the City of Glendale to be used for quiet zone implementation through the three crossings; and,

FURTHER MOVE that the CEO work with the City of Glendale to execute the necessary agreements as expeditiously as possible.

60. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0): [2015-1279](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 37-month Firm Fixed Price Contract No. AE354280011791, to RNL Interplan, Inc. in the amount of \$3,835,439 for a base contract to develop advanced conceptual engineering design documents (60% design development drawings) for the **Willowbrook/Rosa Parks Station Improvements Project** (Project) and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method in an amount not to exceed \$800,000; or ii) a Design/Bid/Build project delivery method in an amount not to exceed \$1,920,629 for a total not to exceed amount of \$5,756,068;
- B. AFFIRMING the Board's previous commitment to provide \$16 million in local match funding in line with the funding requirements of the US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VI Discretionary Grant program;
- C. APPROVING a Preliminary Project Funding Plan which includes additional funding up to \$32.8 million to be sourced from state or local funds to cover any funding gaps.
- D. APPROVING Contract Modification Authority specific to Contract No.

AE354280011791 in the amount of \$1,151,214 or 20% of the total contract value, to cover the costs of any unforeseen design issues that may arise during the course of the contract.

Attachments: [Attachment A – Location Map](#)
[Attachment B – Project Site Plan and Renderings](#)
[Attachment C – Preliminary Funding Plan](#)
[Attachment D- Procurement Summary](#)
[Attachment E - DEOD Summary](#)
[WRP - 2015_10 Board Presentation-Draft_v3.pdf](#)

63. SYSTEM SAFETY, SECURITY AND OPERATIONS RECOMMENDED (3-0): [2015-1437](#)

- A. APPROVING proposed **180 day new pilot bus service to operate from the Metro Gold Line in Pasadena to the North Hollywood Red/Orange Line Stations**; and
- B. REVISING the FY16 budget \$784,000 to fund the FY16 portion of this 180 day pilot program.

Attachments: [Attachment A](#)
[Attachment B](#)
[Attachment C](#)
[Attachment D](#)

64. EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (6-0) [2015-1573](#)
adopting an expansion of existing Board Policy to allow for the **donation of Metro surplus buses to non-profit organizations** for purposes that are not transit related.

NON-CONSENT

3. Report by the Chair. [2015-1635](#)

4. Report by the Chief Executive Officer. [2015-1636](#)

14. RECEIVE AND FILE: [2015-1286](#)

- A) staff response to Board Motion 6.1 (Attachment A) related to **Commuter Rail Funding in Los Angeles County** adopted at the June 2015 Board meeting.

B) status of \$18 million loan to Metrolink for rolling stock approved in FY11

Attachments: [Attach A - Motion 6-1](#)
[Attach B Metrolink Item](#)
[Attach C - Metrolink Item](#)
[Attach D Metrolink Item](#)
[Attach E - Metrolink Item](#)
[Attach F- Metrolink Item 9](#)
[Attach G - Metrolink Item](#)
[Motion6-1](#)

14.1 **CONSIDER Motion by Directors Solis, Antonovich, Najarian and Krekorian** that the MTA Board direct the CEO and the Regional Rail unit of the Program Management Department to work with the Southern California Regional Railroad Authority (Metrolink) to evaluate the following:

[2015-1631](#)

- A. The feasibility and operational impact of installing an Advanced Locomotive Emission Control System at Metrolink's Central Maintenance Facility;
- B. The capital costs and potential funding sources including Measure R 3%; and
- C. The process by which to include and prioritize this project in the short-range (5-year) Regional Rail Capital Program

FURTHER MOVE that MTA's Regional Rail Team includes ALECS in all design alternatives of the Environmental Impact Report for the Southern California Regional Interconnector Project at Union Station.

ALSO MOVE that staff report back within 60 days with a status update on all progress made on the items listed above.

14.2 **CONSIDER Motion by Directors Solis, Antonovich, Najarian and Krekorian** that the MTA Board direct the CEO and the Regional Rail unit of the Program Management Department work with the City of El Monte and the Southern California Regional Railroad Authority (Metrolink) to evaluate the following:

[2015-1632](#)

- A. The feasibility and operational impacts for relocating the El Monte Metrolink Station from the current location to the Metro Transit Center in El Monte;
- B. The capital costs and potential funding sources including Measure

R 3%;

- C. The process by which to include and prioritize this project in the short-range (5-year) Regional Rail Capital Program; and
- D. The alignment of this project with Metro's Transit Oriented Community program.

FURTHER MOVE that staff report back within 60 days with a status update on all progress made on the items listed above.

15. FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer to **renew existing group insurance policies covering Non-Contract, AFSCME, and Expo employees** for the one-year period beginning January 1, 2016 and to approve the use of a flexible spending card administered by a third-party vendor.

[2015-1355](#)

Attachments: [Attachment A - Monthly Premium Rates](#)
 [Attachment B - Monthly Employee Contributions](#)

22. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

[2015-1345](#)

- A. EXECUTE Contract Modification No. 16 to Contract No. PS4340-1939 with AECOM (formerly URS Corporation) to **address changes to the project alternatives for the Recirculated Draft EIR/EIS, and evaluate a Preferred Alternative for the I-710 South Corridor Project**, in an amount not to exceed \$7,012,735, increasing the total contract not-to-exceed amount from \$38,781,395 to \$45,794,130 and a contract extension of 15 months;
- B. EXECUTE Contract Modification No. 10 to Contract No. PS4340-1940 with Moore Iacofano Goltsman, Inc., for the **continued facilitation of community outreach services through the evaluation of the Preferred Alternative**, in an amount of \$616,413, increasing the total contract amount from \$3,192,312 to \$3,808,725, and a contract extension of 15 months;
- C. EXECUTE Contract Modification No. 8 to Contract No. PS4710-2647 with AECOM (I-710 South Utility Study - South Segment), for the **utilities and structural engineering efforts associated with the revised project alternatives**, in an amount not to exceed \$648,969 increasing the total contract from \$7,448,929 to \$8,097,898, and a contract extension of 15 months; and

D. INCREASE Contract Modification Authority (CMA) specific to the three contracts to **cover the cost of any unforeseen issues that may arise during the performance of the contracts** as follows:

1. Contract No. PS4340-1939 in the amount of \$1,051,910; increasing the total CMA amount from \$3,526,331 to \$4,578,241
2. Contract No. PS4340-1940 in the amount of \$92,462; increasing the total CMA amount from \$177,884 to \$270,346
3. Contract No. PS4710-2647 in the amount of \$97,345, increasing the total CMA amount from \$742,845 to \$840,190.

Attachments:

[A1 PS43401939 Procurement Summary](#)

[B1 Contract Modification Change Order Log for PS4340-1939](#)

[C1 PS4340-1939 DEOD Summary](#)

[A2 PS4340-1940 Moore Iacofan Goltman Inc. \(MIG\) Procurement Summary](#)

[B2 PS4340-1940 Moore Iacofan Goltman Inc Contract Mod Change Order Log](#)

[C2 PS4340-1940 Moore Iacofan Goltman Inc \(MIG\) DEOD Summary](#)

[A3 PS4710-2647 AECOM Procurement Summary](#)

[B3 PS4710-2647 AECOM Contract Modification Change Order Log](#)

[C3 PS4710-2647 AECOM DEOD Summary](#)

22.1 PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving the **MOTION by Director Solis** that the Board of Directors make approval of Item 22 contingent on **studying the following as a part of the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft Environmental Impact Report/ Supplemental Environmental Impact Statement:**

[2015-1595](#)

- A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;
- B. An option, under Alternative 7 only, to operate only zero-emissions trucks along the Freight Corridor;
- C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;
- D. Adding transit service on the bus and rail lines serving the I-710 project

area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;

- E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;
- F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;
- G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;
- H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;
- I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;
- J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];
- K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;

- L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;
- M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;
- N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and
- O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and native landscaping within the project area.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer to consider the following mitigation during construction, in parallel to the EIR/EIS process:

- A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;
- B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;

- C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;
- D. Establish a bike and pedestrian safety plan during construction; and
- E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer take the following actions, working with Caltrans and partner agencies as necessary and in parallel to the EIR/EIS process:

- A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;
- B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the combination of active transportation and transit ridership; and
- C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should completed, at the latest, by the completion of the recirculated DEIR/DEIS.

30. RECEIVE AND FILE:

[2015-1545](#)

- A. The draft **Long Range Transportation Plan (LRTP) Potential Ballot Measure Framework** in Attachment A and draft Assumptions in Attachment B;
- B. Stakeholder Input in Attachment C, Attachment D, and Attachment E, as described below; and,
- C. The Roadmap to a Potential Ballot Measure in Attachment F.

Attachments: [Attachment A LRTP Potential Ballot Measure Framework & Sequencing Criteria](#)
[Attachment B - LRTP Potential Ballot Measure Assumptions](#)
[Attachment C - Link](#)
[Attachment D Sub-Regional Stakeholder Draft Project_Constrained](#)
[Attachment E Regional Facility Provider Draft Needs Lists_Unconstrained](#)
[Attachment F - Roadmap](#)
[Attachment G Presentation LRTP](#)

38. RECEIVE AND FILE **quarterly status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion (Attachment A). [2015-0900](#)

Attachments: [Attachment A - June 26 2014 Board Motion](#)

51. ADOPT the Life-Of-Project (LOP) budget for Project 212121, **Metro Emergency Security Operations Center (ESOC)** in the amount of \$112,700,000. [2015-1399](#)

Attachments: [Attachment A - Project Summary Schedule](#)
[Attachment B - Cash Flow](#)

52. CONSIDER: [2015-1400](#)

- A. APPROVING Life-Of-Project budget for the capital project, **Reduced Risk of an Event to Union Station Gateway Complex** in the amount of \$6,985,096; and
- B. AMENDING System Security and Law Enforcement FY16 budget in the amount of \$6,885,096.

Attachments: [Attachment A - Project Summary Schedule](#)
[Attachment B - Financial Forecast](#)

61. PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION: [2015-1442](#)

- A. APPROVING **expansion of the SCRIP to include the Los Angeles Union Station Master plan** passenger concourse and accommodate a high speed rail system in Union Station;
- B. PROGRAMMING \$15,000,000 in FY 16 Measure R 3% funds for the SCRIP environmental and preliminary engineering scope of work; and

C. ACCOMMODATING high speed rail in Los Angeles Union Station as part of the implementation of the Los Angeles Union Station Master Plan.

62. CONSTRUCTION COMMITTEE FORWARDED DUE TO ABSENCES AND CONFLICTS the approval of the attached agreement referred to as "Contract Modification", including partial close-out of the **I-405 Sepulveda Pass Widening Project** ("Project"), in the amount of \$103M and modifications to the schedule of the Arbitration Agreement. This recommendation is an interim increase to the Life-of-Project (LOP) budget by \$103M, increasing the LOP budget from \$1,205.4M to \$1,308.4M and amend the FY16 budget by \$103M. [2015-1556](#)

Attachments: [Attachment A - Draft Contract Modification -Resolution of Hearings.pdf](#)

65. A. ADOPTING a resolution: [2015-1227](#)
1. authorizing **the issuance of refunding bonds by negotiated sale to refund the 2004 General Revenue Refunding Bonds** (the "2004 GRRBs") in one or more transactions through June 30, 2016, consistent with the Debt Policy;
 2. approving the forms of the supplemental trust agreement, preliminary official statement and such other documents as required and all as subject to modification as set forth in the Resolution;
 3. authorizing taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the 2015 General Revenue Refunding Bonds (the "2015 GRRBs"), and approves related documents on file with the Board Secretary; and
 4. prohibiting the subsequent issuance of General Revenue Bonds or Parity Debt under the General Revenue Trust Agreement except for refunding bonds.
- B. **APPOINTING the underwriter team** selected for the 2015 GRRBs transaction(s) as shown in Attachment B.
- C. **ESTABLISHING an underwriter pool**, as shown in Attachment B, that will be used to select underwriters for all future negotiated debt issues through June 30, 2019.

(REQUIRES SEPARATE SIMPLE MAJORITY VOTE OF THE BOARD)

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

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

Adjournment



Board Report

File #: 2015-1557, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
OCTOBER 22, 2015**

APPROVE Minutes of the Regular Board Meeting held September 24, 2015.

ATTACHMENT

Attachment A - Regular Board Meeting Minutes on September 24, 2015



MINUTES

Thursday, September 24, 2015

9:00 AM

Regular Board Meeting

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

Directors present:

Mark Ridley-Thomas, Chair

John Fasana, 1st Vice Chair

Eric Garcetti, 2nd Vice Chair

Mike Bonin

James Butts

Diane DuBois

Jacquelyn Dupont-Walker

Don Knabe

Paul Krekorian

Sheila Kuehl

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

CALL TO ORDER at 9:15 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 8, ~~10~~, 11, 19, ~~20~~, 21, 22, 23, ~~24, 25~~, 35, ~~36, 37~~, 38, ~~39~~, 44, 47, 48, ~~50~~, 51, 59, 60, 61, 64, 66 and ~~67~~.

Consent Calendar items were approved by one motion except items 10, 20, 22, 24, 25, 36, 37, 39, 50 and 67 which were held for discussion and/or separate action.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
A	Y	Y	Y	Y	A	A	Y	A	Y	A	Y	Y

2. APPROVED ON CONSENT CALENDAR **Minutes of the Regular Board Meeting held July 23, 2015.** **2015-1446**

3. RECEIVED Chair’s Report. **2015-1477**

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
P	P	P	P	P	A	P	P	P	P	A	P	P

4. RECEIVED report of the **Chief Executive Officer.** **2015-1478**
 - Scroll presentations in honor of their retirements:
 - o Linda Wright
 - o Marc Littman
 - Enhanced Security Program

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
P	P	P	P	P	A	P	P	P	P	A	P	P

MA = M. Antonovich	MB = M. Bonin	DD = D. DuBois	AN = A. Najarian
PK = P. Krekorian	JF = J. Fasana	JDW = J. Dupont-Walker	
JB = J. Butts	EG = E. Garcetti	HS = H. Solis	
SK = S. Kuehl	MRT = M. Ridley-Thomas	DK = D. Knabe	

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

8. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to execute Contract Modification No. 4 to Contract No. PS05312717, with **Carl Warren & Company, for general liability claims administration services**, to exercise the first three-year option in the amount of \$7,721,051 increasing the total contract value from \$10,307,876 to \$18,028,927 and extending the contract term from October 31, 2015 to October 31, 2018. **2015-1104**

9. **CARRIED OVER TO OCTOBER:**

2015-1227

A. **ADOPTING** a resolution:

1. authorizing **the issuance of refunding bonds by negotiated sale to refund the 2004 General Revenue Refunding Bonds** (the “2004 GRRBs”) in one or more transactions through June 30, 2016, consistent with the Debt Policy;
2. approving the forms of the supplemental trust agreement, preliminary official statement and such other documents as required and all as subject to modification as set forth in the Resolution;
3. authorizing taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the 2015 General Revenue Refunding Bonds (the “2015 GRRBs”), and approves related documents on file with the Board Secretary; and
4. prohibiting the subsequent issuance of General Revenue Bonds or Parity Debt under the General Revenue Trust Agreement except for refunding bonds.

B. **APPOINTING the underwriter team** selected for the 2015 GRRBs transaction(s) as shown in Attachment B.

C. **ESTABLISHING an underwriter pool**, as shown in Attachment B, that will be used to select underwriters for all future negotiated debt issues through June 30, 2019.

(REQUIRES SEPARATE SIMPLE MAJORITY VOTE OF THE BOARD)

10. APPROVED UNDER RECONSIDERATION the Chief Executive Officer **2015-1261** to award a one year Firm Fixed Price Contract No. PS1544301142 to Ma and Associates to conduct the fiscal year **FY 2013-2015 independent performance review of all the Los Angeles County transit operators receiving state Transportation Development Act (TDA) Article 4**, and operators receiving Proposition A funds in lieu of TDA funds and Metro as the Regional Transportation Planning Entity (RTPE), for the fixed price of \$588,192.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	C	Y	A	Y	Y	Y	Y	A	Y	Y

11. APPROVED ON CONSENT CALENDAR **Motion by DuBois, Knabe, Butts and Najarian** that the funds derived from advertising receipts be deposited into the Risk Allocation Matrix Internal Savings Account (RISA) along with the Parking Revenues pending further recommendations from the CEO later this year. **2015-1221**

19. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years. **2015-1332**

20. APPROVED UNDER RECONSIDERATION authorizing the Chief Executive Officer to award and execute a 15-month firm fixed price Contract No. AE322940011372 (RFP No. AE11372) to **JMDiaz, Inc. in the amount of \$2,340,084.08 for Architectural and Engineering (A&E) services to complete the I-710/SR-91 PSR-PDS.** **2015-0575**

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	C	C	A	Y	C	Y	Y	A	Y	Y

21. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to award and execute a 48-month firm fixed price Contract No. AE333410011375 (RFP No. AE11375), to **Parsons Transportation Group Inc. in the amount of \$20,697,227.00 for Architectural and Engineering services to complete the I-605/I-5 PA/ED.** **2015-0576**

22. APPROVED UNDER RECONSIDERATION authorizing the Chief Executive Officer to:

2015-0864

- A. execute Contract Modification No. 2 for Contract No. PS2415-3046, **Doran Street Crossing Grade Separation, with HNTB, Inc., in the amount of \$94,954 to complete the necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing**, increasing the total contract value from \$5,688,892 to \$5,783,846; and
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS2415-3046, Doran Street Crossing Grade Separation, in the amount of \$125,000, increasing the total CMA amount from \$523,620 to \$648,620.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	C	A	Y	C	Y	C	A	Y	Y

23. APPROVED ON CONSENT CALENDAR the following actions for **2015 Countywide Call for Projects** (Call), as further described in this report and attachments:

2015-0989

- A. the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2015 Call and additional funding recommendations;
- B. program \$201.9 million in seven modal categories from the fund sources shown in Attachment B. This amount also programs a limited amount of funds from the 2015 Call for Projects Deobligation (\$2.5 million) and the 2015 Call TAC reserve;
- C. all projects in Attachment C for potential nomination to the California Transportation Commission for 2016 State Transportation Improvement Program funds, as necessary;
- D. amend the recommended 2015 Call Program of Projects into the FY 2015-2016 Los Angeles County Regional Transportation Improvement Program by adopting the resolution in Attachment D which certifies that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP and affirms its commitment to implement all of the projects in the program;
- E. administer the 2015 Call as a one-time project-specific grant program with the requirement that project sponsors bear all cost increases; and

(Continued on next page)

(Item 23 – continued from previous page)

- F. authorize the Chief Executive Officer to administratively provide project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available.

24. APPROVED UNDER RECONSIDERATION the Chief Executive Officer 2015-1156
to award a twelve-month firm fixed price Contract No. PS3362300 (RFP No. PS114943046R) to Walker Parking Consultants in the amount of \$619,589, for the **Supportive Transit Parking Program Master Plan Study**.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	C	Y	A	Y	C	Y	Y	A	Y	Y

25. APPROVED UNDER RECONSIDERATION authorizing the Chief Executive Officer to: 2015-0439

- A. execute Contract Modification No. 5 to Contract No. PS4710-2768 with **HDR Engineering, Inc. (I-710 South Utility North Study - North Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$1,443,082, increasing the total contract not-to-exceed amount from \$6,715,468 to \$8,158,550 and a contract extension of 18 months;

- B. execute Contract Modification No. 8 to Contract No. PS4710-2769 with **Mark Thomas & Company, Inc. (I-710 South Utility Central Study - Central Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$350,521, increasing the total contract not-to-exceed amount from \$5,695,143 to \$6,045,664 and a contract extension of 18 months;

- C. increase Contract Modification Authority (CMA) specific to the two contracts to cover the cost of any unforeseen issues that may arise during the performance of the contracts as follows:

1. Contract No. PS4710-2768 in the amount of \$216,462; increasing the total CMA from \$878,700 to \$1,095,162;
2. Contract No. PS4710-2769 in the amount of \$52,579, increasing the total CMA from \$742,845 to \$795,424; and

(Continued on next page)

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- D. **execute any necessary agreement(s) with third parties** (e.g. Caltrans, Gateway Cities Council of Governments, Gateway Cities, Southern California Edison (SCE), Los Angeles County, U.S. Army Corps of Engineers) to provide coordination and technical support for the completion of the EIR/EIS and the development and implementation of individual I-710 Early Action Projects, increasing the total amount from \$3,400,000 to \$7,132,000 for FY12 through FY17, as approved by the Board in the May 2015 meeting.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	C	Y	A	Y	C	Y	Y	A	Y	Y

28. RECEIVED AND FILED the status report on the operations of **Metro’s Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) and Metro’s Pilot Business Interruption Fund (BIF).** **2015-1323**

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

35. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to: **2015-1262**

- A. execute Contract Modification No. 10 to Contract No. PS-2020-1055 with **Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$802,261, increasing the total contract value from \$1,287,745 to \$2,090,006 and extend the contract from October 1, 2015 to June 30, 2020;
- B. execute Contract Modification No. 7 to Contract No. PS-8510-2416 with **Harvey Parker and Associates, Inc. for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$981,465, increasing the total contract value from \$1,611,745 to \$2,593,210, and extend the contract from October 1, 2015 to June 30, 2020; and
- C. execute Contract Modification No. 5 to Contract No. PS-8510-2493 with **Cording, Dr. Edward J. for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$764,033, increasing the total contract value from \$1,311,745 to \$2,075,778 and extend the contract from October 1, 2015 to June 30, 2020.

36. APPROVED an interim increase to the Life-of-Project (LOP) budget by \$64 million, increasing the LOP budget from \$1,141.4 million to \$1,205.4 million, subject to availability of \$64 million of **federal Regional Surface Transportation Program funds**. **2015-0214**

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	A	A	Y	C	Y	Y	A	Y	Y

37. APPROVED UNDER RECONSIDERATION authorizing the Chief Executive Officer to award a 270 calendar day, firm fixed price contract under Bid Number C1110 to AP Construction, Inc., the lowest responsive and responsible bidder for the **Patsaouras Bus Plaza Paver Retrofit Project** (design-build) for an amount of \$5,526,018 inclusive of sales tax and options. **2015-1229**

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	Y	C	Y	Y	A	Y	Y

38. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to execute annual expenditure budget plan for the **FY16 Annual Work Plan for the City of Los Angeles**. **2015-1253**

39. APPROVED **MOTION by Knabe** that the MTA Board direct the CEO to report back to the Board in 60 days, and provide a presentation for discussion at the November/December 2015 MTA Board Meeting, on the following items related to the operations of the San Pedro Red Car Line; the historic railcar line operating on a 1.5 mile stretch of the San Pedro Waterfront in the Port of Los Angeles: **2015-1375**

- A. A historical summary of operations and funding for the San Pedro Red Car Line, including an analysis of why the line operates only on limited days of the week;
- B. A summary of existing transit services connecting to the Red Car Line, including Metro, municipal providers, and local downtown (PBID) trolley, with an analysis of how transit connections could be improved to service a shorter segment of the line, such as from the existing 22nd Street/Marina Station to the Ports O'Call Station, or to relocated stations along the alignment;
- C. An evaluation of the reasons for the proposed closure of the Red Car Line and the identification of options to maintain service on shorter segments, and at relocated stations, including potential funding sources;
- D. Recommendations for maintaining operations on a shorter line;

(Continued on next page)

(Item 39 – continued from previous page)

- E. An evaluation of the Waterfront Red Car Line Expansion Feasibility Report and the identification of potential funding sources that may be available for future implementation;
- F. Send a letter to the Port of LA (POLA), before the September 27th closure date, to request that the closure of the Red Car Line be deferred, at a minimum for the portion of the line that is not immediately needed for the City’s roadway improvement project, and to reach out to POLA to discuss options for temporarily suspending the Federal Freight Abandonment Process while Metro’s evaluation is being completed and shared with POLA.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

44. APPROVED ON CONSENT CALENDAR **nominees for membership on Metro’s San Gabriel Valley, South Bay, and Westside Central Service Councils.** **2015-1224**

47. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to: **2015-1265**

A. **cancel the Private Security Services Invitation for Bid PS-14199;**

B. execute Contract Modification No. 16 to **extend Contract No. PS26102156 with RMI International, Inc. for up to 12 months** (October 1, 2015-September 30, 2016) in an amount not to exceed \$8,119,674, thereby increasing the total contract value from \$37,938,383 to \$46,058,057; and

C. amend the FY16 Budget for System Security and Law Enforcement in the amount of \$3,019,674.

48. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to execute Modification No. 8 to Contract OP30002227 for **Uniform Rental services with Prudential Overall Supply** in the amount of \$780,000 increasing the contract value from \$3,735,029 to \$4,515,029. This modification also extends the period of performance through June 30, 2016. **2015-1166**

This contract provides on-going uniform rental services, vehicle seat covers, and laundry services for hand towels and floor mats.

49. APPROVED AS AMENDED increasing the life of project budget **2015-1290** for the **Blue and Green Lines Transit Passenger Information System**, capital project 212010, by \$3,842,533, increasing the life of project from \$5,987,180 to \$9,829,713 and amend the FY16 annual budget by \$3,842,533.

AMENDMENT by Ridley-Thomas, Dupont-Walker and Kuehl that the Board of Directors direct the Chief Executive Officer to:

- A. Make every effort to expedite completion of the Blue and Green Line Transit Passenger Information Systems;
- B. Conduct a thorough assessment of the reliability of the count-down clocks throughout the system, that includes an evaluation of Metro’s current ability to detect and repair display failures in a timely manner; and
- C. Report back with findings and recommendations during the November 2015 Board cycle.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

- 49.1 APPROVED **Motion by Ridley-Thomas** that the Board of Directors **2015-1497** direct the Chief Executive Officer to provide a report in 60 days on the current College TAP Program, including the usage, marketing and outreach efforts to community colleges, as well as an assessment of the feasibility of piloting a Universal Community College Student Transit Pass Program.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

50. APPROVED UNDER RECONSIDERATION authorizing the Chief **2015-1226** Executive Officer to award a sole source firm fixed price Contract No. PS92403277 to **Xerox Transport Solutions, Inc. for the integration of a Countywide Signal Priority (CSP) software module into Metro’s Advanced Transportation Management System (ATMS)** for an amount of \$952,000.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	C	Y	A	Y	Y	Y	Y	A	Y	Y

51. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive **2015-0366** Officer to award a 5-year firm fixed price Contract No. PS15360111323, to **FRS Environmental Inc., for parts washer services** in an amount not-to-exceed \$1,223,820 for a 5-year period.

58. **APPROVED Motion by Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl** directing the Chief Executive Officer to move forward with implementation of Affordable Housing and Business Loan Funds as follows: **2015-1479**

- A. Engage the consortium led by California Community Foundation and Low Income Investment Fund to negotiate terms and conditions, in a multi-partner Countywide Transit-Oriented Affordable Housing Loan Fund to support the production and preservation of transit-oriented affordable housing (including mixed use projects) that leverages Metro’s financial contribution, as previously approved by the Board in March 2015, and return to the Board for approval of the final terms and conditions;
- B. Design a pilot Countywide Transit-Oriented Small Business Loan Fund program to provide financing under favorable terms for commercial tenant improvements within transit adjacent, mixed use (including affordable housing) or commercial projects with particular emphasis on tenant improvements for local small businesses, with priority for ones that have been operating in the community for at least 5 years. Should Metro be unable to administer the loan fund internally, the agency should contract with an external administrator with relevant expertise (e.g. community development financial institutions, banks, the Community Development Commission, or small business centers);
- C. Continue research and engagement with community development financial institutions, municipalities, private sector banks, regional economic development corporations, and other interested parties on the potential expansion of the Countywide Transit-Oriented Small Business Loan Fund program to include a variety of financial products and report back within 120 days;
- D. For purposes of furthering the above described objectives, amend the budget to initially allocate \$500,000 of the previously-committed funding for the Affordable Housing and Business Loan Fund to the pilot Countywide Transit-Oriented Small Business Loan Fund, to be dispersed over the next two fiscal years, and be administered by the Office of Management and Budget and the Diversity & Economic Opportunity Department, in coordination with the Office of Countywide Planning and Development; and
- E. Provide a quarterly written update to the Board on the status, implementation and impacts of both Loan Fund programs.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	N	ABS

59. APPROVED ON CONSENT CALENDAR:

2015-1264

- A. adopting the attached **Parking Ordinance, as set forth in Attachment A (“Metro Parking Ordinance”), enacting a new Title 8 to Metro’s existing Administrative Code;**
- B. adopting the attached Fee Resolution, as set forth in Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;
- C. authorizing the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. authorizing the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

60. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to:

2015-1288

- A. negotiate and execute an **Amended and Restated Parking License** (“Amended License”) for transit patron parking for an initial term of five years at 3500 Crenshaw Boulevard, Los Angeles, California with West Angeles Church of God In Christ (WA COGIC) for an amount not to exceed an annual lease payment of \$323,100 plus applicable real estate taxes;
- B. exercise options contained in the lease at his discretion; and
- C. deposit cost savings into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

61. APPROVED ON CONSENT CALENDAR:

2015-1342

- A. the **upgrade of a vacant position to Chief Innovation Officer**, pay grade CC (\$222,476 - \$273,894 - \$325,353); and
- B. authorizing the Chief Executive Officer to negotiate a salary within the pay grade for the position.

64. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to:

2015-1228

- A. Increase the Life of Project (LOP) budget for the **900 bus buy project to include funding for Option 1 price escalation; retrofit of operator safety barriers; and Live Video Monitoring System (LVMS)** in the amount of \$3,617,152 from \$503,442,500 to \$507,059,652; and
- B. Approve Contract Modifications 9 and 10 for Contract OP33202869 to New Flyer of America, in the amount of \$6,043,492, for Option 1 price escalation and for retrofit of operator safety barriers and LVMS, increasing the total Contract value from \$498,652,341 to \$504,695,833.

65. AUTHORIZED the Chief Executive Officer to:

2015-1164

- A. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 1 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, 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**, for a not-to-exceed amount of \$16,542,520 for the three-year base period, \$5,462,340 for the first option year, and \$5,462,340 for the second option year, for a combined total of \$27,467,200, effective October 1, 2015 through September 30, 2020.
- B. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 2 to **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, 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**, for a not-to-exceed amount of \$12,599,235 for the three-year base period, \$4,352,459 for the first option year, and \$4,568,300 for the second option year, for a combined not-to-exceed total of \$21,519,994, effective October 1, 2015 through September 30, 2020.

(Continued on next page)

(Item 65 - continued from previous page)

- C. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 3 to **Woods Maintenance Services, Inc., the second lowest responsive and responsible proposer, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo I), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3**, for a not-to-exceed amount of \$16,863,892 for the three-year base period, \$5,575,764 for the first option year, and \$5,575,764 for the second option year, for a combined total of \$28,015,420, effective October 1, 2015 through September 30, 2020.

- D. Award a firm fixed unit rate Contract under RFP No. PS11654, for Region 4: **Parkwood Landscape Maintenance, Inc., the lowest responsive and responsible proposer, 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**. This contract amount consists of \$11,996,937 for the three-year base period, \$4,141,657 for the first option year, and \$4,346,958 for the second option year, for a combined total of \$20,485,552, effective October 1, 2015.

- E. Amend the FY16 budget to add funds to CC3367 in the amount of \$14,625,000 to ensure sufficient funding and service continuity for the four regions under RFP No. PS11654.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	A	C	Y	Y	A	Y	Y

66. APPROVED ON CONSENT CALENDAR:

2015-1277

- A. executing contract modifications to **16 existing Freeway Service Patrol contracts** as delineated in Attachment B, in an amount not to exceed \$7,696,000, and authorize reallocation of funds to meet unanticipated operational issues.
 - Beat No. 3, Navarro’s Towing, Inc., Contract No. FSP12-3, for \$475,000 for 8 months
 - Beat No. 5, Neighborhood Towing 4 U, Inc., Contract No. FSP12-5, for \$450,000 for 8 months
 - Beat No. 6, Mighty Transport, Inc. dba Frank Scotto Towing, Contract No., FSP-12-6, for \$420,000 for 8 months
 - Beat No. 7, South Coast Towing, Contract No. FSP12-7, for \$335,000, for 5 months,

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(Item 66 - continued from previous page)

- Beat No. 9, Classic Two, Inc. dba Tip Top Tow, Contract No. FSP12-9, for \$486,000, for 8 months
- Beat No. 11, J&M Towing, Contract No. FSP12-11, for \$270,000, for 5 months
- Beat No. 17, Sonic Towing, Inc., Contract No. FSP12-17 for \$495,000 for 9 months
- Beat No. 23, Navarro's Towing, Contract No. FSP12-23, for \$305,000 for 5 months
- Beat No. 27, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-27, for \$455,000 for 5 months
- Beat No. 29, Platinum Tow & Transport, Inc., Contract No. FSP12-29, for \$480,000, for 6 months
- Beat No. 31, Sonic Towing, Inc., Contract No. FSP12-31, for \$460,000, for 6 months
- Beat No. 39, J&M Towing, LLC, Contract No., FSP12-39, for \$385,000, for 9 months
- Beat No. 43, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-43, for \$560,000 for 9 months
- Beat No. 50, Girard & Peterson, Inc., Contract No. FSP12-50, for \$610,000, for 6 months
- Beat No. 70, Sonic Towing, Inc., Contract No. FSP12ELTS-70, for \$755,000, for 4 months
- Beat No. 71, Bob & Dave's Towing, Inc., Contract No. FSP12ELTS-71, for \$755,000 for 4 months

B. exercising option year 2 of two FSP Big Rig Contract for a total value of \$1,512,000.

- Beat No. 60, Hadley Towing, Inc., Contract No. FSP10BR-60, for \$765,000, for 12 months
- Beat no. 61, Hadley Towing, Inc., Contract No. FSP10BR-61, for \$765,000, for 12 months

67. APPROVED **Motion by Kuehl and Butts** that the Metro Board of **2015-1435** Directors instruct the CEO to prepare a plan to dedicate the 26th Street/Bergamot Station along the Expo line in memory of Private Joe Gandara. The dedication should coincide with the opening of the Expo line to Santa Monica and include a plaque to be placed at the station recognizing Private Gandara's heroism and sacrifice for our country.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	A	A	Y	Y	Y	Y	A	Y	Y

69. APPROVED **Motion by Fasana** that staff report back to the System Safety, Security and Operations Committee in 60 days with the following information: **2015-1480**

- A. Usage data of the current APT system, including the average wait during peak times and the total daily usage;
- B. How to best determine the restroom usage and capacity needs, both near and long term;
- C. The feasibility of adding additional restrooms at the station either via APT's, stand-alone restrooms, retail opportunities, or other ideas;
- D. Cost estimates for addition of additional restrooms and potential locations, and;
- E. Timelines for installing additional restrooms.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	Y	Y	Y	Y	A	A	A	Y	A	A	Y	Y

70. **CLOSED SESSION:** **2015-1498**

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d) (1):
 - 1. Kiewit Infrastructure West Company v. LACMTA Arbitration Case No. A-0011-2015

NO REPORT.
 - 2. Today's IV, Inc., v. LACMTA, LASC Case No. BS137540

NO REPORT.
 - 3. Adelaido Hernandez, et al. v. LACMTA, LASC Case No. BC511068

APPROVED settlement of \$950,000.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

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(Item 70 - continued from previous page)

4. Luis Martinez, Sr., et al. v. LACMTA, LASC Case No. TC027205

APPROVED settlement of \$950,000.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

5. Kevork Terzian v. LACMTA, LASC Case No. BC486704

APPROVED settlement of \$350,000.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	A	Y	Y	Y	A	Y	C	Y	Y	A	Y	Y

B. Conference with Real Property Negotiator - G.C. 54956.8:

Property Description: 3839 Wilshire Boulevard, Los Angeles, CA 90010

Agency Negotiator: Carol Chiodo

Negotiating Party: Caju Naneng Myon Co., Tenant

Under Negotiation: Price and Terms

APPROVED purchase of 3839 Wilshire Boulevard, Los Angeles, CA, 90010 for the amount of \$895,000.

DK	PK	JDW	SK	MB	MA	MRT	EG	JF	JB	HS	AN	DD
Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y

C. Public Employee Performance Evaluation - G.C 54957(b)(1):

Title: Chief Executive Officer

NO REPORT.

ADJOURNED at 1:01 p.m.

Prepared by: Collette Langston, Board Specialist



Michele Jackson, Board Secretary

**Board Report**

File #: 2015-1380, **File Type:** Contract**Agenda Number:** 16.

**FINANCE, BUDGET AND AUDIT COMMITTEE
OCTOBER 14, 2015****SUBJECT: TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0) authorizing the Chief Executive Officer to execute Modification No. 5 to Contract No. PS30203139 with Axiom xCell, Inc. (Axiom) to **provide additional application functionality for the Fare Inspectors' phones**, which includes new features to improve security and application capabilities for an additional cost of \$354,000, and extend the monthly support services for an additional two years to November 29, 2017, in an amount of \$260,000. This modification would increase the total contract value by \$614,000, from \$447,975 to \$1,061,975.

ISSUE

The current contract with Axiom provides monthly service and technical support for the Mobile Phone Validator (MPV) application and it is due to expire on November 28, 2015. The MPV application is installed on 600 Samsung Galaxy S5 mobile phones and allows fare enforcement personnel to electronically query TAP cards to determine if riders are in compliance with Metro's fare policy.

DISCUSSION

The new MPVs allow fare enforcement personnel to perform the core duties of their assignment and have been used to check fare over 2 million times from the launch of the application in March 2015 through May 2015. Between March and June 2015, Metro Transit Court worked with LASD fare inspectors to test the application and began developing the requirements for additional functionality that this modification addresses. These requirements were sent to Axiom in June and TAP received the first technical response back late that month. On July 21, TAP received the first estimates for the contract modification that includes these improvements. The following enhancements to the MPV application, servers and system security are requested:

- Add a backup server to provide MPV support in case of a hardware failure.
- Add increased security features to further protect system sensitive information.
- Add a separate test server to test applications prior to their implementation.
- Modify the MPV application to provide interoperability with 3rd party applications (e.g., Bike Share and Parking Enforcement).
- Modify the sound and vibration features to allow enforcement personnel to validate fares without reading the MPV screen.

DETERMINATION OF SAFETY IMPACT

The audible and tactile signal enhancements will allow fare enforcement personnel to validate fares without watching the screen. This will allow the inspector to pay more attention to their immediate surroundings thereby keeping both the inspector and our customers safer during fare inspections.

FINANCIAL IMPACT

The \$225,000 required for FY16 is included in TAP Operations budget for FY16. The project manager and executive officer of TAP Operations is responsible for budgeting the remaining \$389,000 in future fiscal years.

Impact to Budget

The funding sources for \$225,000 are Prop C 40%, TDA Article 4 and fare revenues. These sources are eligible for operating and capital improvements for both bus and rail.

ALTERNATIVES CONSIDERED

The Board could choose not to fund any of the enhancements to the MPV application, add a test server and/or continue the maintenance program. Extending the maintenance contract with Axiom through November 29, 2017, is critical to continued support of the program. Although the current system is functioning as designed, these enhancements will provide substantial improvements to the MPV system and its reliability.

NEXT STEPS

Upon Board approval, staff will execute a contract modification with Axiom under Contract No. PS30203139 to extend the period of performance and to include new features to improve security and application capabilities.

ATTACHMENTS

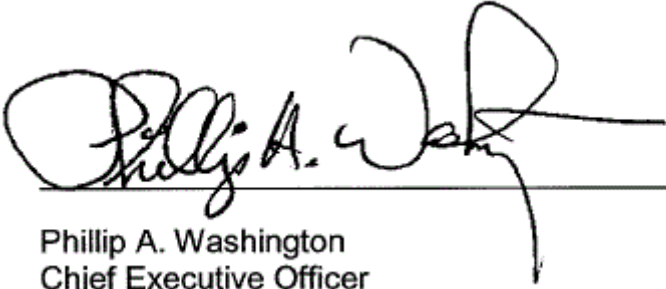
- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log

Prepared by: David Sutton, Executive Officer, TAP (213) 922-5633

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

Alex Wiggins, Executive Officer, Systems Security and Law Enforcement, (213) 922-4433

Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR

1.	Contract Number: PS30203139		
2.	Contractor: Axiom xCell, Inc.		
3.	Mod. Work Description: Add enhancements, functionality and features; extend maintenance services to November 29, 2017		
4.	Contract Work Description: Mobile Phone Validator (MPV) for fare enforcement electronic query of TAP cards		
5.	The following data is current as of: September 9, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	February 1, 2014	Contract Award Amount: \$348,018
	Notice to Proceed (NTP):	February 1, 2014	Total of Modifications Approved: \$99,957
	Original Complete Date:	July 28, 2015	Pending Modifications (including this action): \$614,000
	Current Est. Complete Date:	November 28, 2015	Current Contract Value (with this action): \$1,061,975
7.	Contract Administrator: Phyllis Walker		Telephone Number: (213) 922-6121
8.	Project Manager: Cary Stevens		Telephone Number: (213) 922-4401

A. Procurement Background

This Board Action is to approve Modification No. 5 to add additional application functionality and new features to improve security to the MPV. Maintenance services for the application will be extended through November 29, 2017.

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

On February 1, 2014, Contract No. PS30203139 was awarded to Axiom to develop, test, and provide support for a software application for a handheld fare inspection device.

Attachment B shows four modifications are issued to date and one modification to be executed.

B. Cost/Price Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$615,539	\$741,416	\$614,000

CONTRACT MODIFICATION/CHANGE ORDER LOG
TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR

Mod. No.	Description	Date	Amount
1	Additional Application Coding	8/11/14	\$20,774
2	Administrative Change	11/03/15	\$0
3	Add Key Features and Application Coding	2/18/14	\$79,183
4	Extend Contract term	9/8/15	-0-
5	Add enhancements and features, and extend services to November 29, 2017	Pending	\$614,000
	Total:		\$713,957

DEOD SUMMARY

TRANSIT ACCESS PASS (TAP) MOBILE PHONE VALIDATOR

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation; there were no apparent subcontracting opportunities. The project involved the development of software application for mobile phone validators. According to Metro's project manager, Axiom xCell is the only company that can modify the existing application. Axiom xCell, Inc. is an SBE Prime with 100% SBE participation.

SMALL BUSINESS COMMITMENT	100% SBE	SMALL BUSINESS PARTICIPATION	100% SBE
----------------------------------	-----------------	-------------------------------------	-----------------

	SBE Firm	% Committed	Current Participation¹
1.	Axiom xCell, Inc. (SBE Prime)	100%	100%
	Total	100%	100%

A. Living Wage and Service Contract Worker Retention Policy Applicability

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

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.



Board Report

File #: 2015-1223, File Type: Contract

Agenda Number: 23.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2015

SUBJECT: METRO RIDESHARE PROGRAM SUPPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) authorizing the Chief Executive Officer to award and execute a 21-month firm fixed price Contract No. PS3604300 (RFP No. PS113344540-R) to Inland Transportation Services, Inc. (ITS) in the amount of \$1,198,055 for **Metro Rideshare Program Support services in Los Angeles County** and to increase the FY 2016 budget for Regional Rideshare by \$425,000.

ISSUE

Metro provides commuter assistance services to worksites in Los Angeles County with the objective of improving mobility by reducing single occupant vehicle trips and providing information and services to increase rideshare modes, including transit ridership, carpooling, vanpooling, walking, and bicycling to work. Metro relies on highly trained in-house consulting staff to manage and provide services. The current contract for services will expire March 31, 2016; however, funding is available only through October 31, 2015 since this contract is currently shared with Metro Commute Services for A-TAP and B-TAP support. The new contract will be separate from Metro Commute Services and will allow Metro to continue providing rideshare services to Los Angeles County employer worksites and commuters.

DISCUSSION

Consulting staff is responsible for a number of tasks including supporting Employee Transportation Coordinators (ETC) with responding to Rule 2202 from the South Coast Air Quality Management District (SCAQMD) through Average Vehicle Ridership (AVR) surveys, providing commuters with ridematching services and RideGuides, and responding to customer questions related to ridesharing. Consultant staff is also trained in Ridepro and will be managing the Los Angeles County portion of the regional database shared with Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). Ridepro is a software system provided by Trapeze Software Group, Inc. under a separate contract that assists worksites with air quality compliance and employer based ridematching.

In addition, ITS will be responsible for managing Metro's incentive programs which include the regional Guaranteed Ride Home, Metro Rewards, and Go Metro to Work Free. Consulting staff will be actively attending Transportation Management Organization (TMO) and Transportation Management Association (TMA) meetings and other industry events to provide information about the services offered by Metro. Consulting staff will provide support at events that encourage ETC development and training, including workshops, countywide rideshare events, and ETC Briefings.

In addition, the Board is being asked to authorize the CEO to increase the FY 2016 budget for Regional Rideshare by \$425,000 for additional costs related to the award of this contract and for software upgrades required for Ridepro. The additional costs related to the contract are due to increased level of effort for staff and a higher level of oversight requested of the ITS project manager to cover the tasks in the statement of work. The software upgrades required for Ridepro include software modifications resulting from recent changes to Rule 2202 by SCAQMD, as well as upgrades related to an improved ridematch.info website, and improved software capabilities.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Metro Rideshare Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period. This contributes to public safety. Currently, Metro provides support to over 220,000 commuters and 800 worksites in Los Angeles County.

FINANCIAL IMPACT

The FY16 approved budget includes costs for this contract in Cost Center 4540, Project 405547, Task 01.10. The FY 2016 budget includes \$400,000 for the Metro Rideshare Support contract, however this is insufficient since the recommended price is higher than anticipated and has been determined to be fair and reasonable based upon MAS audit findings, an independent cost estimate, cost analysis, technical analysis, and fact finding. The budget for this contract needs to be increased from \$400,000 to \$605,000, which is an increase of \$205,000. In addition, the FY 2016 budget includes \$92,000 for upgrades to Ridepro, however an additional \$220,000 is required for the contract modification. The total budget increase for Regional Rideshare would be \$425,000. The funding source for Regional Rideshare comes from Proposition C 25% sales tax. These funds are from a Regional Rideshare allocation programmed in the Transportation Improvement Program (TIP) pursuant to the Long Range Transportation Plan (LRTP). The Project Manager will be accountable for managing costs during the term of this contract. Since this is a multi-year contract, the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action, Proposition C 25% Streets & Highway, is not eligible to fund bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board can choose not to authorize the CEO to award this contract to ITS and not to increase the

Regional Rideshare FY 2016 budget, however staff does not recommend this option. If the Board denies this request, services will lapse and Metro will no longer be able to provide support to 800 worksites regulated by SCAQMD in Los Angeles County and ridematching services to 220,000 commuters. Incentive programs would terminate and countywide support of rideshare services would end. Moreover, Metro is the holder of a license agreement with Trapeze Software Group, Inc. for the use of Ridepro in partnership with the Orange County Transportation Authority and Ventura County Transportation Commission and without the continuation of this contract, Metro would not have the capability to immediately provide staff resources to continue using Ridepro and would lose the financial investment in this database. The impact to the regional partners would be significant since Los Angeles County participants are 72% of the database and the maintenance of this information would lapse. In addition, without the funding for the required modifications to Ridepro, Metro would be out of compliance with Rule 2202 and the updates to ridematch.info would not be completed, software upgrades would not be completed and the Ridepro software would become less user-friendly.

NEXT STEPS

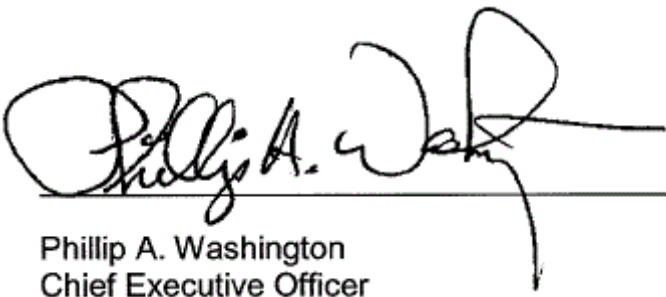
Upon Board approval, staff will award and execute the Metro Rideshare Program Support contract and increase the FY 2016 Regional Rideshare budget by \$425,000.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary

Prepared by: Paula Carvajal-Paez, Regional Rideshare Manager, (213) 922-4258
Dolores Roybal Saltarelli, Director, Shared Mobility, (213) 922-3024
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076
Cal Hollis, Managing Executive Officer, (213) 922-7319

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Executive Director (Interim), Vendor/Contract Management
(213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO RIDESHARE PROGRAM SUPPORT

1.	Contract Number: PS3604300 (RFP No. PS113344540-R)	
2.	Recommended Vendor: Inland Transportation Services Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 16, 2015	
	B. Advertised/Publicized: May 16, 2015 LA Daily News, LA Watts Times, Rafu Shimpo & Eastern Group Publications	
	C. Pre-proposal/Pre-Bid Conference: May 21, 2015	
	D. Proposals/Bids Due: June 15, 2015	
	E. Pre-Qualification Completed: July 28, 2015	
	F. Conflict of Interest Form Submitted to Ethics: August 5, 2015	
	G. Protest Period End Date: October 21, 2015	
5.	Solicitations Picked up/Downloaded: 66	Bids/Proposals Received: 2
6.	Contract Administrator: W. T. (Ted) Sparkuhl	Telephone Number: (213) 922-7399
7.	Project Manager: Paula Carvajal-Paez	Telephone Number: (213) 922-4258

A. Procurement Background

This Board Action is to approve Contract No. PS3604300 to provide Metro Rideshare Program Support in Los Angeles County.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price.

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

- Amendment No. 1, issued June 2, 2015, provided copies of the pre-proposal sign-in sheets, the Pre-Proposal Conference Agenda, the Planholders' List of record, and provided responses to proposers questions submitted during the pre-proposal conference.
- Amendment No. 2, issued June 10, 2015, clarified that the period of performance was 21 months, and announced the new contract administrator for the RFP.

A pre-proposal conference was held on May 21, 2015, and attended by ten participants representing ten firms. There were nine questions received and responses were released prior to the proposal due date.

A total of two proposals were received on June 15, 2015, from:

1. Inland Transportation Services, Inc.
2. Steer Davies Gleave

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Share Mobility & Implementation Program Office, Orange County Transportation Authority and Ventura County Transportation Commission was convened and conducted a comprehensive technical evaluation and review of the proposals received.

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

- | | |
|--|-----|
| 1. Qualifications of the Firm | 25% |
| 2. Staffing and Project Organization | 20% |
| 3. Work Plan | 20% |
| 4. Cost Proposal | 20% |
| 5. Partnering with Small Business | 10% |
| 6. Partnering with Disabled Veteran Business Enterprises | 5% |

The evaluation criteria are appropriate and consistent with criteria developed for Metro rideshare program support procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications of the firm.

On June 18, 2015, proposals were distributed to the PET. The PET completed the proposal evaluations on July 10, 2015. Based on the evaluation process, Inland Transportation Services, Inc. was determined to be the most qualified firm.

Qualifications Summary of Firms within the Competitive Range:

Inland Transportation Services

Inland Transportation Services, Inc. (ITS) is a Transportation Demand Management (TDM) consulting firm which employs a staff of 20. The ITS team has a combined total of 257 years of TDM experience. Further, ITS provides rideshare support and services for other county transportation agencies such as Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG) and Orange County Transportation Authority (OCTA) which closely parallel the requirements of outlined in the RFP. ITS has experience managing, and maintaining RidePro since 2001. The ITS team includes two subcontractors, The

Van Stratten Group, Inc., a Metro SBE certified firm and Roger L. Reed, dba The Blue Pyramid, a Metro certified DVBE firm.

Overall, the ITS proposal demonstrated knowledge of the requirements and is prepared with experienced staff with the education, experience and professional credentials to perform the tasks outlined in the Statement of Work.

Steer Davies Gleave

Steer Davies Gleave (SDG) is a transportation consulting firm. SDG has used iCommute software to automate incentives for employers in San Diego, but iCommute does not have the capability to produce AVR and output reports, ride matching results and RideGuides.

SDG proposed recruiting technical staff to train and use the RidePro program if they were awarded this contract. Technical staff members are key to this project and it is unclear if those recruited afterwards would have the experience and expertise to provide adequate support in one month after transition.

The following is a summary of PET scores:

	FIRM	Weighted Average Score	Factor Weight	Average Score	Rank
1	Inland Transportation				
2	Qualifications of the Firm	91.67	25%	22.92	
3	Staffing and Project Organization	95.00	20%	19.00	
4	Work Plan	93.33	20%	18.67	
5	Cost Proposal	100.00	20%	20.00	
6	Partnering with Small Business	50.00	10%	5.00	
7	Partnering with DVBE	100.00	5%	5.00	
8	Total			90.59	1
9	Steer Davies Gleave				
10	Qualifications of the Firm	81.67	25%	20.42	
11	Staffing and Project Organization	76.67	20%	15.33	
12	Work Plan	80.00	20%	16.00	
13	Cost Proposal	85.60	20%	17.12	
14	Partnering with Small Business	50.00	10%	5.00	
15	Partnering with DVBE	100.00	5%	5.00	
16	Total			78.87	2

C. 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. The firm's proposal includes additional program management, managing Metro's rideshare incentives program and the upgrade of rideshare software to include a new model as required per the statement of work.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Price
Inland Transportation Services, Inc.	\$1,198,494	\$1,081,669	\$1,198,055

D. Background on Recommended Contractor

The recommended firm, Inland Transportation Services (ITS) located in Riverside, CA, founded in 1989 is a leader with over 26 years of Transportation Demand Management (TDM) experience.

The proposed Project Manager for this contract has experience managing the existing contract with Metro. He has a wide range of TDM experience creating and implementing results-oriented TDM strategies. The Project Manager closely manages his team's performance, reviews team and individual results, and conducts monthly staff meetings to brainstorm and improve upon processes being implemented to successfully grow the programs.

ITS is the incumbent contractor and has performed satisfactorily.

DEOD SUMMARY

METRO RIDESHARE PROGRAM SUPPORT/PS3604300

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal inclusive of a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) for this project. Inland Transportation Group exceeded the goal by making a 12.37% SBE commitment and 3.33% DVBE commitment.

SMALL BUSINESS GOAL	12% SBE and 3% DVBE	SMALL BUSINESS COMMITMENT	12.37% SBE and 3.33% DVBE
------------------------------------	------------------------------------	--	--

	SBE Subcontractors	% Commitment
1.	The Van Stratten Group, Inc.	12.37%
	Total SBE Commitment	12.37%

	DVBE Subcontractors	% Commitment
1.	Roger L. Reed dba The Blue Pyramid	3.33%
	Total DVBE Commitment	3.33%

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. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	The Van Stratten Group, Inc.	Administrative Services
2.	Roger L Reed dba The Blue Pyramid	Marketing Consulting



Board Report

File #: 2015-1328, File Type: Program

Agenda Number: 25.

~~PLANNING AND PROGRAMMING COMMITTEE~~

~~OCTOBER 14, 2015~~

CONSTRUCTION COMMITTEE

OCTOBER 15, 2015

SUBJECT: I-5 SOUTH CORRIDOR IMPROVEMENTS

ACTION: APPROVE PROGRAMMING RECOMMENDATIONS

RECOMMENDATION

CONSTRUCTION COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

- A. APPROVE programming \$50.111 million in supplemental funding for the **I-5 Carmenita Road Interchange project**, consistent with the attached Unified Cost Management Process and Policy for Measure R Projects analysis in Attachment A, and an increase in project funding from \$369.770 million to \$419.881 million; and
- B. ENTER into a Local Advance Construction (AC) agreement (Attachment B) with the California Department of Transportation (Caltrans) for the use of up to \$97 million in local funds to finance the construction of the I-5 South Segment 2 project until such time that federal funds already programmed to the project become available.

ISSUE

A. I-5 South/Carmenita Road Interchange Cost Increase

In a letter dated August 21, 2015, the California Department of Transportation (Caltrans) requested that the Los Angeles County Metropolitan Authority (LACMTA) program \$50.111 million in supplemental funding for the I-5 South/Carmenita Road Interchange project. The request for supplemental funding is attributed to the following:

The Carmenita Road Interchange project was originally programmed for \$379,730,000 per Funding Agreement Number MOU.P0006376A-02. However, due to the awarded bid being lower than the Engineering Estimate, construction capital funds were reduced by \$9,960,000 at the time of award to reflect the bid amount. The current budget for the project is \$ 369,770,000.

The project is in construction, and is 68 percent complete. The anticipated cost at completion for the project is \$ 419,881,000 based on a Caltrans cost estimate dated in September 2015. Please see Attachments C and D, the letters from Caltrans for the supplemental fund request and the project

cost estimate.

This is an increase of \$50,111,000 over the current budget. Please see Attachment A, the Unified Cost Management Process and Policy for Measure R Projects analysis, for more information about the funding strategy to be employed to meet this increased cost.

B. I-5 South Segment 2 Local Advanced Construction (AC)

Following the state funding allocation Caltrans proceeded to seek the required federal obligation of the \$97 million in CMAQ funds programmed to the project. However, due to the concurrent authorization of several other large federal projects in Los Angeles County there is insufficient federal obligation authority this year for Caltrans to immediately access the \$97 million in CMAQ funds. In the near term, Caltrans staff is recommending the use of Local Advance Construction (AC) to maintain the current project delivery schedule.

DISCUSSION

A. I-5 South/Carmenita Road Interchange Cost Increase

The cost increases by components are as follows:

1. \$29,415,000 for right of way capital, and \$6,029,000 for right of way support.
2. \$667,000 for Project Approval and Environmental Document (PAED) and Plans, Specifications and Estimates (PS&E).
3. \$14,000,000 for construction support.

The increase in right of way capital is due to many parcels going through condemnation, resulting in full acquisitions for some parcels, which were originally budgeted for partial acquisition. Relocation of businesses was also extremely complicated and resulted in many months of delay in the relocation of utilities. Also, there were many complicated and difficult utility relocations on this project that required more time and coordination than anticipated.

The increases in right of way support and construction support were due to delays in acquiring properties and relocating businesses. These delays had a domino effect on the utility relocations and the construction of the project.

Also, additional geotechnical drilling had to be done during the construction phase because access to properties was not available during the design phase. The increases in the cost of the PAED and PS&E phases were due to underestimating the effort required to complete these phases, and inadequate contingencies to address delivery risks in these phases.

Caltrans recommends programming the project cost increase of \$35.444 million in Right of Way Capital and Right of Way Support with future Regional Improvement Program (RIP) County Shares, the project cost increase of \$14.667 million in Construction Support, PAED and PS&E with State

fund.

B. I-5 South Segment 2 Local Advanced Construction (AC)

Advanced Construction for federal highway projects is analogous to a Letter of No Prejudice (LONP) that Metro has employed for federal transit projects. Advanced Construction would commit the use of local funds in place of federal funds to finance the cost of work until such time that the programmed federal funds become available. In this specific situation it is highly unlikely that any local funds in addition to those already committed to the project would be needed prior to the availability of the federal funds. Nevertheless, the paperwork required by Caltrans stipulates that this is a possibility.

The construction and construction support of the I-5 South Segment 2 project is fully funded as follows:

- * \$52 million in local Proposition C 25%;
- * \$20 million in state Regional Transportation Improvement Program (RTIP);
- * \$28 million in State Highway Operational and Protection Program (SHOPP); and,
- * \$97 million in federal Congestion Mitigation and Air Quality (CMAQ) funds.

The AC arrangement is a temporary measure for the CMAQ funds. As of June 2015 all of the state STIP and SHOPP funds have been allocated by the California Transportation Commission to allow Caltrans, as the lead agency and construction manager for the project, to advertise and award the construction contract. Metro budgets the Proposition C 25% funds each year as necessary.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety by approving this action.

FINANCIAL IMPACT

A. I-5 South/Carmenita Road Interchange Cost Increase

Of the \$50.111 million in supplemental funding recommended for programming, \$35.444 will be provided from the future Regional Improvement Program (RIP) County Shares and \$14.667 million will be from the State Highway Account (SHA).

B. I-5 South Segment 2 Local Advanced Construction (AC)

Fully obligating and expending available federal highway funds makes the Los Angeles County Metropolitan Transportation Authority eligible for a share of additional obligation authority awarded to regions that support Caltrans in accessing obligation authority unused by other states each year. Additionally, LA Metro receives new obligation authority every year that over the construction period of the I-5 South Segment 2 project is sufficient to meet the \$97 million CMAQ commitment and all other federal projects programmed in LA Metro's Transportation Improvement Program (TIP). Absent the use of Local AC, the construction of the I-5 South Segment 2 project could be delayed for up to 6 months, triggering escalation and support cost increases not now budgeted for the project.

Impact to Budget

A. I-5 South/Carmenita Road Interchange Cost Increase

The funding of \$15,000,000 Measure "R" Highway Capital (20%) Fund for FY16 for the I-5 South/Carmenita Road Interchange project is included in Account 54001 - Subsidies to Others, in cost center 0442, under project number 460341, Task 01. The recommendation will not impact the project budget for the current fiscal year. Since this is a multi-year contract/project, the Managing Executive Officer will be accountable for budgeting the cost in future years for LACMTA's share within the updated project budget. The source of funds for this project is Measure R 20% Highway, which is not eligible for bus or rail operations.

B. I-5 South Segment 2 Local Advanced Construction (AC)

The funding of \$52,900,000 of Measure R 20% Highway for FY15 for the I-5 South HOV Widening project is included in Account 54001 - Subsidies to Others, in cost center 0442, under project number 460336, Task 01. The recommendation will not increase the project budget for the current fiscal year. Since this is a multi-year contract/project, the Managing Executive Officer will be accountable for budgeting the cost in future years for LACMTA's share within the updated project budget. The source of funds for this project is Measure R 20% Highway, which is not eligible for bus or rail operations.

ALTERNATIVES CONSIDERED

A. I-5 South/Carmenita Road Interchange Cost Increase

The Board may choose not to approve the supplemental funds. This alternative is not recommended as the completion of the project will be further delayed and the total cost of buttoning-up the project into a safe condition for a period of suspended construction will increase the cost to Metro even further.

The Board may also elect to fund the supplemental funds request with Measure "R" Highway Capital (20%) Fund instead. This alternative is not recommended as it will prevent us from maximizing our ability to deliver other projects that might have relatively low cost and high benefits.

B. I-5 South Segment 2 Local Advanced Construction (AC)

If the MTA Board does not authorize this recommendation, the construction of the I-5 South Segment 2 project could be delayed for up to 6 months, triggering escalation and support cost increases not now budgeted for the project.

NEXT STEPS

A. I-5 South/Carmenita Road Interchange Cost Increase

Upon Board approval of the recommendation for supplemental project funding, an amendment to the funding agreement with Caltrans will then be executed.

B. I-5 South Segment 2 Local Advanced Construction (AC)

Upon Board approval of the recommendation, the agreement will be amended with Caltrans.

ATTACHMENTS

Attachment A - Analysis of Unified Cost Management Process and Policy for Measure R Projects

Attachment B - Local AC Form 3-I

Attachment C -Letter from Caltrans August 21, 2015, "Informing Project Cost Increase and Recommended Course of Action for I-5 South/Carmenita Road Interchange project"

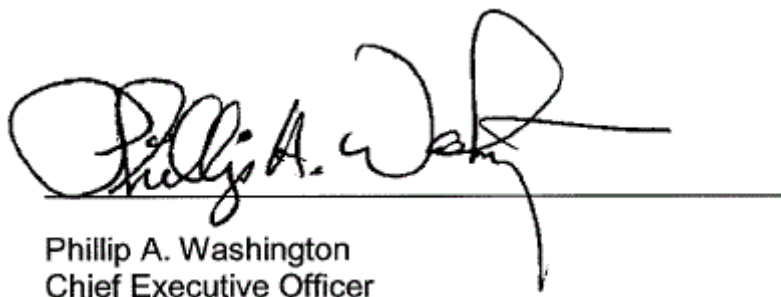
Attachment D -Letter from Caltrans September 15, 2015, "I5 South/Carmenita Road Interchange Project"

Prepared by: Victor Gau, Senior Engineering Manager, Highway Program (213) 922-3031
Aline Antaramian, Deputy Executive Officer, Highway Program (213) 922-7589
Aziz Elattar, Executive Officer, Highway Program (213) 922-4715
David Yale, Managing Executive Officer, Countywide Planning and Development (213) 922-2469

Reviewed by:

Bryan Pennington, Deputy Executive Director, Program Management (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

ANALYSIS OF UNIFIED COST MANAGEMENT PROCESS AND POLICY FOR MEASURE R PROJECTS

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 Expenditure Plan approved by voters. 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.

The I-5 Carmenita Road Interchange Life-of-Project budget requires an increase in cost of \$50.11 million, from \$369.77 million to \$419.88 million. This Measure R project is subject to this policy analysis. To increase the I-5 South Carmenita Road Interchange Life-of-Project budget, the Board's Policy calls for approval of an action plan to address the increase at the project level, i.e. with value engineering, scope reductions, local contributions, corridor and/or sub-regional contributions, prior to using countywide resources, as described below.

Measure R Cost Management Policy Summary

The adopted Policy stipulates the following: If a project 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 sub-region; and finally,
- 6) Countywide transit and 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."

While the I-5 Carmenita Road Interchange Project does not fall within a Regional Facility Area, the same motion requires that Measure R highway projects be considered on a case-by-case basis. This is the case analysis required by the policy and motion.

Value Engineering and/or Scope Reductions

There were a significant number of parcels that were identified as partial acquisitions that settled as full-takes due to exacerbating part-take impacts to businesses. In addition, thirty five out of thirty nine commercial parcels have to go through condemnation. Consequently, the high number of court settlements exceeded the programmed estimates.

New Local Agency Funding Resources

Per a letter dated August 21, 015, Caltrans recommended using a combination of Regional Improvement Program (RIP) Future County Share, and State Highway Account (SHA) funds to close the funding gap. Metro staff is in concurrence with this approach as it maximizes the amount of available local funds to maintain the delivery schedules for other Measure R Projects while also utilizing funds available only to Caltrans. The funding share attributable to Caltrans is the IPP and SHA funds shown below:

Fund Source	State/Local	Phase	Amount
SHA	State	PAED & PS&E	\$00.667 million
SHA	State	Construction Support	\$14.000 million
Total State Contribution			\$14.667 million

Of the \$50.111 million need to complete the project, the staff recommendation indicates that approximately \$35.444 million is needed from Metro's County Share of the STIP, (Regional Improvement Program funds) as further discussed in the Countywide Cost Reductions and/or Other Funds section below.

Shorter Segmentation

Since this project links to other projects to the immediate north and south, has completed the design phase, and is under construction, shorter segmentation is not possible.

Other Cost Reductions within the Same Highway Corridor

The I-5 South Carpool and Mixed Flow Lanes I-605 to Orange County Line is the only other project within this corridor. All segments of this project are either under

construction or are about to enter procurement. There is no feasible way to reduce project costs on the I-5 South Carpool and Mixed Flow Lanes I-605 to Orange County Line Project without jeopardizing the completion of the project, a critical link between Orange County and Los Angeles County.

Other Cost Reductions within the Same Sub-region

The 2015 Short Range Transportation Plan identifies the following Measure R-funded projects within the Gateway Cities sub-region in Fiscal Years 2016 and 2017: BNSF Grade Separations (\$31.5 million), I-605 Hot Spots (\$29.6 million), I-710 South (\$20 million), I-710 South Early Action Projects in Long Beach (\$35.3 million)¹.

Of these projects, the BNSF Grade Separations Project is fully funded through construction. Diverting funding from this project to the I-5 Carmenita Road Interchange Project would delay a critical goods movement and safety project. For this reason, staff does not recommending delay of this project.

The remaining projects, I-605 Hot Spots, I-710 South, I-710 South Early Action Projects in Long Beach are in the planning or design phases. The Board could elect to defer all or portions of these projects to full fund the I-5 Carmenita Road Interchange Project. Staff however recommends not deferring these projects. The I-605 Hot Spots and I-710 South Early Action Projects identify and fund discreet and actionable projects as funding becomes available. Reprogramming Measure R 20% from these projects to the I-5 Carmenita Road Interchange Project would unnecessarily delay advancement of critical improvements to two major north-south freeways in Los Angeles County.

The I-710 South Project is currently in the environmental review process. It is imperative that all funding be available once this project has secured environmental clearance to advance to the design and right-of-way phases. Deferral of this project would further delay a critical project to improve regional mobility and goods movement.

Staff recommends moving to the final step, consistent with the approach recommended by Caltrans.

Countywide Cost Reductions and/or Other Funds

As the local agency partner, Metro can program \$35.444 million in Measure R 20% Highway Capital Subfunds. Staff does not recommend using Measure R 20% as this approach will limit our ability to deliver other highway projects in the near term.

Instead, Metro staff recommends using future County Share of Regional Improvement Program (RIP) to cover the cost increases in the Right-of-Way phase. In this situation, committing future RIP shares indicates that Metro will debit its RIP County Share when available. While the 2016 State Transportation Improvement Program (STIP) did not include any new funding, Caltrans and Metro staff are confident that future STIP cycles

¹ Dollar amounts indicated here is the Measure R 20% portion of these projects.

will have sufficient programming capacity to deliver this project. Using future RIP County Share now allows Metro to preserve Measure R 20% to maintain the delivery schedule of other Measure R Highway Projects.

Fund Source	State/Local	Phase	Amount
Regional Improvement Program	Local	Right-of-Way	\$29.415 million
Regional Improvement Program	Local	Right-of-Way Support	\$06.029 million
Total Metro Contribution			\$35.444 million

EXHIBIT 3-I REQUEST FOR LOCAL ADVANCE CONSTRUCTION AUTHORIZATION

To: _____
District Local Assistance Engineer

Date: _____
FTIP/FSTIP ID: _____
EA: _____
Project Description: _____

Re: Request for Advance Construction Authorization for _____ for _____ at _____

Dear: _____

The _____ requests federal Advance Construction authorization for the _____ phase(s) of work for the above referenced project.

The _____ understands that currently there are insufficient federal transportation funds (and/or Obligational Authority (OA)) to obligate the appropriate funds for the proposed work.

The _____ agrees to use local funds in lieu of federal funds to finance the cost of work until such time that federal funds (and/or OA) become available for obligation and subsequent reimbursement of the federal share of work. It is understood that an FTIP amendment may be required when the Advance Construction Authorization is converted to a real obligation of federal funds. It also is understood that federal reimbursement is **not** guaranteed.

The _____ understands that work performed prior to federal authorization is ineligible for federal reimbursement and that advertising the construction contract prior to federal authorization will deem the construction and construction phases of work ineligible for federal funds

For questions regarding this request you may contact _____.

Local Agency Representative Authorized to Commit Local Funds

Title

Distribution: 1) DLAE 2) DLA 3) MPO

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012

PHONE (213) 897-0362

FAX (213) 897-0360

TTY 711

www.dot.ca.gov



*Serious drought.
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August 21, 2015

Mr. Phil Washington
Chief Executive Officer
Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The California Department of Transportation (Caltrans) appreciates the opportunity to partner with Los Angeles County Metropolitan Transportation Authority (Metro) on the Interstate 5/ Carmenita Interchange project. We want to bring to your attention project cost increases and recommended course of action.

The Interstate 5/Carmenita Interchange project was originally programmed for \$379,700,000 per Funding Agreement Number MOU.P0006376A-02. However, due to the awarded bid being lower than the Engineering Estimate, the State construction capital funds were reduced at the time of award to reflect the bid amount. The current budget for the project is \$ 367,825,000 after the reduction.

The project is in construction, and is 68 percent complete. The anticipated cost at completion for the project is \$ 417,936,000. This is an increase of \$50,111,000 over the current budget. The cost increase by component are as follows: \$29,415,000 for right of way capital, \$6,029,000 for right of way support, \$14,000,000 for construction support, and Project Approval and Environmental Document (PAED) and Plans, Specifications and Estimates (PS&E) for \$667,000.

The increase in right of way capital is due to many parcels going to condemnation, and some parcels becoming full acquisitions, which were originally partial acquisition. The business relocations were also extremely complicated and resulted in many months of delay that impacted utility relocation. Also, there were many complicated and difficult utility relocations on this project that required much more coordination than anticipated.

The increases in right of way support and construction support were due to delays in acquiring properties and relocating businesses. These delays had a domino effect that delayed the utility relocations and the construction of the project. Also, additional geotechnical drilling had to be done during construction because access to properties were not available during design.

Mr. Phil Washington
August 21, 2015
Page 2

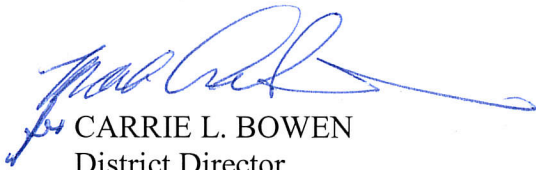
The increases in PAED and PS&E were due to underestimating the effort required to complete these phases, and inadequate contingencies to address delivery risks in these phases.

Caltrans recommends the following to address the project cost increases:

1. Fund Right of Way Capital increase of \$29,415,000 with future Regional Improvement Program (RIP) County Shares.
2. Fund Construction Support increase of \$14,000,000 with State Transportation Improvement Program (STIP).
3. Fund Right of Way Support increase of \$6,029,000 with future RIP County Shares.
4. Fund PAED and PS&E increase of \$667,000 with \$132,000 with IIP and \$535,000 with STIP.

If you have any questions regarding this matter, please contact Robert So, Deputy District Director, Program and Project Management, at (213) 897-0362.

Sincerely,



CARRIE L. BOWEN
District Director

c: Gregg Magaziner, Metro, Executive Officer
Robert So, Caltrans, Deputy District Director, Program/Project Management
Mary Payyappilly, Caltrans, District Division Chief, Externally Funded Projects
Nancy Pe, Caltrans, I-5 Corridor Project Manager

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

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*Serious drought.
Help save water!*

September 15, 2015

Mr. Victor Gau
Project Manager
LAMTA
1 Gateway Plaza
Los Angeles, CA 90012

Subject: Interstate 5 / Carmenita Interchange Project

Dear Mr. Gau:

On August 21, 2015 Caltrans sent a letter to Metro regarding the status of the Carmenita Interchange budget. The letter stated that the current budget for the project is \$367,825,000 and the anticipated cost at completion for the project is \$417,936,000. These amounts were based on the SLPP fund of \$12,980,000 which was used to award the project.

However, since then, Caltrans HQ Programming has confirmed that the programmed amount of \$14,925,000 for SLPP will be available for the project, and only for construction capital. Therefore, we request to adjust the project current budget to \$369,770,000 and anticipated budget to \$419,881,000.

Also, we would like to clarify that the reference to STIP for item #2 and 4 in the August 21, 2015 letter should be State Highway Account (SHA).

If you have any questions regarding this matter, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nancy Pe".

Nancy Pe
Office Chief
Project/Program Area Manager

c:

Robert So, Deputy District Director for Program/Project Management
Mary Payyappilly, District Division Chief for Externally Funded Projects



Board Report

File #: 2015-1333, File Type: Program

Agenda Number: 26.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015

SUBJECT: 2015 ACTIVE TRANSPORTATION PROGRAM (ATP)

ACTION: APPROVE LOS ANGELES COUNTY PORTION OF SCAG 2015 ATP REGIONAL PROGRAM

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) UNDER RECONSIDERATION:

- A. **ADOPTING Southern California Association of Governments (SCAG's) Draft Regional Program** for Los Angeles County ATP applicants as shown in Attachment A.
- B. **APPROVING** the designation of ten points to reflect the consistency of the projects listed in Attachment A with regional and local plans.

ISSUE

On October 22, 2015, the California Transportation Commission (CTC) is scheduled to adopt the Statewide, Small Urban, and Rural Component of the 2015 Active Transportation Program (ATP). On December 10, 2015, the California Transportation Commission (CTC) is scheduled to adopt the Metropolitan Planning Organization (MPO) component of the 2015 ATP. The ATP allocates forty percent of its funds toward the MPO component of its program. The Southern California Association of Governments (SCAG) will be selecting and programming the regional program for its six counties, Los Angeles County included. SCAG will make their Regional Program recommendations by November 15, 2015, subsequent to the six counties receiving board approval for their respective project lists for SCAG's final Regional Program. This report requests approval of a program of projects in Los Angeles County for funding under SCAG's Regional Program.

DISCUSSION

Metro's approval is necessary to secure approximately \$40 million for Los Angeles County projects in MPO project funding. LA County 2015 ATP Regional Program awardees will be a part of SCAG's 2015 Regional Program, which funds \$76.3 million for active transportation across its six counties.

Applicants are also vying for up to \$180 million in the Statewide ATP competition.

2015 Regional Project Selection Process

The CTC released its recommendations for the 2015 ATP Statewide Program on September 15, 2015. As a secondary process to the 2015 ATP, Large Metropolitan Planning Organizations (MPOs) within California will be administering forty percent of the program funds for their respective regions. SCAG's Regional Share will be awarded based on the State's 2015 ATP guidelines and scoring with additional evaluation of criteria.

The six county transportation commissions in the SCAG area will review the Regional Program's implementation project list and assign up to ten points for projects that are consistent with plans adopted by local and regional governments within the county. At the April 2015 meeting, Metro Board identified the SCAG 2012 Regional Transportation Plan (RTP) and Metro's 2009 Long Range Transportation Plan (LRTP) as the two guiding documents to review and assign the ten points for the Los Angeles County ATP projects. Staff has identified the ten points according to the Board policy in a September 2015 report. The point assignments are also listed in Attachment A.

Three percent (3%) of SCAG's Regional Program budget has been dedicated towards planning projects. The remaining 97% has been applied towards implementation projects-planning, design, and construction of both infrastructure and non-infrastructure projects. SCAG and its member counties have determined the implementation project list according to the ten point assignments and funding marks, which are based on county population. Planning projects are to be identified by SCAG, not by funding marks. Attachment A was prepared prior to SCAG's identification of planning projects for funding. Attachment A lists all Los Angeles County plan applications in order of state recommended score. The final Regional Program ensures geographic equity across the six SCAG counties and that at least 25% of its funding has been awarded to disadvantaged communities.

SCAG 2015 Regional Program

SCAG will make its final project programming recommendations to the CTC by November 15, 2015. Each county transportation commission will be seeking board approval for their respective project lists prior to this date. Should there be changes in the draft program as part of SCAG's or the CTC's adoption processes, staff will return to the Board with an update.

As a valuable funding source for bicycle and pedestrian improvements, the ATP is a good tool to help augment the Call for Projects (CFP) resources. Metro staff is working with stakeholders to assess how best to make the CFP synergistic with the ATP. Staff anticipates coming back to the Board in a subsequent cycle with further recommendations.

DETERMINATION OF SAFETY IMPACT

Many of the projects described in the report include bicycle and pedestrian safety improvements. This report itself will have no direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Approving the staff recommendations will have no impact on the FY 2016 Budget.

ALTERNATIVES CONSIDERED

Metro Staff considered seeking Metro Board approval of the Los Angeles County portion of the 2015 SCAG Regional ATP Program in the November-December board cycle. We do not recommend this alternative, as the Metro Board's approval should be incorporated in the program adopted by the SCAG Regional Council on November 5, 2015, and submitted to the CTC by its November 15, 2015 deadline.

NEXT STEPS

- CTC approves Statewide ATP Awards - October 22, 2015
- SCAG Regional Program Recommendations due to CTC - November 15, 2015
- CTC adopts MPO selected projects - December 10, 2015

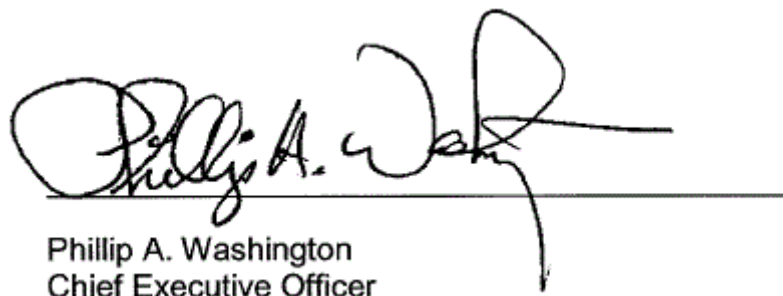
ATTACHMENTS

Attachment A – SCAG 2015 ATP Regional Program

Attachment A - Active Transportation Program Award of Partial Funding

Prepared by: Patricia Chen, Transportation Planning Manager, (213) 922-3041
Wil Ridder, Executive Officer, (213) 922-2887

Reviewed By: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**October 14, 2015**

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

SUBJECT: 2015 ACTIVE TRANSPORTATION PROGRAM – AWARD OF PARTIAL FUNDING

ISSUE

The 2015 Southern California Association of Governments (SCAG) Regional Active Transportation Program (ATP) selection process includes a remnant amount (\$180,000) of ATP funding. The award of this funding revises the SCAG Regional Program of Implementation Projects for Los Angeles County which is being presented to the Metro Board for adoption this month (See Revised Attachment A).

BACKGROUND

The 2015 Active Transportation Program has two components, a statewide and small urban component to be adopted by the California Transportation Commission (CTC) on October 22, 2015 and a regional component, which the Metro Board must consider on October 22, 2015 prior to the Southern California Association of Governments (SCAG) Executive Administration Committee (EAC) action on January 7, 2016 and CTC action on January 20, 2016.

SCAG ATP Regional Program Selection Process

The 2015 ATP Regional Program provides a total of \$76 million for the six counties in the SCAG Region. A minimum of ninety-seven percent (97%) funds Implementation projects, whereas up to three percent (3%) can be programmed for Planning projects. Each county transportation commission was given a funding mark based on their county's population which then was used to create the final Implementation project list for the SCAG region—97% of SCAG's funding share. The top ranked planning projects across the counties were given up to 3% of SCAG's funding share. The funding

project sponsors to commit to delivering their projects, so an alternative project selection process was used. Los Angeles County stands to receive \$180,000 if we can utilize partial funding for the full scope of work of a highly ranked project.

Project Selection for Partial Funding

The now pooled partial funding amounts resulted in the partial funding offer of \$180,000 to the sponsors of the next highest scored projects regionwide, in order of score. Two Los Angeles County project sponsors, with projects scoring 92 expressed willingness to deliver their projects at the reduced award amount:

City of Downey – Bike Share and Safety Education

City of Santa Monica – Personalized Travel Planning and Safer Streets Campaign

The selected LA County project to receive the partial award was the City of Downey's Bike Share and Safety Education project. While both projects are consistent with local and regional plans, Downey's project is located in a disadvantaged community. A revised staff recommendation is being prepared to reflect an \$180,000 award to the City of Downey's Bike Share and Safety Education project, partially funding the total project cost of \$293,000. City of Downey staff has indicated the City has the funds available to deliver the project including all benefits indicated in the ATP application. The final Regional Program ensures geographic equity across the six SCAG counties and that at least 25% of its funding has been awarded to disadvantaged communities.

NEXT STEPS

October 22, 2015 – The California Transportation Commission (CTC) considers adoption of funding recommendations for the statewide ATP competition.

October 22, 2015 – Metro considers adoption of SCAG's Regional Program, the Metropolitan Planning Organization (MPO) share of the ATP.

January 7, 2016 – SCAG Executive Administration Committee (EAC) approves SCAG Regional Program recommendations.

January 8, 2016 – SCAG submits Regional Program to CTC.

January 20, 2016 – CTC adopts SCAG Regional Program.

January 2016 – Metro staff returns to the Board with a report on the results of the statewide and SCAG ATP competitions, proposed policies for future ATP competitions, and the relationship between the ATP and the Metro Call for Projects.

ATTACHMENT

Attachment A – Revised SCAG 2015 Regional Program for Los Angeles County

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Regional Program for Los Angeles County
(\$ in thousands)

Implementation Projects with Regional Program Funds Anticipated

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request/Award	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
1	Los Angeles County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20,278	8,326	8,326	88.00	10.00	98.00
2	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18,712	1,552	9,878	87.00	10.00	97.00
3	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6,660	4,000	13,878	86.00	10.00	96.00
4	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,891	2,319	16,197	86.00	10.00	96.00
5	Torrance	Downtown Torrance Active Transportation Improvement Project	2,533	2,027	18,224	86.00	10.00	96.00
6	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3,563	2,000	20,224	86.00	10.00	96.00
7	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7,690	6,862	27,086	85.00	10.00	95.00
8	Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1,371	1,344	28,430	85.00	10.00	95.00
9	Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9,843	9,743	38,173	84.00	10.00	94.00
10	Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,793	1,757	39,930	83.75	10.00	93.75
		Partial Funding to Be Awarded to High Scoring Project(s) with Flexible Funding Request		45	39,975			
11	Downey	Downey Bike Share and Safety Education*	516	180	40,110	82.00	10.00	92.00
Subtotal SCAG Regional Program - Los Angeles County Implementation Projects			75,834	39,975	39,975			
			75,850	40,110	40,110			

***The City of Downey has agreed to provide additional funds to deliver the project.**

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Regional Program for Los Angeles County
(\$ in thousands)

Planning Projects Under Consideration for Regional Program Funds

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request/ Award	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
1	Santa Clarita	Junior High and High School SRTS Plan	200	160	TBD 160	82.00	n/a	82.00
2	Downey	Pedestrian Plan	300	300	TBD 460	80.00	n/a	80.00
3	Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100	TBD 560	68.00	n/a	68.00
4	Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154	TBD 714	67.00	n/a	67.00
5	Bell Gardens	Southeast Cities Active Transportation Master Plan	767	767	TBD	64.00	n/a	64.00
Subtotal SCAG Regional Program - Los Angeles County Planning Projects			1,546 779	Not Available 714	Not Available 714			

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

Should additional funding become available during the Cycle 2 program period due to state eligibility reviews resulting in reduced awards or project delivery problems, the projects listed below would be considered in order of score, and based on the ability of the project sponsor to deliver the project given possible partial funding or last minute delivery timelines.

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
1	Los Angeles	LANI - West Boulevard Community Linkages Project	1,968	1,623		83.00	10.00	93.00
2	Baldwin Park	Maine Ave/Pacific Ave Corridor Complete Streets Improvements	2,105	1,754		83.00	10.00	93.00
3	Downey	South Downey SRTS	469	469		83.00	10.00	93.00
4	Downey	Downey Bike Share and Safety Education*	516 256	256 76		82.00	10.00	92.00
5	Santa Monica	Personalized Travel Planning and Safer Streets Campaign	600	480		82.00	10.00	92.00
6	Los Angeles	Regional Bike Share Program Expansion	2,805	2,805		82.00	10.00	92.00
7	Santa Monica	SRTS	1,458	1,221		82.00	10.00	92.00
8	Watershed Conservation	San Gabriel River Bike Trail Gap Closure, Roundabout and Park Entry Improvements	2,340	1,760		81.25	10.00	91.25
9	Los Angeles County	San Jose Creek Trail-Phase II	13,430	9,950		80.50	10.00	90.50
10	Baldwin Park	Ramona Boulevard Express Bikeway	1,978	1,978		79.00	10.00	89.00
11	South Gate	South Gate Regional Bikeway Connectivity Project	5,197	4,597		78.00	10.00	88.00
12	Alhambra	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,642	1,379		77.50	10.00	87.50
13	San Fernando	Pacoima Wash Bikeway and Pedestrian Path	5,897	5,293		77.00	10.00	87.00
14	Carson	Dominguez Channel Bike Path Improvements	1,419	1,419		76.50	10.00	86.50
15	Los Angeles County	Temple Avenue Complete Street improvements	2,076	2,076		76.00	10.00	86.00

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
16	Los Angeles	Walk Pico! A Catalyst for Community Vitality and Connectivity	2,410	1,950		76.00	10.00	86.00
17	Los Angeles County	West Athens 110th Street Bicycle Boulevard Gap Closure	631	505		76.00	10.00	86.00
18	Los Angeles	LANI-Gaffey Street Pedestrian Safety Improvement Project	1,440	1,440		75.00	10.00	85.00
19	Los Angeles County	Overhill Drive Complete Street Improvements	5,923	2,118		75.00	10.00	85.00
20	Redondo Beach	Regional Commuter Bicycle Gap Closure Project	1,871	1,817		75.00	10.00	85.00
21	Pico Rivera	Rivera Elementary and Middle School SRTS Pedestrian and Bike Access Improvements	1,801	1,751		75.00	10.00	85.00
22	Pasadena	SRTS Education and Encouragement	867	867		75.00	10.00	85.00
23	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 8th-9th Streets	3,930	3,368		74.00	10.00	84.00
24	Burbank	Chandler Bikeway Extension and San Fernando Bikeway GaP Closure	7,931	7,332		74.00	10.00	84.00
25	Palmdale	Civic Center Complete Streets	2,744	2,195		74.00	10.00	84.00
26	Los Angeles County	Marvin Braude Beach Trail Gap Closure	5,584	4,108		74.00	10.00	84.00
27	Los Angeles County MTA	Union Station Master Plan-Los Angeles Crossing	8,686	7,786		73.00	10.00	83.00
28	Los Angeles County MTA	Metro Bike Share Priority Pilot Implementation in Pasadena	5,271	5,171		72.00	10.00	82.00
29	Lancaster	35th Street West SRTS Class I Facilities	960	768		71.00	10.00	81.00
30	Pasadena	Bikeway Active Transportation Project	6,512	6,512		71.00	10.00	81.00
31	Los Angeles DPW	Central-Jefferson High Green Alley Network	3,490	1,500		71.00	10.00	81.00
32	Alhambra	Mission Rd and Front Street Ped and Sidewalk Enhancement Project	2,187	1,837		71.00	10.00	81.00
33	South El Monte	Santa Anita Avenue Revitalization Project	1,860	1,860		71.00	10.00	81.00

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
34	Bellflower	Bellflower Bike and Pedestrian Path Interconnect and SRTS	394	338		70.00	10.00	80.00
35	Monterey Park	Monterey Park Bike Project	338	304		69.00	10.00	79.00
36	La Mirada	Pedestrian Safety Enhancement Project	853	835		68.00	10.00	78.00
37	Pomona	Phase 3 Implementation for Pomona Pedestrian and Bicycle Improvements	4,438	3,238		68.00	10.00	78.00
38	Temple	Las Tunas Corridor Complete Streets Improvements Project	2,635	1,077		67.00	10.00	77.00
39	Los Angeles	Santa Monica Boulevard Pedestrian Safety Improvement Project	1,073	1,073		66.00	10.00	76.00
40	Santa Clarita	Railroad Avenue Class I Bike and Pedestrian Trail	7,643	5,794		65.00	10.00	75.00
41	Long Beach	PE Right of Way Connections	9,225	8,977		64.00	10.00	74.00
42	UCLA	Using CicLAvia to Engage Communities for Broader and more Inclusive Active Transportation in Los Angeles	1,740	1,740		64.00	10.00	74.00
43	Santa Clarita	ATP Downtown Newhall Metrolink Station	250	200		63.00	10.00	73.00
44	Torrance	Del Amo Transportation Enhancements from Crenshaw Blvd to Western Ave	4,113	3,064		63.00	10.00	73.00
45	South El Monte	Monte Vista ES SRTS project	1,577	1,577		63.00	10.00	73.00
46	Montebello	Montebello Boulevard ATP Improvement Project	5,808	4,240		61.50	10.00	71.50
47	Compton	Central Avenue Active Transportation Safety Improvements	2,963	2,483		61.00	10.00	71.00
48	Bell	Florence Avenue Pedestrian Improvements	2,405	1,862		55.00	10.00	65.00
49	<u>Bell Gardens</u>	<u>Southeast Cities Active Transportation Master Plan**</u>	<u>767</u>	<u>767</u>		<u>64.00</u>	<u>n/a</u>	<u>64.00</u>
49		Ramona Boulevard Bicycle and Pedestrian Gap Closure						
50	Irwindale	Safety Improvements	600	600		53.00	10.00	63.00
50		Improvements to Various Arterial Ped Crossings near						
51	Cerritos	Cerritos Schools	116	99		41.00	10.00	51.00

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
51		Active and Accessible Duarte Multipurpose Trail						
52	Duarte	Improvements	1,297	1,297		39.50	10.00	49.50
53	Lynwood	Pedestrian Transit Corridor Project	2,668	2,668		23.00	10.00	33.00
Total Unfunded SCAG Regional Program - Los Angeles County Implementation Projects			158,134 158,641	131,411 131,998				

***The City of Downey's Bike Share and Safety Education project was previously identified as having a total project cost of \$516,000. The correct total project cost is \$256,000. This project is receiving partial funding in the amount of \$180,000 from the SCAG Regional Implementation Projects Category. The remaining project request of \$76,000 is included in the 2015 ATP Contingency Projects.**

****The City of Bell Gardens' Southeast Cities Active Transportation Master Plan project is a request for planning funds. Any additional funding that becomes available to this project will be subject to the 3% limitation on planning funds in the CTC guidelines.**

**Board Report**

File #: 2015-1365, **File Type:** Policy

Agenda Number: 27.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

SUBJECT: FY 2015 FEDERAL HOMELAND SECURITY PROGRAM

ACTION: APPROVE PROGRAMMING RECOMMENDATION

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) approving programming of up to \$6.521 million from fiscal year **(FY) 2015 Federal Department of Homeland Security (DHS) - Transit Security Grant Program (TSGP)** funds that are available for the eligible operating project, as shown in Attachment A.

ISSUE

The Board of Directors must approve the programming of up to \$6.521 million in federal transit security grant funding for the eligible operating project, before we can begin to draw down such funding according to grant guidance. The funding will implement the sustainment of the Threat Interdiction Unit.

DISCUSSION

In July 2015, DHS announced awards from Congress that appropriated \$87 million through the Consolidated Appropriations Act, 2012, Division D (Public Law 112-74). The TSGP is one of the DHS FY 2015 grant programs that directly support transportation infrastructure security activities. The process for applying for these funds was competitive. We were awarded \$6.521 million out of the appropriated funds for TSGP.

Federal TSGP Funding

Federal TSGP funding may be used for protecting critical infrastructure within our transit system from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption within the greater Los Angeles region. Since 2004, we have received an estimated \$58 million in federal transit security funds. These grants have been used to harden subway security, enhance bus facility surveillance, operate random patrols throughout the transit system, and provide terrorist awareness training for the majority of the transit staff. The \$6.521 million available in FY 2015 TSGP funding is recommended to be programmed for transit security activities shown in Attachment A. We submitted our applications for this funding on May 18, 2015. These FY 2015

TSGP federal funds must be encumbered and expended by August 31, 2018.

DETERMINATION OF SAFETY IMPACT

The implementation of this federal funded transit security project will improve safety. The funded project was previously approved by the Board.

FINANCIAL IMPACT

Cost Center 2610 (System Security & Law Enforcement) has included in their FY16 Budget \$4.7 million to continue project implementation once the federal agency issuing the grant award authorizes expenses to be incurred. The remaining funds will be included in future years. As this is a multi-year project, the Executive Officer for System Security and Law Enforcement, Cost Center 2610, will be accountable for budgeting the expenses required in future years.

Impact to Bus and Rail Operating and Capital Budget

The funds programmed by this action will come from \$6.521 million in federal Transit Security funds to finance the eligible operating project shown in Attachment A. These activities may impact our bus and rail budgets because operating funds are required to sustain the security projects at an estimated cost of \$1 million per year.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to program funding or approve the related resolution. We do not recommend this option because without Board approval, we cannot access the \$6.521 million in available federal transit security funds for the needed transit security project shown in Attachment A.

NEXT STEPS

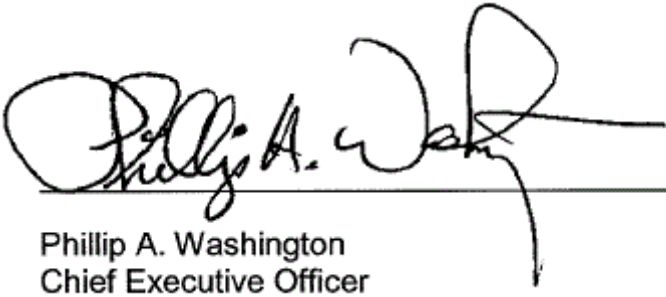
With Board approval, we will process the necessary documents with the appropriate federal awarding agency to secure up to \$6.521 million in transit security funds available. We also will work to ensure timely implementation of the project and monitor grant compliance activities.

ATTACHMENTS

Attachment A - Programming of TSGP Project

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

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROGRAMMING OF TSGP
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PROGRAM \$6.521 Million

Fiscal Year 2015 Department of Homeland Security - Transit Security Grant Program
\$0

Project	FY16	FY17	Total
Sustainment of Threat Interdiction Unit (Anti-Terrorism Team/Mobile Explosive Screening teams) The counterterrorism teams were originally funded with past TSGP funds. The sustainment funds will allow the continuation of the teams operations, which will include, but not limited to, heightened states of alert; counterterrorism surges; and special events that impact the Metro System.	\$4.7	\$1.821	\$6.521
Total Programming Request			\$6.521

**Board Report**

File #: 2015-1388, **File Type:** Program

Agenda Number: 28.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM

**ACTION: APPROVE CANDIDATE LOW CARBON TRANSIT OPERATIONS PROGRAM
RESOLUTION**

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) approving the Resolution in Attachment A which:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim up to \$28 million in **FY 2015-16 the Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund**, including \$24 million in funding appropriated to Metro and up to \$4 million in funding appropriations to any other Los Angeles County eligible recipients which may opt not to claim their appropriation;
- B. IDENTIFIES the projects for which LCTOP funds are to be claimed; and
- C. AUTHORIZES the Chief Executive Officer (CEO) or his designee, as an eligible fund recipient, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation and to execute the attached Authorized Agent form (Attachment B) and the attached Certification and Assurances document (Attachment C).

ISSUE

The California Department of Transportation (Caltrans) issued interim guidelines for the LCTOP program in August 2015. Claims for fiscal year (FY) 2015-16 LCTOP funds are due to Caltrans by November 1, 2015 and are required to include certified authorizing Board Resolutions. Staff is seeking Board approval to submit a claim for identified candidate projects considered as the best suited for this program in terms of eligibility, consistency with the overall goals of the Cap-and-Trade and LCTOP programs, and alignment with Metro's Board-adopted priorities. All LCTOP funds must be applied to a project within two years, and expended within the subsequent two years

DISCUSSION

Board Item #15 from the March 2015 Board meeting, authorized the claim of FY 2014-15 LCTOP

funds, and \$5,897,391 was successfully awarded for Gold Line Foothill Extension Phase 2A Operations. The Resolution approved by the Board in March 2015 identified several projects as candidate recipients of the FY 2014-15 funds as described in Attachment D. Staff recommends continued consideration of two of those selected projects for this year's LCTOP fund application to Caltrans as there is ongoing opportunity to fund these projects. These projects include the Gold Line Foothill Extension Phase 2A Operations and the Expo Light Rail Line Phase 2 Operations.

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB 32. Auction proceeds, known as the Greenhouse Gas Reduction Fund (Fund), are then reinvested in various projects to further reduce emissions. In FY 2014-15, \$25 million was appropriated to LCTOP, one of 11 such programs, from the Fund. The estimate for FY 2015-16 is anticipated to be \$100 million, and it is assumed the available funds will continue to increase over the next few years, providing substantial opportunities to expand transit services and reduce greenhouse gas emissions.

LCTOP Guidelines

The guidelines state that the LCTOP is to fund operating and capital projects that will reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet all of the following criteria:

- Support new or expanded bus or rail services, or expanded intermodal transit facilities,
- Enhance or expand transit service to increase mode share,
- Reduce greenhouse gas emissions, and
- For agencies whose service areas include disadvantaged communities (DAC), 50 percent of total funds received shall be expended on projects or services that benefit the DAC.

Project Eligibility Criteria

Expenditures eligible for funding under LCTOP are those that support new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities. This could include purchase and replacement of vehicles, connections to active transportation, and reduced-fare transit passes. Project leads may continue these operating costs in the next years of LCTOP funding. All projects must be consistent with the project lead's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve

a reduction in greenhouse gas emissions.

Another significant goal of the LCTOP is to maximize benefits to disadvantaged communities (DAC), requiring that transit agencies whose service areas include one or more DACs expend at least 50% of total funds received on projects that provide direct, meaningful, and assured benefit to DACs. The California Environmental Protection Agency (CalEPA) has used an environmental health screening tool to delineate DACs through a calculation based on environmental (especially air quality), socio-economic, and public health factors. DACs, as defined, are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. In service areas delineated as DAC on the CalEPA tool, projects will be determined to provide direct, meaningful, and assured benefit to DAC if:

- For low carbon transportation projects, there is a reduction in air pollution for DAC residents; and
- For transit projects, there is a reduction in air pollution for DAC residents or increased or improved access to transit service along transit lines or corridors that have stations or stops in a DAC.

Eligible LCTOP Recipients in Los Angeles County

The LCTOP distributes funding to operators according to State Transit Assistance legal codes to regional transportation planning agencies and transit operators. In Los Angeles County there are 17 eligible recipient agencies, including Metro. Any of these eligible recipients may assume the role of project lead, and any may assume a Contributing Sponsor role. The project lead is responsible for application for funds and implementation of a project, while a Contributing Sponsor may pass funds to the project lead to support a project. In the FY 2014-15 cycle, several eligible recipients assumed the role of Contributing Sponsors supporting Metro as project lead, enabling Metro to apply more funds to the Gold Line Foothill Extension Phase 2A Operations.

Staff intends to solicit Contributing Sponsor assistance again for this cycle of funding, which requires us to poll all 16 other recipient agencies as to their intent. The LCTOP Guidelines requires identification of the Contributing Sponsors in our Board's Resolution approving the project and application for LCTOP funds. Metro's allocation request form and expenditure proposal is due to Caltrans by November 1, 2015, and a second Board Resolution will be required that includes the amount of LCTOP funds requested, a description of the project, and the names of Contributing Sponsors.

Metro-specific Considerations in Selecting LCTOP Projects

The December 2014 Metro Board report on FY 2015-16 Budget Development highlighted the need to identify a combination of \$1.4 billion in revenue enhancements, tradeoffs, and other solutions to address funding commitments made following the adoption of the Short Range Transportation Plan. Staff developed the FY 2014-15 LCTOP funding recommendations with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding

availability and has continued this focus on the FY 2015-16 LCTOP funding recommendations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP would have a positive impact of up to \$24 million to the agency, as the funds would be used to support the operation of Metro Rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY 2016 budget, as LCTOP funds will be disbursed to Metro by March 1, 2016.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the candidate projects described in Attachment D and instead chose other projects. Staff does not recommend this alternative as the recommended projects meet the greenhouse gas reduction and disadvantaged community benefit goals of the LCTOP program, the evaluation criteria in the guidelines, and were selected with Metro's financial requirements and Board-adopted priorities in mind.

The Board could elect to not request LCTOP funds in the current fiscal year, and instead hold these over to accrue enough funds for a more substantial project. However, all funds must be applied to a project within two years, and expended within the subsequent two years. Staff does not recommend holding over the funds, as they can be utilized within the immediate time frame.

NEXT STEPS

- November 1, 2015: The expenditure proposal will be submitted to Caltrans. Staff will request signed letters from Contributing Sponsors to be included in the expenditure proposal and identified in the project Board Resolution.
- February 1, 2016: Caltrans and the California Air Resources Board will finalize a list of approved projects and submit the list to the State Controller's Office (SCO).
- March 1, 2016: SCO will remit the approved funds to Metro.

ATTACHMENTS

Attachment A - Certifying Resolution

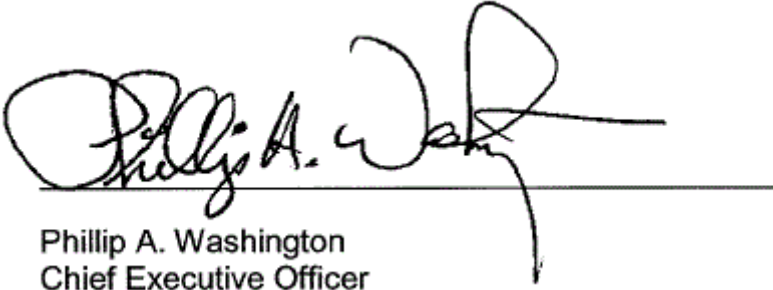
Attachment B - Authorized Agent Form

Attachment C - Certification and Assurances Document

Attachment D - Projects Identified for LCTOP Funding - Descriptions
Attachment E - Disadvantaged Communities Map

Prepared by: Kathleen Sanchez, Regional Programming Manager (213) 922-2421
Wil Ridder, Executive Officer, (213) 922-2887

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

WHEREAS, the Low Carbon Transit Operations Program (LCTOP) was established by Senate Bill 862, passed by the California Legislature in 2014, to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities;

WHEREAS, \$100,000,000 was appropriated for the LCTOP for Fiscal Year 2016 and the Los Angeles County Metropolitan Transportation Authority (Metro) may claim up to \$28,000,000 of the \$100,000,000;

WHEREAS, the \$28,000,000 consists of \$24,000,000 in funding directly earmarked for Metro through the population and revenue share formulas applied to LCTOP by the State Controller's Office and the remaining amount of up to \$4,000,000 represents funding earmarked for other eligible recipients in Los Angeles County, which have the option to relinquish all or a part of their FY 2015-16 LCTOP funds to Metro or another eligible recipient;

WHEREAS, Metro as a recipient agency must submit its FY 2015-16 LCTOP expenditure proposals by November 1, 2015;

WHEREAS, the LCTOP guidelines provide that if a project in the expenditure proposal is not included in an adopted plan, a certified Board Resolution authorizing the expenditure proposal will be required;

WHEREAS, the following projects are included in the expenditure proposal for \$28,000,000 and have been determined by staff to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities:

- Gold Line Foothill Extension Phase 2A Operations; and/or
- Expo Light Rail Line Phase 2 Operations;

WHEREAS, not all of the above projects are in an adopted plan; and

WHEREAS, Metro desires to delegate authority to execute any documents and any amendments thereto necessary to apply for and receive any funds under the LCTOP to the Chief Executive Officer or his designee.



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

1. The Chief Executive Officer (CEO) or his designee is authorized to claim up to \$28,000,000 in FY 2015-16 Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund for the:
 - Gold Line Foothill Extension Phase 2A Operations; and/or
 - Expo Light Rail Line Phase 2 Operations.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Chief Executive Officer or his designee be authorized to execute all required documents of the LCTOP program, including any amendments thereto in order to obtain LCTOP funds.

CERTIFICATION

The undersigned, duly qualified and acting as the 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, October 22, 2015.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro



Authorized Agent

AS THE _____
(Chief Executive Officer / Director / President / Secretary)

OF THE _____
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid for Fiscal Year 2014-2015 funds. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

(Name and Title of Authorized Agent) OR

(Name and Title of Authorized Agent) OR

_____ .
(Name and Title of Authorized Agent)

_____ (Print Name) _____ (Title)

(Signature)

Approved this _____ day of _____, 20_____

Attachment: Board Resolution approving Authorized Agent



Low Carbon Transit Operations Program (LCTOP)

Certifications and Assurances

Project Sponsor: _____
Agency Name: _____

Effective Date of this Document: _____

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project sponsors (both Project Lead and Contributing Sponsors) must comply with these terms and conditions.

A. General

- (1) The project sponsor agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project sponsor must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (3) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (4) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (5) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (6) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.

- (7) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (8) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
- (9) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by February 15th and August 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARAB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARAB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and
 - b. those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49

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CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other



agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

AUTHORIZING OFFICER, Title
Unit/Department/Agency



agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

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I certify all of these conditions will be met.

AUTHORIZING OFFICER, Title
Unit/Department/Agency

ATTACHMENT D

Projects Identified for FY 2014-15 LCTOP Funding

Gold Line Foothill Extension Phase 2A Operations. This project, with annual operating costs of approximately \$26,926,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Metro Gold Line. The extension traverses and serves several areas within the San Gabriel Valley which are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in Downtown Los Angeles. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Expo Light Rail Line Phase 2 Operations. This project, with annual operating costs of approximately \$43,406,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Exposition Light Rail Transit facility, which traverses and serves several areas identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in West Los Angeles and the City of Santa Monica. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Line 788 (San Fernando Valley-Westside Express) add midday, night, and/or weekend service; extend to Expo LRT Line; and/or capital for extension to Expo LRT Line. This project has several options designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling over the Sepulveda pass in mixed flow lanes on the Interstate (I)-405 to an express transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which

produce less greenhouse gases than conventional automobile engines. The Project alignment provides an early opportunity for improved transit access via the Sepulveda Pass, as Metro is in the process of exploring options for implementing a high speed premium transit service on the alignment. An express service was implemented beginning December 14, 2014, providing service between Van Nuys Boulevard in San Fernando Valley, Wilshire/Veteran, and Wilshire/Westwood. There are several options to enhance this service:

Service enhancements on existing alignment. This option can be further broken down into midday, night, and/or weekend service expansion. All of these alternatives, combined, have annual costs of up to approximately \$5,770,000. These proposed expansions would allow increased modeshare as additional commuters and travelers have expanded options and greater ability to rely on the service schedule to meet their mobility needs. All of these service enhancements would use existing buses running on the current alignment, and could be implemented as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for operations of these service expansions.

Extension to Expo LRT Line. This option, with annual costs of \$924,000, is another opportunity for service expansion but which requires additional buses and the identification of an extended alignment. With the opening of the Expo Light Rail Line Phase 2, anticipated early 2016, the service could be extended south from its current terminus at Wilshire and Veteran to the Expo LRT Line. This extension would greater serve riders from several bus lines in the San Fernando Valley which traverse and serve areas that are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The service would increase connections for patrons boarding in these communities to educational, employment, and other activities and opportunities in West Los Angeles.

Capital needs for extension to Expo LRT Line. This option, with total cost of \$1,000,000, would support the extension of service to the Expo LRT Line. Funding is needed for two additional clean fuel buses to accommodate the expanded service.

All of the improvements described would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

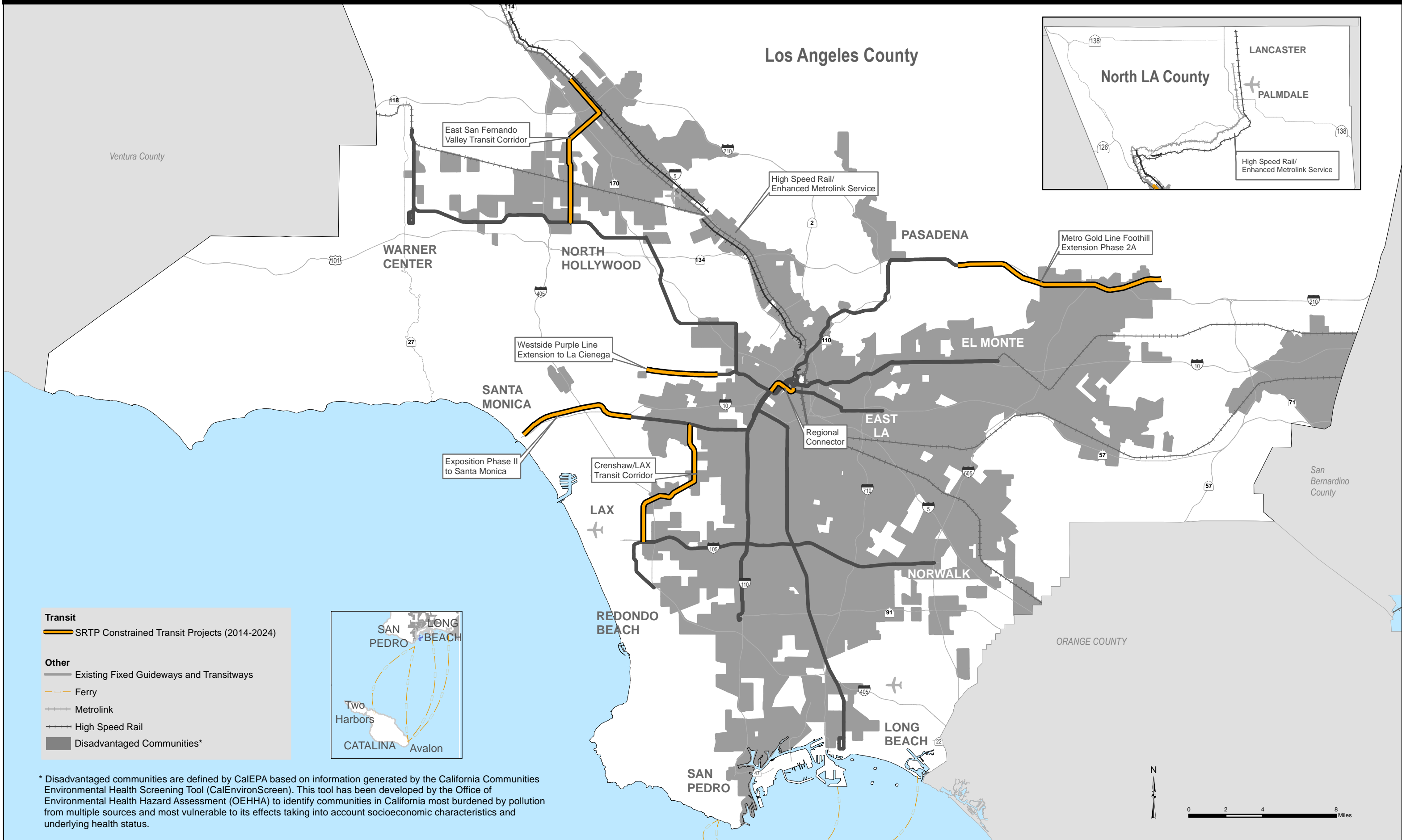
Silver Line Service Enhancement – add midday service. This project is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling in mixed flow lanes on the I-110 and I-10 and city streets in Downtown Los Angeles to a Bus Rapid Transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which produce less greenhouse gases than conventional automobile engines. This popular service has been in place since December 13, 2009. This service enhancement would require funds for operations and/or capital needs.

Add midday service. This service enhancement, with annual operating costs of \$330,000, will allow increased modeshare as additional commuters and travelers have expanded options and increased ability to rely on the service schedule to meet their mobility needs. The service to be expanded traverses and serves South and Downtown Los Angeles, East Los Angeles, and the San Gabriel Valley. The vast majority of the communities served by the project are identified by the Air Resources Board as disadvantaged communities as shown in Attachment E. The service could be expanded as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure.

Capital needs for Midday Service. The purchase of three clean fuel buses, with total cost of \$1,500,000, would support the expansion of midday service.

This service enhancement would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

2014 SRTP Transit Projects & Disadvantaged Communities





Board Report

File #: 2015-1397, File Type: Program

Agenda Number: 32.

REVISED
AD-HOC CONGESTION REDUCTION COMMITTEE
OCTOBER 14, 2015

SUBJECT: METRO EXPRESSLANES ROUND 2 NET TOLL REVENUE ALLOCATION GUIDELINES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AD-HOC CONGESTION REDUCTION RECOMMENDED (3-0) AS AMENDED:

- A. APPROVING the guidelines for **Round 2 of the ExpressLanes Net Toll Revenue Allocations** (Attachment A); and
- B. ADOPTING a timely use of funds provision to be applied to projects funded as part of the 2014 (Round 1) Net Toll Revenue Reinvestment Grant Program.

DUPONT-WALKER AMENDMENT: include the proposal release period being 3 months versus 2 months and return in January with information on including non-profits.

ISSUE

State law requires net toll revenues generated from the ExpressLanes program be reinvested for transportation improvements in the corridor where generated, pursuant to an expenditure plan adopted by the Metro Board. The Round 2 guidelines incorporate lessons learned from Round 1.

Additionally, as of this date, many of the projects funded as part of Round 1 of the grant program have not executed their initial grant agreements. Staff recommends that a timely use of funds policy be adopted for these projects providing the sponsors with six months ending on April 22, 2016 within which to execute their agreement and begin expenditure of funds or risk lapsing the funds. Incorporation of such a policy is consistent with board adopted policy for other Metro discretionary grant programs. Any funds that are lapsed as a result of non-compliance with this policy will be added to the available funding for Round 2 projects.

BACKGROUND

Gross toll revenues generated from the ExpressLanes program are first used to cover the direct expenses related to the maintenance, administration, and operation, including marketing, toll

collection, and enforcement activities related to the ExpressLanes. Any remaining revenue produced must be used in the corridor from which the revenue was generated.

The net toll revenue program's primary objective is to increase mobility and person throughput through implementation of integrated strategies that enhance transit operations, transportation demand management, transportation systems management, active transportation, and capital investments in the 1-10 and 1-110 corridors. These combined strategies have resulted in more reliable and consistent outcomes and greater magnitude of positive change than a single strategy scenario. This rationale is confirmed by actual usage on the ExpressLanes. Specifically, customer account activity demonstrates that, on a monthly basis, the majority (75%) of account trips are a combination of SOV & HOV. Only 4 % of trips are solely made by SOVs. The primary payers of the toll benefit 100% from the proposed allocation since mode shift through alternative transportation choices reduces congestion and as a result, reduces travel time and the toll amount for toll paying customers. An expenditure plan that retains this focus on integrated strategies and multi-modalism advances Metro's Long Range Transportation Plan and sustainability goals.

In October 2013, the Metro Board adopted guidelines governing reinvestment of approximately \$26.7 million in net toll revenue funds to projects with a direct mobility benefit to the ExpressLanes Corridors. The overall program is comprised of two elements: a set-aside component and a competitive grant. The set-aside is comprised of funds provided to continue the operation of transit services that address social equity and encourage increased transit ridership as well as a reserve fund. The competitive grant provides funding to implement multi-modal mobility options including freeway/roadway improvements, transit enhancements and active transportation and system connectivity.

As part of Round 2, staff estimates that \$42.5 to \$53.3 million will be available for allocation through June 30, 2017. This represents a 63 to 100 percent increase in available funding over Round 1. Staff is seeking approval of the guidelines to begin Round 2 of the net toll revenue allocation with funding from FY 16 and FY 17.

Proposed Reinvestment Guidelines for Round 2:

Maintain Core Principles consistent with Round 1:

- Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes corridors (1-10 and 1-110);
- Establish a reserve fund, consistent with the Board approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes and to enable potential system expansion;
- Direct annual allocation to fund the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak and Route 699, Gardena Lines 1X and 2, and Torrance Transit Line 4;
- Allocate net of set-asides on a competitive basis utilizing targets of 40% for other Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements to benefit the ExpressLanes and support sustainable transportation strategies; and,
- Leverage net toll revenues with other funding sources. Locally sponsored capital projects and

operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project/program.

Continuation of the Reserve Fund

Establishment of a Reserve fund is crucial to the continuing financial health of the ExpressLanes program. A reserve fund ensures that funding is retained to cover unanticipated costs to avoid placing a burden on general funds for operations as well as to meet future debt service obligations of the Metro ExpressLanes. This policy is consistent with the Board approved toll policy regarding the ExpressLanes' financial sustainability as well as policies of other toll facilities in the State where net toll revenues are generated.

As part of the Round 1 Net Toll Revenue program, the Metro Board approved a set aside of 3 to 5% of net toll revenues in the amount of \$801,695 toward establishing a reserve. While that level of reserve funding was adequate during the demonstration phase, given the fact that the I-10 and I-110 ExpressLanes were made permanent and have been in operation for approximately 2 ½ and 3 years respectively and based on analysis of potential needs, staff recommends an increase to \$3 million per year. This level of funding will ensure adequate funding for state of good repair, potential near term replacement of lane side and system components, as well as system expansion.

Continuation of Direct Allocation to Support Existing Metro ExpressLanes Transit Services

A continuation of the direct allocation is recommended to subsidize the incremental operating costs of the transit service deployed to support the Metro ExpressLanes. The incremental additional service was initially provided through the purchase of 59 clean fuel buses and operating subsidies funded by the CRD grant. The operation of these services within the ExpressLanes corridor has resulted in net benefit for low income commuters as well as an increase in bus ridership denoting a potential mode shift. The Silver Line has experienced consistent increase in ridership since the inception of the incremental additional services culminating in a cumulative 144% increase in ridership between FY 2012 and FY 2015. Concerns about the impact of ExpressLanes on low-income drivers decrease when toll revenues are used to enhance transit services along the same routes or corridors, thus providing more choices for low-income travelers (and others).

A direct allocation of up to \$6.25 million per year is recommended to provide an operating subsidy to support these incremental services for an additional 24 months.

Continuation of Competitive Application Categories

Three categories of projects are recommended that enhance the Metro ExpressLanes program and promote multi-modal and sustainable transportation strategies in support of the LTRP. Consistent with Round 1, a category for Transit Use is recommended because operation of high frequency transit and feeder service as well as transit capital improvements have proven to be effective in creating

mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation is recommended to improve system connectivity between transit and the state highway. The category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operations activity for Active Transportation. A category for Roadway improvements is recommended to build upon prior investments in signal synchronization and ITS.

Continuation of the Requirement to Leverage Net Toll Revenues

Consistent with Metro's other discretionary grant programs, matching funds are recommended.

Proposed Guideline Changes from Round 1 based upon Lessons Learned:

- Establish a new set aside for direct allocation of funds to Caltrans for freeway improvements that benefit the ExpressLanes. In order to secure the funds, Caltrans must identify projects with a direct benefit to the ExpressLanes subject to approval by Metro. Additionally, 50% of the Caltrans set-aside will be distributed based on Caltrans' ability to meet project schedule milestones developed in collaboration with Metro. Staff discussed this policy with Caltrans representatives and secured their concurrence with the proposed changes.
- Execute agreements within 6 months of receipt of agreement from Metro or risk de-obligation of funds.
- Funds are subject to lapsing if the Grantee has not expended any funds within one year of executing their agreement.

Lessons Learned Detail: Direct Allocation to Caltrans

One of the objectives of the ExpressLanes program is to more effectively and proactively manage traffic to optimize the efficiency of the entire freeway corridor. As part of Round 1, Caltrans competed for funding within the Highway category. Based on recent discussions with Caltrans and in light of the fact that Caltrans is in a singular position to implement freeway improvements, for the purposes of Round 2 funding, staff is recommending an off-the-top set-aside equivalent to 20 percent of the competitive grant funding in the amount of up to \$2.4 million annually. This will enable Caltrans to implement mainline, on/off ramp and Intelligent Transportation Systems (ITS) improvements that benefit the ExpressLanes corridors' users. As a condition of and prior to receiving these funds, Caltrans must submit a project list identifying the benefits of the project to the ExpressLanes, project cost, milestones and schedule for approval by the Metro Board. Upon the Board's approval and execution of the necessary agreements, Caltrans will receive 50 percent of the funds. In order to ensure Caltrans is completing critical projects in a timely manner, the remaining 50 percent will be tied to Caltrans' ability to meet project milestones per their original schedule. Since Caltrans will be receiving this set aside, they will be precluded from participation in the competitive grant program.

Lessons Learned Detail: Timely Use of Funds

Based on best practices and in order to assure project readiness to implement improvements in a timely manner, staff recommends adoption of a timely use of funds provision whereby project sponsors must execute their funding agreements within six months of receipt of funding agreements from Metro or risk losing the funds. Execution of the funding agreement is the first step in project

implementation. As of this date, 14 of the 20 projects that received funding through the round 1 competitive grant have failed to execute their funding agreements. Staff is recommending that this policy also be applied to projects funded as part of Round 1 Net Toll Revenue grants. Round 1 projects will be subject to lapsing if they have not executed their agreements by April 22, 2016. Furthermore, in order to assure that funds are optimally utilized to implement ready to go project improvements, staff recommends that if no funds are expended on a project within one year of execution of the funding agreement, the project be considered for lapsing of funds. Any funds lapsed as part of Round 1 will be considered for allocation as part of Round 2 grant funds. If approved by the Board, the timely use of funds provision would also apply to the Caltrans direct allocation projects.

Funding Target Goals for Round 2

If the recommended guidelines are approved by the Metro Board as outlined above, the ROUND 2 expenditure plan could provide the following:

Draft Reinvestment Categories	Estimated Net Toll Revenues	Allocation Target Estimate (per Corridor)	
Period Ending June 2017	\$42,500,000 - \$53,300,000		
Set-Aside (Reserve Fund)	(\$6,000,000)		
Set-Aside (Direct Allocation -Transit Ops)	(\$12,500,000)	I-110	I-10
Set-Aside (Caltrans)	(\$4,000,000 - \$4,800,000)		
Subtotal Net Set-Asides	\$20,000,000 - \$24,000,000	\$12,400,000-	\$7,600,000-
		\$14,880,000	\$9,120,000
Allocation Target (40%- Transit Uses)*	\$8,000,000 - \$9,600,000	\$4,960,000-	\$3,040,000-
		\$5,950,000	\$3,650,000
Allocation Target (40%- System Connectivity)*	\$8,000,000 - \$9,600,000	\$4,960,000-	\$3,040,000-
		\$5,950,000	\$3,650,000
Allocation Target (20%- Roadway Improvements)*	\$4,000,000 - \$4,800,000	\$2,480,000-	\$1,520,000-
		\$2,980,000	\$1,820,000
Reserve funds approved in Round 1		\$875,000	

*Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs.

Outreach

As part of the Round 1 Net Toll Revenue program process, for the purposes of guidelines development and project evaluation, staff consulted with the Metro ExpressLanes I-10 and I-110

Corridor Advisory Groups (CAGs). The CAGs are composed of participants with subregional and multi-modal expertise whose input has proven beneficial and crucial in developing and funding a program of priority projects.

Consistent with the Round 1 process, on October 1, 2015, staff convened a CAG meeting which included representatives from both corridors to present guideline changes and seek stakeholder input. As Attachment B illustrates, the summit was attended by a myriad of agencies representing public and non-profit interests in transit, highways, active transportation, health and housing. Participants concurred with the proposed guidelines changes.

Finally, staff informed Round 1 grant recipients of the recommended timely use of funds provision that would be considered by the Board as part of this item.

DETERMINATION OF SAFETY IMPACT

Approval of the Guidelines will have no impact on the safety of Metro patrons or staff.

FINANCIAL IMPACT

Approval of Round 2 Net Toll Revenue Allocation Guidelines has no financial impact.

Impact to Budget

No impact to the FY 16 Budget is anticipated as a result of approval of the guidelines.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of the Net Toll Revenue Guidelines. Staff does not recommend this option as the program as designed furthers the Board's objectives with regard to the LRTP, reinvestment within the corridor where funds are generated, congestion reduction and sustainability.

NEXT STEPS

Upon adoption of the guidelines, staff will proceed as follows:

- Develop a grant application package for Board approval: January 2016
- Release grant application package: February 2016
- Application due date: April 2016
- Evaluate applications/outreach: May 2016
- Seek Board Approval: June 2016


ATTACHMENTS

Attachment A - Metro ExpressLanes Round 2 Net Toll Revenue Allocation Guidelines

Attachment B - ExpressLanes 1-10 and I-110 CAG Summit Attendees

Prepared by: Kathleen McCune, Director, (213) 922-7241
Shahrzad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

METRO EXPRESSLANES

Net Toll Revenue Reinvestment
Round 2



Ad Hoc Congestion Reduction
October 14, 2015



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Toll Revenue Reinvestment Overview



- As specified in State tolling legislation, Metro ExpressLanes revenue is to be used for:
 - Maintenance
 - Administration
 - Operations
 - Toll Collection
 - Enforcement
- Remaining revenue is to be used in the corridor that the revenue was generated in; an expenditure plan must be developed for these revenues and approved by the Metro Board

Background: Toll Revenue Reinvestment – Round 1



\$26.7 million available for reinvestment

October 2013 - Metro Board approved reinvestment plan comprised of :

- Set Aside of Transit Operating Subsidy (Metro Silver Line, Foothill, Gardena, and Torrance Transit)
- 3-5% of funds set aside as program reserve
- Remaining funds granted on competitive basis (Net Toll Revenue Grant Program)
 - 40% Transit System Improvements
 - 40% System Connectivity/Active Transportation
 - 20% Highway System Improvements



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Round 1 Grant Program



- Grant funding awarded on a competitive basis
- Eligible applicants included public agencies that provide transportation facilities or services within Los Angeles County (cities, transit operators, Los Angeles County, Caltrans, Metro)
- Corridor defined as 3 miles on either side of the I-110 or I-10 Corridors
- Metro received 35 applications totaling \$123,405,007 in requested funding
- Funding granted to 20 projects totaling \$19,854,458 in July/September 2014
- \$875,000 put in reserve for I-110 for next round

Round 1 Status



- 20 grants were awarded in July/September 2014
- Five funding agreements executed to date
 - City of LA (My Fig Project Marketing & Safety)
 - County of LA (South Bay Arterial Performance)
 - Access Services (CNG MV-1 Vehicles)
 - Baldwin Park (Commuter Connector Line)
 - Monterey Park (Bike Corridor)
- 12 agreements still to be executed - represents over \$11 M in grant funding for projects not yet started

Toll Revenue Reinvestment – Round 2



- Estimated funding available is \$42.5 to \$53.3 million
 - ❑ 63-100% increase in available funding over Round 1

- Consistent with the previous round – core principles are:
 - ❑ Establish a reserve fund
 - ❑ Direct allocation to transit – Foothill, Gardena, Torrance, Metro
 - ❑ Competitive Grant Program –
 - ❑ 40% Transit System Improvements
 - ❑ 40% Active Transportation/System Connectivity
 - ❑ 20% **Roadway Improvements**

Proposed Guidelines Changes for Round 2



1) Increase the Reserve Amount

- 3-5% not adequate for continued operation
- \$3 million per year
- Increase would ensure adequate funds for state of good repair, replacement of system components /new vendor selection and system expansion

2) Establish Direct Set Aside for Caltrans

- 20% of competitive grant funding available
- Caltrans precluded from the competitive portion
- Caltrans to provide project list, schedule and milestones
- 50% up front and 50% based on meeting milestones
- Caltrans concurs with the proposed changes

3) Timely Use of Funds Provisions

- Execute Agreements within 6 months of receipt of template
- Projects that have not expended any funding within one year of execution of Agreement subject to lapsing of funds
- Timely use of funds will also apply to Round 1 recipients – April 22, 2016 deadline for agreement execution
- Lapsed funds from Round 1 will be available in Round 2



Funding Targets – Round 2



Draft Reinvestment Categories	Estimated Net Toll Revenues	Allocation Target Estimates (per Corridor)	
Period Ending June 2017	\$42,500,000 - \$53,300,000		
Set-Aside (Reserve Fund)	(\$6,000,000)		
Set-Aside (Direct Allocation -Transit Ops)	(\$12,500,000)	I-110	I-10
Set-Aside (Caltrans)	(\$4,000,000 - \$4,800,000)		
Subtotal Net Set-Asides	(\$20,000,000 - \$24,000,000)	(\$12,400,000- \$14,880,000)	(\$7,600,000- \$9,120,000)
Net Toll Grant Program			
Allocation Target (40%- Transit Uses)*	\$8,000,000 - \$9,600,000	\$4,960,000- \$5,950,000	\$3,040,000- \$3,650,000
Allocation Target (40%- Active Transportation/System Connectivity)*	\$8,000,000 - \$9,600,000	\$4,960,000- \$5,950,000	\$3,040,000- \$3,650,000
Allocation Target (20%- Roadway Improvements)*	\$4,000,000 - \$4,800,000	\$2,480,000- \$2,980,000	\$1,520,000- \$1,820,000
Reserve Fund approved in Round 1		\$875,000	



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Eligible Projects



Transit System Improvements:

- Transit operations to increase level of service
- Fare subsidies
- Bus purchases
- Station enhancements

Active Transportation/System Connectivity:

- First mile/last mile connections to transit facilities
- Complete Streets projects
- Bicycle infrastructure
- Pedestrian enhancements
- Bus station improvements

Roadway Improvements:

- Intelligent Transportation System improvements-arterials and connections to on/off ramps
- Graffiti removal
- Landscaping



Corridor Advisory Group (CAG) Meeting



- A combined I-10 and I-110 CAG meeting was held on October 1st
- 32 people were in attendance representing 18 different Agencies/Organizations:
 - LAWA
 - LA County Bicycle Coalition
 - SGV Economic Partnership
 - So Cal Transit Advocates
 - FAST
 - Torrance Transit
 - Gardena Transit
 - Go Day One
 - Foothill Transit
 - Caltrans
 - LA Trade Tech College
 - City of Redondo Beach
 - SBCCOG
 - LA City Housing Dept.
 - LANI
 - LADOT
 - Mt. St. Mary's College
 - Office of Assemblymember Burke

CAG Meeting – Questions & Comments



- Overall the CAG members are very supportive of the ExpressLanes Program and the changes being recommended for allocation of funds
- Questions about Lesson Learned from Round 1 and if there would be an audit of progress for Round 1 projects?
 - Lessons Learned are incorporated into the Round 2 changes
 - CAG members not supportive of an Audit
- Round 2 questions were about eligibility of organizations/agencies and types of projects?
 - Project eligibility consistent with Round 1
 - Not for profit Agencies will have to partner with an eligible Agency (i.e. City)
- CAG members thought Metro ExpressLanes was not doing enough to inform the public about the mobility improvements ExpressLanes is funding
 - Suggested an information campaign be undertaken
- CAG members have volunteered to review and rank applications as part of the process



Proposed Schedule - Round 2



- Round 2 Guidelines Board Adoption October 2015
- Grant Application Package Board Approval January 2016
- Release Grant Application Package February 2016
- Application Due Date April 2016
- Evaluate Applications/Outreach May 2016
- Grant Recommendations Board Approval June 2016

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Guidelines

The generation of net toll revenues from the **Metro ExpressLanes program** ~~Congestion Reduction Demonstration project~~ offers a unique opportunity to advance the Long Range Transit Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have consistently shown to result in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

The guideline principles are summarized as follows:

1. Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. Establish a reserve fund of ~~3-5%~~, consistent with the Board Approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes;
3. Direct allocation of revenue to support the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1, and Torrance Transit Line 4;
4. **Direct allocation of revenue to Caltrans for Intelligent Transportation Systems (ITS), deck rehabilitation, on/off ramp and mainline improvements that benefit the ExpressLanes Corridors. Caltrans will be precluded from seeking additional funding from the competitive grant. 50% of Caltrans's funding will be tied to the agency's ability to meet agreed-upon timelines.**
5. Net of set-asides identified in #2 & #3 & 4 above, establish allocation targets of 40% for Transit Uses, 40% for Active Transportation, and 20% for **Highway Roadway** Improvements to support sustainable transportation strategies; and
6. Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project or program.

Note: Guidelines would be amended by the Board to address changed circumstances such as the ability to bond against the toll revenues or any subsequent policy changes adopted by the Board.

Sustainability

The LRTP and the CSPP identify principles and priorities to be advanced through a broad range of activities across all modes. The principles/priorities include:

- Connect People and Places
 - o Access – Better integrating land-use and transportation planning to reduce trip lengths and increase travel choices
 - o Prosperity – Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness
 - o Green Modes – Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil
- Create Community Value
 - o Community Development – Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity
 - o Urban Greening – Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems
- Conserve Resources
 - o Context Sensitivity – Build upon the unique strengths of Los Angeles County’s communities through strategies that match local and regional context and support investment in existing communities
 - o System Productivity – Increase the efficiency and ensure the long-term viability of the multimodal transportation system
 - o Environmental Stewardship – Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing

Eligible Uses

The LRTP and CSPP identify a number of key concepts which will help outline eligible uses to reduce congestion on the I-10 and I-110 corridors:

- Green Modes
Green modes include active transportation, rideshare, and transit. Given that all three of these modes operate along the I-10 and I-110 corridors, this key concept would make expanded use of the above modes consistent with the Plan.

Such projects include the addition of bicycle and pedestrian facilities, expanded park-n-ride facilities, expanded service span and/or increased levels of service.

- Bundling Strategies for Greatest Impact

The Metro ExpressLanes, as designed, seeks to increase mobility and person throughput through a series of integrated strategies (transportation demand management, transportation systems management, and multimodal capital investments) in specific corridors. This “bundling of strategies” as referred to in the CSPP has been consistently shown to result in more reliable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multimodalism would exemplify guidance from the CSPP. Projects that demonstrate the ability to further link or expand the use of existing facilities such as complete streets improvements and first mile/last mile improvements are recommended.

- Network Optimization

One of the primary objectives of the ExpressLanes project is to better utilize existing capacity within a corridor by using dynamic pricing. This approach of network optimization through the use of data represents the future of transportation policy and planning. To that end, the Policy also identified the concept of network optimization as a key component of sustainability. Projects falling under this concept include complete streets, signal prioritization, real-time ride share matching, and other smart technology improvements.

- Act Regionally and Locally

The I-10 and I-110 are two of the busiest corridors in Los Angeles County. Given the regional significance of these corridors, improvements to these facilities as well as additional services utilizing these corridors should emphasize the varying needs of the corridors as well as needs of adjacent communities. Projects which can improve the connection of the local communities to the regional network will be essential to improving the quality of life in those neighborhoods as well as maximizing the potential of the corridors. Projects falling under this concept include first mile/last mile improvements, expanded park-n-ride facilities, expanded service span and/or increased levels of service, and urban greening initiatives which reduce pollution and improve the quality of life for residents.

Based on the key concepts, three project categories are recommended for the allocation of net toll revenues (excluding set-asides):

1. Transit Uses (40% of funds)

- Increased levels of service and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles
- Station enhancements and capacity improvements, including intelligent transportation system improvements

- Metro transit corridor projects serving ExpressLanes corridors
2. System Connectivity/Active Transportation (40% of Funds)
- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share)
 - Complete streets projects which emphasize multi-modalism
 - Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
 - Pedestrian enhancements including on/off-ramp safety improvements, street crossings, and ADA-compliance improvements
 - Infrastructure and programs to support the use of electric vehicles.
 - Bus station improvements including enhanced bus shelters, real-time arrival information, and other related improvements
 - El Monte Bus Maintenance facility
 - Rideshare/ Vanpool programs
 - Park-n-Ride facility improvements including restrooms, lighting, and security.
 - Landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable.
3. Highway Roadway Improvements (20% of funds)
- Intelligent transportation system improvements to manage demand
 - **Signal Synchronization programs**
 - ~~Deck rehabilitation and maintenance above the required Caltrans maintenance for the facility~~
 - On/off ramp improvements which reduce the incidents of bicycle and pedestrian collisions with vehicles
 - ~~Expanded freeway service patrol~~
 - Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable
 - Subject to Metro Board approval, extension of the ExpressLanes corridors

NOTE: Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Highway Improvements are identified as goals, however the actual allocation of the funding will be based on the merits of the proposed projects and programs.

Project Evaluation Criteria

Implementation of Regional and Local Sustainability Plans and Policies

- The extent to which the project, program, or enhanced transit service supports the recommendations and goals for each transportation mode as stated in the LACMTA's adopted Long Range Transportation Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Extent to which the project, program, or enhanced transit service conforms to local plans to support the implementation of sustainable projects, including transit-oriented development and bicycle and pedestrian master plans

Matching Funds/Leveraging Funds

- Extent to which project, program, or enhanced transit service uses ExpressLanes funds to leverage additional local, state, and/or federal funds

Innovative Transportation Technology

- Extent to which the project, program, or enhanced transit service facilitates the adoption of zero and near-zero emission vehicles
- The degree to which the project, program, or enhanced transit service supports improved transportation systems management strategies

Sustainable Transportation

- Extent to which the project, program, or enhanced transit service increases mobility options to support car-free and/or one-car living
- Extent to which project, program, or enhanced transit service enhances transit coverage, frequency, and reliability within the corridor
- The project, program, or enhanced transit service's connectivity with and ability to complement nearby transit projects
- The degree to which the project, program, or enhanced transit service provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries
- Extent to which project, program, or enhanced transit service gives priority to transit and active transportation modes
- Extent to which the project, program, or enhanced transit service increases the mode share of transit services operating within the corridor
- The degree to which the project, program, or enhanced transit service provides additional resources for transportation demand management strategies to reduce solo driving
- The degree to which the project, program, or enhanced transit service promote the Metro ExpressLanes.

Cost Effectiveness

- The project, program, or enhanced transit service's cost effectiveness in relationship to the total project cost

- The applicant's demonstrated commitment to covering life-cycle operational and maintenance expenses

Recommended Standard Project Requirements

- Project, program, or enhanced transit service must operate along or within three miles of either the I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) or the I-10 Corridor (between the Alameda Street on the West and the El Monte Transit Center to the east) or provide regionally significant improvements for the 110 or 10 Corridor.
- Project, program, or enhanced transit service must provide direct operational benefits to the operation of the ExpressLanes and/or transit service within the corridors.
- Project, program, or enhanced transit must incorporate, to the extent possible, utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.
- Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, Caltrans, and Metro. Transportation-related public joint powers authorities must be sponsored by one of the above public agencies. All applicants must be in compliance with Maintenance of Effort requirements.
- **Timely Use of Funds provision: project sponsors must execute their funding agreement within six months of receipt of the agreement from Metro and begin expenditure of funds within one year of executing the agreement to avoid potential lapsing of the funds.**
- If applicant is seeking funding for transit operations or highway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor.
- Applicants must maintain their existing commitment of local, discretionary funds for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- Monies cannot be used to supplant, replace, or reduce the project sponsor's previously required match in Metro's Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure

that at a minimum, all Communication Materials include the phrase “This project/program/service was partially funded by Metro ExpressLanes.”

ATTACHMENT B

ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs) Summit

October 1, 2015 - Attendee List

<u>Contact</u>	<u>Organization</u>
Ta-Lecia Arbor	City of Los Angeles Housing Department
Eric Bruins	Los Angeles County Bicycle Coalition
Ruben Cervantes	Foothill Transit
Le Chen	Caltrans
Devon Deming	Los Angeles World Airports
David Diaz	Go Day One
Steve Diels	AAMCOM Call Center
Bart Doyle	SGVEP
Hank Fung	Southern California Transit Advocates
LaShawn Gillespie	Foothill Transit
Veronica Hahni	LANI
Dawn Helou	Caltrans
Ihenacho Ifeanyi	Torrance Transit
Steve Lantz	SBCCOG
James Lee	Torrance Transit
Joseph Loh	Gardena Transit
Sherry Matthews	Los Angeles Trade Tech College
Jordan Miles	Gardena Transit
Sheik Moinuddin	Caltrans
Hilary Norton	FAST
Garland Seto	LADOT
Matt Stauffer	Office of Assemblywoman Autumn R. Burke
Kim Sterling	Mount St. Mary's College
Kim Turner	Torrance Transit
Pat Williams	Mount St. Mary's College
Shahrzad Amiri	LACMTA
Bronwen Keiner	LACMTA
Silva Mardrussian	LACMTA
Kathleen McCune	LACMTA
Patricia Soto	LACMTA
Philbert Wong	LACMTA

**Board Report**

File #: 2015-1444, **File Type:** Contract

Agenda Number: 33.

**AD-HOC CONGESTION REDUCTION COMMITTEE
OCTOBER 14, 2015**

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATIONS

AD-HOC CONGESTION REDUCTION RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FSP3469400B3/FSP3471100B43 (IFB No. FSP11857) to Disco Auto Sales, Inc., dba Hollywood Car Carrier, the lowest responsive and responsible bidder for **Metro Freeway Service Patrol (FSP) towing services** in the amount of \$3,830,652 (Beat 3 for \$1,915,326 and Beat 43 for \$1,915,326) for 39 months.
- B. AWARD a firm fixed unit rate Contract No. FSP3469500B5/FSP3470200B17 (IFB No. FSP11857) to Sonic Towing, Inc., the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$3,590,266 (Beat 5 for \$1,808,057 and Beat 17 for \$1,782,209) for 39 months.
- C. AWARD a firm fixed unit rate Contract No. FSP3469600B6 (IFB No. FSP11857) to Neighborhood Towing 4U, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 6 towing services in the amount of \$1,760,238 for 39 months.
- D. AWARD a firm fixed unit rate Contract No. FSP3469900B7/FSP3470100B11 (IFB No. FSP11857) to Girard & Peterson, Inc., the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$5,782,602 (Beat 7 for \$2,891,301 and Beat 11 for \$2,891,301) for 51 months.
- E. AWARD a firm fixed unit rate Contract No. FSP3470000B9 (IFB No. FSP11857) to Mighty Transport, Inc., dba Frank Scotto Towing, the lowest responsive and responsible bidder, for Metro FSP Beat 9 towing services in the amount of \$1,835,200 for 39 months.
- F. AWARD a firm fixed unit rate Contract No. FSP3470300B23 (IFB No. FSP11857) to South Coast Towing, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 23 towing services in the amount of \$1,843,380 for 33 months.
- G. AWARD a firm fixed unit rate Contract No. FSP3470400B27/FSP3470800B39 (IFB No.

FSP11857) to Hovanwil, Inc., dba Jon's Towing, the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$4,746,479 (Beat 27 for \$2,594,126 for 51 months and Beat 39 for \$2,152,353 for 39 months).

- H. AWARD a firm fixed unit rate Contract No. FSP3470600B29 (IFB No. FSP11857) to Platinum Tow & Transport, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 29 towing services in the amount of \$3,012,024 for 51 months.
- I. AWARD a firm fixed unit rate Contract No. FSP3470700B31/FSP3471200B50 (IFB No. FSP11857) to Navarro's Towing, LLC, the lowest responsive and responsible bidder, for Metro FSP towing services in the amount of \$6,193,182 (Beat 31 for \$2,909,952 and Beat 50 for \$3,283,230) for 51 months.
- J. AWARD a firm fixed unit rate Contract No. FSP3471300B70 (IFB No. FSP11857) to Classic Tow, Inc., dba Tip Top Tow Service, the lowest responsive and responsible bidder, for Metro FSP Beat 70 ExpressLanes towing services in the amount of \$3,885,770 for 39 months.
- K. AWARD a firm fixed unit rate Contract No. FSP3471500B71 (IFB No. FSP11857) to Bob & Dave's Towing, Inc., the lowest responsive and responsible bidder, for Metro FSP Beat 70 ExpressLanes towing services in the amount of \$5,455,124 for 39 months.

ISSUE

The recommended contract awards will replace 16 tow service contracts that received modification approval by the Board in September 2015.

DISCUSSION

The Metro FSP program currently manages 38 tow service contracts covering over 475 center line miles on all major freeways in Los Angeles County. The service is provided by 25 independent tow service operators deploying over 150 vehicles throughout Los Angeles County that provide assistance to stranded or disabled motorists. On average FSP performs 25,000 motorist assists per month and per the most recent statewide evaluation provides a benefit to cost ratio of 10.8:1.

New Contract Award

The recommendation ensures that 16 FSP contracts are replaced and will provide a total of 55 trucks covering over 175 centerline freeway miles for periods of 30 to 48 months.

The average hourly rate awarded for this procurement is 16.27% higher than the hourly rate of the existing 16 contracts that they will replace. The increase is partially due to the implementation of Metro's Living Wage Policy which is being incorporated into FSP tow service contracts for the first time. Additional factors that may have attributed to the hourly rate increase are market forces which,

over time, have slowly increased program costs. There are a total of 11 bidders receiving contracts. All bidders are either existing or former FSP contractors and as such, are eligible to operate up to two FSP contracts each.

Once contracts are awarded, Contractors will have a 12 to 14 week mobilization period to complete the required startup activities in order to begin service. The following list comprises the majority of the activities that must be completed in order to provide FSP service:

- Purchase vehicle chassis and beds
- Build vehicles to FSP specifications (6-8 Weeks)
- Metro Radio Shop installation of communications equipment (2-3 Weeks)
- Hire and train prospective FSP drivers
- CHP testing and certification of FSP drivers
- Obtain program supplies
- CHP inspection and certification of contract vehicles

Once the contract is awarded, the contractor is responsible for coordination of vehicles/parts/equipment and the timing of the activities to ensure that they are completed before the scheduled start of service.

The award of these contracts will continue to realign existing FSP contracts to support the multi-beat Regional structure. The FSP Regional concept for L.A. County proposes to consolidate the remaining 33 smaller single-Beat contracts into five large multi-beat regions each managed by a single contractor. The first FSP Regional multi-beat contract began work on August 1, 2014. Staff has monitored contract performance and evaluation of Regional service delivery to determine its operational effectiveness and cost efficiency. Meanwhile, it will be necessary to continue to align the expiration dates of existing single beat contracts with the proposed start dates of Regional contracts until the evaluation is complete and a decision is made whether to move forward with the Regional program.

In addition, the contract award recommendations include changes to service levels in specific contracts. Eleven of the sixteen contracts recommended for award have been reduced by either one or two trucks for a total reduction of 13 trucks. This reduction is expected to further improve the program's 'assist per truck per hour' performance. The current FSP Statewide Guidelines established by the Motorist Aid Oversight Committee have established a goal of "one assist per truck per service hour". Staff conducted an analysis of program and congestion data for each FSP Beat/Contract to determine the optimal number of trucks per beat in order to provide service at or near the FSP Statewide Program goal. The current average number of assists per truck per hour for the Metro FSP program is 0.75 which is a 0.05 improvement since the implementation of the first Regional FSP contract where service reductions were first implemented to improve service efficiency. FSP14 contracts awarded in October 2014 also included service reductions to specific beats. The FSP14 contracts are currently in the process of being phased in to replace the recently

extended contracts. In future FSP contract procurements, staff will continue to analyze service levels and assist rates in order to optimize the number of trucks to meet the FSP Statewide goal.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that may be a hazard to motorists. During FSP operating hours, drivers provide specific services to motorists with disabled vehicles to get them safely back on the road or tow them to a designated safe location off of the freeway. FSP drivers patrolling their Beat locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The FSP Program completes approximately 300,000 assists annually.

FINANCIAL IMPACT

A portion of the funding of \$41,934,917 for this program is included in the FY16 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070.

Since this is a multi-year contract/project, the cost center manager and Executive Officer, Congestion Reduction will be accountable for budgeting the funds in future years.

Impact to Budget

The FSP program is funded through a combination of Proposition C 25% sales tax, State and SAFE funds. There is no impact to bus and rail operating or capital; Proposition A, C and TDA administration; or Measure R administration budgets.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the execution of these contracts. This alternative is not recommended as it would result in interruption to FSP services and prevent staff from managing the FSP program in the most cost-effective and efficient manner possible.

NEXT STEPS

Upon Board approval, staff will award and execute the new contracts.

ATTACHMENTS

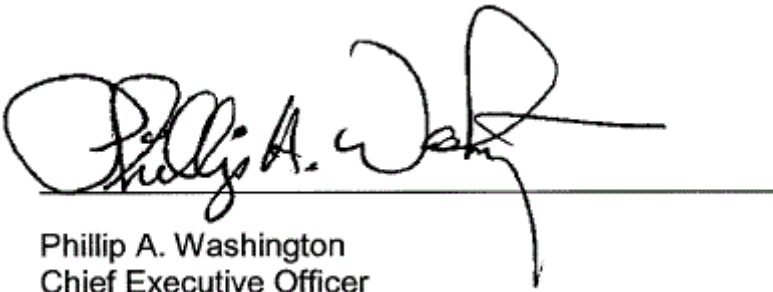
Attachment A - Procurement Summary
Attachment B - FSP Beat Map

Attachment C - DEOD Summary

Prepared by: John Takahashi, Sr. Highway Operations Program Manager, (213) 922-6346
Kathleen McCune, Director Countywide Planning and Development, (213) 922-7241

Reviewed by: Shahrzad Amiri, Executive Officer Congestion Reduction Initiative (213) 922-3061

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES AND EXPRESSLANES**

1.	Contract Number: Various, See Table in Section C	
2.	Recommended Vendor: Various, See Table in Section C	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: May 27, 2015	
	B. Advertised/Publicized: L.A. Daily News and La Opinion May 27, 2015	
	C. Pre-proposal/Pre-Bid Conference: June 3, 2015	
	D. Proposals/Bids Due: July 8, 2015	
	E. Pre-Qualification Completed: September 8, 2015	
	F. Conflict of Interest Form Submitted to Ethics: July 29, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	Solicitations Picked up/Downloaded: 59	Bids/Proposals Received: 15 firms submitted bids for a combination of 133 beats
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: 213-922-7320
7.	Project Manager: John Takahashi	Telephone Number: 213-922-6346

A. Procurement Background

This Board Action is to approve 11 contracts (representing 16 beats) to provide Freeway Service Patrol (FSP) towing services on selected roadway segments referred to as Beats (14 General Purpose Lane contracts - Beats 3, 5, 6, 7, 9, 11, 17, 23, 27, 29, 31, 39, 43 and 50; and two ExpressLanes' contracts - Beats 70 and 71) in the Los Angeles County.

IFB No. FSP11857 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. Awards are recommended to the lowest responsive and responsible bidders subject to the Beat cap limitation and Small Business Preference.

Three amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on June 9, 2015, provided electronic copies of the Plan-Holders' List, sign-in sheets, PowerPoint presentation and Living Wage flyer from the pre-bid conference and responses to bidders' questions, and extended the due date to July 8, 2015;
- Amendment No. 2, issued on June 17, 2015, provided responses to additional bidder's questions; revised the IFB Letters to include the Bidders Motor Carrier Permit (MCP) Number and NAICS classification type; revised submittal requirements for the FSP Facility and Vehicle Inspections requirement; allowed copies of MCP, revised the Schedule of Quantities and Prices and accompanying instructions; and instructed

bidders submitting bids for multiple beats, to submit separate price bid package per beat;

- Amendment No. 3, issued on June 25, 2015, provided responses to additional bidders questions, revised the following special provisions: SP-8 (Insurance), SP-29 (Motor Carrier Permit), SP-30 (FSP Vehicle and Driver Requirements), SP-31(Falsification of FSP Documents and Making False Statements to LACMTA FSP Management and California Highway Patrol), SP-32 (Compliance with Law) and SP-33 (Violations and Monetary Assessments). In addition, Compensation & Payment Provision No. 2 (Payment to Contractor) was revised to align with changes to the SP provisions.

A pre-bid meeting was conducted on June 3, 2015, and was attended by 30 individuals representing 27 firms. Thirty-six questions were asked and responses were provided prior to the bid due date.

A total of 133 bids from 15 firms were received by the due date July 8, 2015.

B. Evaluation of Bids

IFB No. FSP11857 is a Two-Step procurement process. A Bid Evaluation Committee (BEC) consisting of staff from Metro FSP was convened and conducted a Step-One Technical evaluation review based on pass/fail criteria to determine which bids are “technically acceptable”. The pass/fail criteria included having a current and active Motor Carrier Permit, and operating a minimum of three sling/wheel lift type tow vehicles for a minimum of three years.

Below is the list of firms that were evaluated in alphabetical order:

Bidder	Bids Received
Bob & Dave's Towing, Inc.	1
Classic Tow, Inc. dba Tip Top Tow Service	13
Disco Auto Sales, Inc. dba Hollywood Car Carrier	10
EZ Towing, Inc.	7
Girard & Peterson, Inc.	6
Honvawil, Inc. dba Jon's Towing	16
J&M Towing, LLC	1
KLNG, Inc.	1
LA Car Carrier	6
Mighty Transport, Inc. dba Frank Scotto Towing	6
Navarro's Towing, LLC	7
Neighborhood Towing 4U, Inc.	16
Platinum Tow & Transport, Inc.	16
Sonic Towing, Inc.	16
South Coast Towing, Inc.	11
Total Bids Received	133

Of the 133 bids received, 14 bids from 3 firms were deemed not technically acceptable for failure to meet Step-One Technical Evaluation requirements (including Motor Carrier permit requirements, suspensions, and lack of insurance coverage):

No.	Bidder	Bids
1	EZ Towing, Inc.	7
2	KLNG, Inc.	1
3	LA Car Carrier	6
Step-One Not Technically Acceptable Total		14

After the Step-One Technical Evaluation, 119 bids submitted by 12 firms were determined to be technically acceptable. On August 5, 2015, the Step-Two Price Bid public opening was held and attended by 14 individuals representing 11 firms. J&M Towing, Inc. bid was subsequently deemed non-responsive for failure to use the revised Schedule of Quantities and Prices Form issued in IFB Amendment No. 2. On August 10, 2015, Sonic Towing, Inc. submitted a written request to voluntarily withdraw its bid for Beat 29 based on a bid mistake. Metro confirmed the mistake and allowed Sonic Towing, Inc. to withdraw its bid for that one Beat.

At the conclusion of the Two-Step evaluation, the following table represents eligible firms and bids.

No.	Bidder	Bids Received
1	Bob & Dave's Towing, Inc.	1
2	Classic Tow, Inc. dba Tip Top Tow Service	13
3	Disco Auto Sales, Inc. dba Hollywood Car Carrier	10
4	Girard & Peterson, Inc.	6
5	Honvawil, Inc. dba Jon's Towing	16
6	Mighty Transport, Inc. dba Frank Scotto Towing	6
7	Navarro's Towing, LLC	7
8	Neighborhood Towing 4U, Inc.	16
9	Platinum Tow & Transport, Inc.	16
10	Sonic Towing, Inc.	15
11	South Coast Towing, Inc.	11
Total bids received		117

Per the IFB instructions to Bidders 13-E-1, bidders with current Metro FSP contracts are exempt from facility and vehicle inspections. Ten of the 11 eligible firms are exempt. The remaining firm, Jon's Towing, underwent a facility and vehicle inspection on August 25, 2015, and successfully passed. As a result, all eleven firms are recommended for an

award. Of the 11 recommended firms, five firms are awarded 2 beats each and six forms are awarded 1 beat respectively.

C. Price Analysis

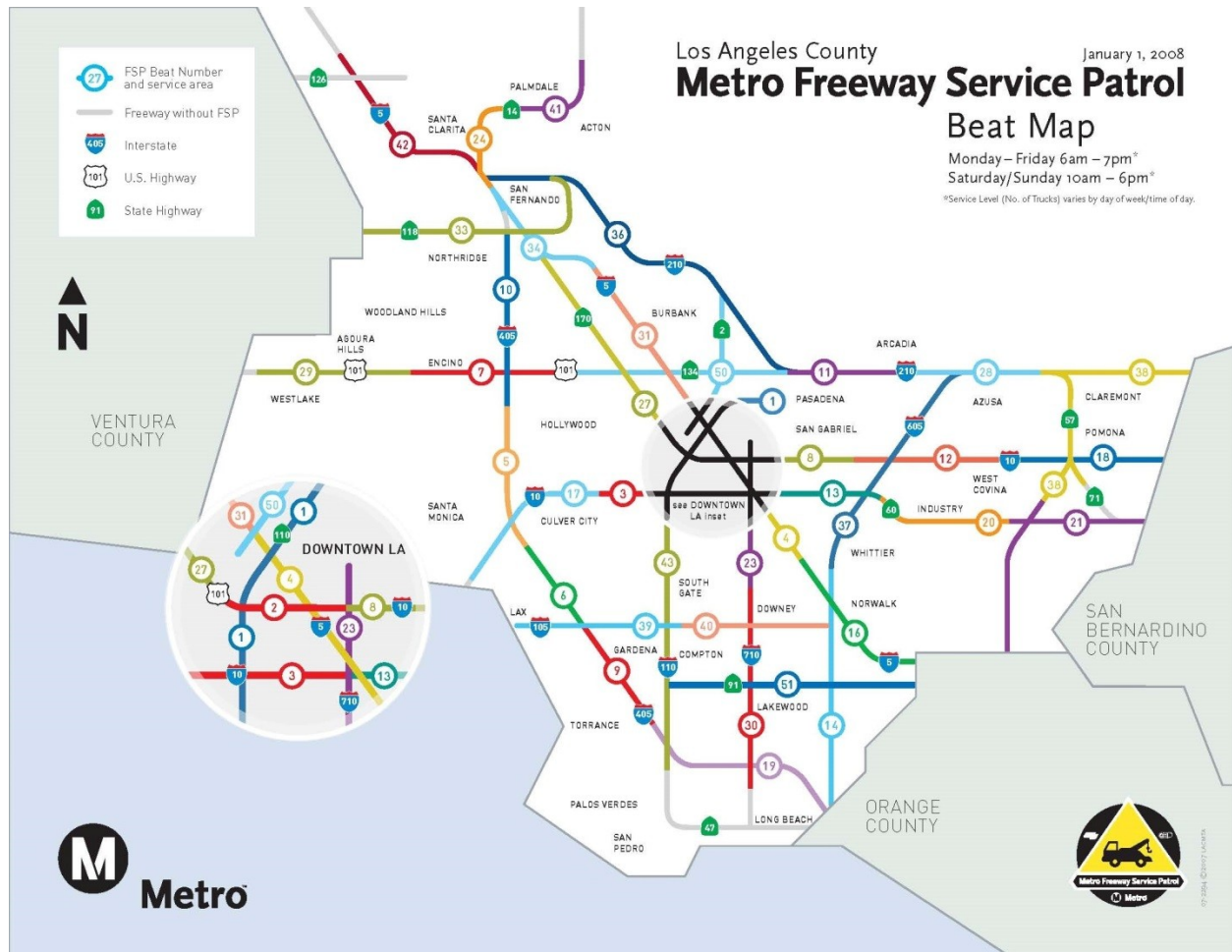
The recommended prices have been determined to be fair and reasonable based upon full and open competition resulting from the competitive sealed bid process. Contract period of performance terms are staggered in accordance with the multi-beat FSP Regional Program.

No.	Contract No.	Beat	Contractor	Metro Estimating Unit Rate		Recommended Unit Rate		Amount	Contract Term * (in mos)
				Reg. Hours	Optional Hours	Reg. Hours	Optional Hours		
1	FSP3469400B3	3	Disco Auto Sales, Inc. dba Hollywood Car Carrier	\$70.31	\$79.71	\$66.00	\$54.00	\$1,915,326	39
	FSP3471100B43	43	Disco Auto Sales, Inc. dba Hollywood Car Carrier	\$70.31	\$79.71	\$66.00	\$54.00	\$1,915,326	39
2	FSP3469500B5	5	Sonic Towing, Inc.	\$70.31	\$79.71	\$62.00	\$53.00	\$1,808,057	39
	FSP3470200B17	17	Sonic Towing, Inc.	\$70.31	\$79.71	\$61.00	\$53.00	\$1,782,209	39
3	FSP3469600B6	6	Neighborhood Towing 4U, Inc.	\$70.31	\$79.71	\$60.00	\$54.00	\$1,760,238	39
4	FSP3469900B7	7	Girard & Peterson, Inc.	\$65.75	\$74.42	\$72.95	\$72.95	\$2,891,301	51
	FSP3470100B11	11	Girard & Peterson, Inc.	\$65.75	\$74.42	\$72.95	\$72.95	\$2,891,301	51
5	FSP3470000B9	9	Mighty Transport, Inc. dba Frank Scotto Towing	\$70.31	\$79.71	\$65.00	\$40.00	\$1,835,200	39
6	FSP3470300B23	23	South Coast Towing, Inc.	\$71.59	\$80.52	\$69.50	\$50.00	\$1,843,380	33
7	FSP3470400B27	27	Hovanwil, Inc. dba Jon's Towing	\$65.75	\$74.42	\$67.77	\$50.00	\$2,594,126	51
	FSP3470800B39	39	Hovanwil, Inc. dba Jon's Towing	\$70.31	\$79.71	\$75.77	\$50.00	\$2,152,353	39
8	FSP3470600B29	29	Platinum Tow & Transport, Inc.	\$65.75	\$74.42	\$65.90	\$65.90	\$3,012,024	51
9	FSP3470700B31	31	Navarro's Towing, LLC	\$63.62	\$72.80	\$56.00	\$55.00	\$2,909,952	51
	FSP3471200B50	50	Navarro's Towing, LLC	\$63.62	\$72.80	\$55.00	\$54.00	\$3,283,230	51
10	FSP3471300B70	70	Classic Tow, Inc. dba Tip Top Tow Service	\$76.78	\$85.79	\$61.47	\$50.00	\$3,885,770	39
11	FSP3471500B71	71	Bob & Dave's Towing, Inc.	\$77.75	\$86.77	\$74.74	\$74.74	\$5,455,124	39

* Inclusive of a minimum of 3 months for mobilization and start-up

D. Background on Recommended Contractor

All recommended contract awardees have previously or are currently performing FSP contracts and are considered to be contractors in good standing. There is one towing company that previously provided FSP services and is now returning to the FSP program, Honvawil, Inc., dba Jon's Towing that will be awarded two beats.



DEOD SUMMARY

**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES AND EXPRESSLANES**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE) goal for this solicitation. Out of 11 bidders recommended for award, seven firms met the goal: Disco Auto Sales, Sonic Towing, Inc., Neighborhood Towing 4U, Mighty Transport, Inc. dba Frank Scotto Towing, South Coast Towing, Inc., Platinum Tow & Transport, Inc. (SBE Prime) and Classic Tow, Inc. dba Tip Top Tow Service. Bidders who met the goal were eligible for SBE Preference.

Four firms, out of the 11 bidders recommended for and award, did not meet the goal: Girard and Peterson, Inc., Hovanwil, Inc. dba Jon's Towing, Navarro's Towing, LLC, and Bob and Dave's Towing, Inc. Because the project is a non-federal IFB, achieving the goal is neither a condition of award nor an issue of responsiveness. County Counsel provided guidance that SBE goals on non-federally funded IFBs cannot be a condition of award because Metro can only award to the lowest bidder in accordance with Section 130232(5) of the California Public Utilities Code. Staff will be working with Metro Government Relations to request a legislative change to the Public Utilities Code to authorize meeting the SBE goal as a condition of award. Bidders recommended for award who did not meet the goal are strongly encouraged to identify opportunities for SBEs throughout the life of the contract.

Beat 3 – Disco Auto Sales dba Hollywood Car Carrier

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	10.20%
	Total	10.20%

Beat 5 – Sonic Towing, Inc.

	SBE Subcontractor(s)	% Commitment
1	Casanova Towing Equipment	16.70%
	Total	16.70%

Beat 6 – Neighborhood Towing 4U

	SBE Subcontractor(s)	% Commitment
1	Casanova Towing Equipment	16.70%
	Total	16.70%

Beat 7 – Girard & Peterson, Inc.

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	1.45%
2.	Buchanan & Associates	1.20%
3.	Casanova Towing Equipment	1.38%
	Total	4.03%

Beat 9 – Mighty Transport, Inc. dba Frank Scotto Towing

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	10.14%
2.	Buchanan & Associates	0.87%
3.	JCM & Associates	0.10%
4.	Performance Auto Body	0.22%
	Total	11.32%

Beat 11 – Girard & Peterson, Inc.

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	1.45%
2.	Buchanan & Associates	1.20%
3.	Casanova Towing Equipment	1.38%
	Total	4.03%

Beat 17 – Sonic Towing, Inc.

	SBE Subcontractor(s)	% Commitment
1.	Casanova Towing Equipment	16.70%
	Total	16.70%

Beat 23 – South Coast Towing, Inc.

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	10.09%
	Total	10.09%

Beat 27 – Hovanwil, Inc. dba Jon’s Towing

	SBE Subcontractor(s)	% Commitment
1.	None	0.00%
	Total	0.00%

Beat 29 – Platinum Tow & Transport, Inc. (SBE Prime)

	SBE Subcontractor(s)	% Commitment
1.	Platinum Tow & Transport, Inc.	100%
	Total	100%

Beat 31 – Navarro’s Towing, LLC

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	6.00%
	Total	6.00%

Beat 39 – Hovanwil, Inc. dba Jon’s Towing

	SBE Subcontractor(s)	% Commitment
1.	None	0.00%
	Total	0.00%

Beat 43 – Disco Auto Sales, Inc. dba Hollywood Car Carrier

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, dba California Fuels	10.20%
	Total	10.20%

Beat 50 – Navarro’s Towing, LLC

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	6.00%
	Total	6.00%

Beat 70 – Classic Tow, Inc. dba Tip Top Tow Service

	SBE Subcontractor(s)	% Commitment
1.	AAA Oils, Inc. dba California Fuels	10.20%
	Total	10.20%

Beat 71 – Bob and Dave’s Towing, Inc.

	SBE Subcontractor(s)	% Commitment
1.	None	0.00%
	Total	0.00%

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will be applicable on this contract. Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 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 is not applicable to this contract.



Board Report

File #: 2015-1534, **File Type:** Appointment

Agenda Number: 49.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
OCTOBER 15, 2015**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCIL

ACTION: APPROVE NOMINEE FOR APPOINTMENT TO METRO SERVICE COUNCIL

RECOMMENDATION

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (3-0) approving nominee for **membership on Metro’s San Fernando Valley Service Council:**

Vahid Khorsand, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2018

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
SGV	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
SFV	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 individual listed below has been nominated to serve by the seat’s appointing authority. If approved by the Board, this appointment 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 nominee is provided along

with the nomination letter from the nominating authority:

- A. Vahid Khorsand, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2018

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of two (2) White members, six (6) Hispanic members, 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 eight (8) men and one (1) woman.

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.

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for this nominee to not be approved for appointment. To do so would result in reduced effectiveness of the Service Council, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Council having less diverse representation of their service area.

NEXT STEPS

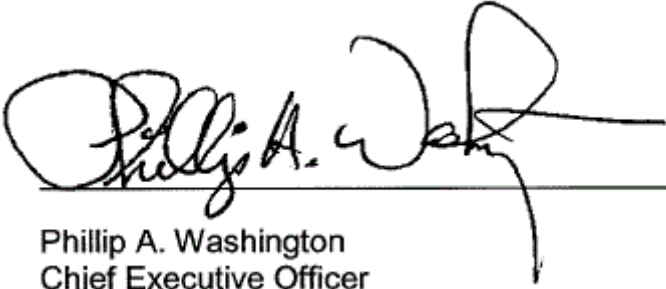
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan, implement, and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - New Appointee Biography and Listing of Qualifications
Attachment B - Appointing Authority Nomination Letter

Prepared by: Jon Hillmer, Executive Officer of Service Development, Scheduling & Analysis,
(213) 922-6972

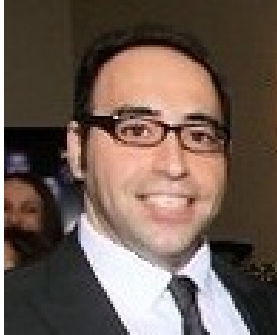
Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND LISTING OF QUALIFICATIONS

Vahid Khorsand, Nominee for San Fernando Valley Service Council



Vahid Khorsand is currently employed as a Partner and Equities Analyst with BWS Financial, Inc, an investment research firm based in Woodland Hills, where he has worked since 2006. His previous work experience with Universal Computers, Inc., a Van Nuys based computer wholesaler, where he worked as a web developer, product manager, and general manager. Mr. Khorsand holds a Bachelor of Arts degree in Sociology from California State University, Long Beach, and an MBA from Pepperdine University.

Mr. Khorsand is active in local business, community, and nonprofit organizations, serving on the boards of directors of numerous organizations including Encino Chamber of Commerce, United Chambers of Commerce of the San Fernando Valley, LAPD Valley Traffic Advisory Council, Woodland Hills Warner Center Neighborhood Council, Van Nuys Airport Citizens Advisory Council, and California Jaycees.

APPOINTING AUTHORITY NOMINATION LETTER



ERIC GARCETTI
MAYOR

October 1, 2015

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Vahid Khorsand to serve as a representative on the San Fernando Valley Service Council for the term of July 1, 2015- June 30, 2018.

I certify that in my opinion Mr. Khorsand is qualified for the work that will devolve upon him, and that I make the appointment solely in the interest of the City.

Please let me know if you need any additional information. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI
Mayor

EG:cl

**Board Report**

File #: 2015-1233, **File Type:** Policy**Agenda Number:** 50.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
OCTOBER 15, 2015****SUBJECT: TRANSIT SERVICE POLICY****ACTION: APPROVE THE 2016 TRANSIT SERVICE POLICY****RECOMMENDATION:**

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE RECOMMENDED (3-0) approving the **2016 Transit Service Policy**.

ISSUE

The Metro Transit Service Policy (TSP) is the fundamental guide for the bus route design, scheduling, implementation and evaluation of Metro transit service. The TSP has been periodically revised over the past 20 years to meet existing and anticipated challenges. The 2016 Transit Service Policy was framed around the policy guidance obtained through the American Public Transportation Association (APTA) Peer Review Committee recommendations published in January 2015 along with advice of Metro's own Peer Review Committee that provided valuable insight into the policies presented here as well as advice on the implementation of a frequent service network.

DISCUSSION

The Transit Service Policy incorporates the following elements:

- Principles of Network Design, Market Analysis, Classification of Services, and Facilities Design Guidelines.
- Computation of load factors for bus and rail services, computation of maximum load for scheduling service, Route Performance Evaluation, Service Change Performance Evaluation, and the Metro-Muni Service Policy dealing with coordination of services and principles for possible assumption of Metro services by another provider.
- Implementation of the desired frequent service network, service priorities, restructuring plans.
- Service change process to encompass public review processes, Title VI requirements, and

coordination with our Union partners

Strategic Bus Network Plan, Peer Review Committee, and APTA Peer Review Process

Nationwide, transit ridership is either staying steady or is showing signs of a decline. Metro has taken on a multi-faceted campaign to reverse those trends in Los Angeles. In addition to annual evaluations of the services currently provided, Metro engaged APTA and representatives of its Local Service Councils to assist the agency in the refinement of the Strategic Bus Network Plan (SBNP). Their goal was to identify reasonable steps to improve the systems' performance, and to build a sustainable network of high quality, very frequent services. Metro's objectives are focused to allocate resources to maximize the benefits of service to transit riders while ensuring that service delivery is efficient and cost effective. Achieving this delicate balance requires establishing policy guidance and service standards that are designed to target levels of productivity, efficiency, quality, and equity.

The 2016 TSP document also provides for recommendations to improve the core Bus and Rapid service network, consideration of changes to the owl network, along with service guidelines developed for each type of service. The goal is to develop a high frequency network of sustainable services that provide a quality ride to our customers.

The principles enumerated below and supported by service standards outlined in Sections 2: Designing a Regional Transit Network, and 3: Service Design Guidelines are summarized as follows:

- Aggressively feed rail transit stations with convenient transfers to provide customers with faster and more frequent services.
- Identifying core bus services and increasing the peak frequencies to 15 minute headways. These services were reviewed and identified for enhancement by the Peer Review Committee.
- Changing bus load factors to better tailor service based on service frequency, vehicle size, and peak or off-peak operation.
- Culling out seldom used stops to improve the speed of the system.
- Re-invigorating the bus Rapid network and seeking opportunities to increase the number of rapid services.
- Right-sizing the owl network and providing convenient access to late night services in conjunction with rail operations.
- Working with Municipal and Local Return operators to improve service connections and where possible allow Metro to reinvest in its core services allowing local providers the opportunity to operate more service in their reserved service area.
- Seek expansion of point to point express services or Bus Rapid Transit (BRT) type services to extend the reach of the system and make connections between major centers of activity.

- Seek to innovate in the area of service provision and through provision of first mile-last mile connections.
- Seek to insure the involvement of Metro labor partners as the plan and program are developed and initiated through the planning and public review process.

The Transit Service Policy is a comprehensive guide for the development of public transportation services for the Los Angeles region. This update to the Policy recognizes funding constraints and seeks to establish principles for the use and distribution of scarce transit resources. Sections 5 and 6 deal with implementation of the proposed changes and direct the analysis and public information process and procedures that would be fulfilled to bring the recommended changes to fruition.

DETERMINATION OF SAFETY IMPACT

This Transit Service Policy and all recommendations identified will be implemented with full adherence to established safety policies and procedures.

FINANCIAL IMPACT

Implementation of any of the recommendations, elements, and principles (e.g. Directly Operated service adjustments based on boardings/service needs, right-sizing of duplicative Muni service, headway adjustments, Formula (fund) Allocation Procedure (FAP impact) will be analyzed and brought to the Board for approval.

NEXT STEPS

With the adoption of the 2016 Transit Service Policy, staff will initiate the Comprehensive Operations Analysis process which reviews the performance of each line in the system and based on that review will develop service change programs to achieve the goals of the plan. The goals include:

- Implement a network of high frequency bus lines
- Reallocate resources to better support core Rapid and Local Bus services
- Right size the owl network
- Provide opportunities to experiment with new or reinvigorated express, point to point services

Service changes drawn from this comprehensive service analysis will be taken through required public hearing processes starting with the Regional Service Councils.

ATTACHMENTS

Attachment A - 2016 Metro Transit Service Policies and Standards


Attachment B - Transit Service Policy Update Presentation

Prepared by: Jon Hillmer, Executive Director Service Development,

(213)922-6972
Gary Spivack, DEO Operations, (213)922-1241

Questions: Christopher Reyes, Transportation Planning Manager III, Operations (213)922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213)922-4424



Phillip A. Washington
Chief Executive Officer

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Metro Rapid Stop

EXECUTIVE SUMMARY

The Transportation Service Policy (TSP) document sets forth the policies, principles and requirements that will be used by Metro staff in the design or modification of the current service network in order to better serve our customers and make better use of available operating resources. Follow-on analyses will determine the actual service changes to be made in accordance with the requirements of the public review process. This document updates the 2012 version previously adopted by the Board.

BACKGROUND

On June 25, 2015, the Metro Board of Directors (Board) was given an update on the short- and long-term fiscal capacity of the agency.¹ The overall assessment of the agency's financial health is that both the capital and operating program is at risk given:

- The potential for economic downturn could trigger a recession event. Already signs are appearing that bids for capital projects are coming in higher than anticipated and operating costs are rising faster than the Consumer Price Index (CPI);
- Borrowing strategies which use the capacity of Propositions A and C are at risk because fares are not keeping pace with costs, and the demand for ACCESS Services transportation for the elderly and disabled are growing;
- New revenue sources are an important component for the agency's fiscal stability.

All told, for the period from FY2015 to FY2024, nearly \$1.8 billion in projects have been added to the Short Range Transportation Plan (SRTP), which, when combined with the need for specialized services for individuals that cannot use public transportation among other items, has created the potential for a \$1.0 billion operating shortfall. A fare increase would help keep the projected shortfall to the estimated \$1.0 billion mark. However, if fares remain flat, if ADA costs continue to rise, and/or the region experiences an economic downturn, the potential exists for the shortfall to more than double to \$2.1 billion within the same period. In short, the potential exists for Metro to be unable to support the very critical services needed by the residents and visitors of Los Angeles County.

In March 2015, the Board directed staff to look at ways to innovate and redesign the service system to better meet the changing needs of the Los Angeles region. The principles outlined in the TSP are intended to carry the agency forward over the next 5-10 year period and will support

¹ Fiscal Stability Overview and Funding Commitments Inventory (2014 SRTP Financial Update), Item 19.

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improvements to Metro's core services. The directives covered improvements to on-time service, improvements in service frequencies on core network bus services, and increased rail bus interface and coordination. These elements are incorporated herein.

Forecasts of Revenue Service Hours (RSH) for the agency reflect a flat and/or slightly declining number of hours allocated to the Local and Rapid Bus portions of the system. Bus Rapid Transit (BRT) Hours, conversely, are expected to grow with the projected conversion of a portion of Line 720 Rapid to BRT in FY16. Total Bus Revenue Service Hours (RSH) are fixed at 7,061,735 for FY2016 through FY2018, dipping slightly with the introduction of the Regional Connector and the Crenshaw Lines in FY20. Table 1.1 in Section 1 of this document displays the allocation of Bus RSH by year. Clearly, the supporting bus network will be constrained over the next 5-7 years.

Additions to existing services including new rail lines Expo Phase 2, Foothill Gold Line Extension, Regional Connector, and the Crenshaw Corridor should be considered as enhancements to the system. These new lines will expand the travel horizons for residents and visitors to Los Angeles County.

As a result of the recognized budgetary constraints, the Board of Directors engaged the American Public Transportation Association (APTA) to conduct a peer review of our service principles, fare structure, and mechanisms for acquiring and identifying new sources of revenue. Their recommendations were published in January 2015.

The APTA Peer Review panel made a number of recommendations to increase efficiency and productivity. The most significant of those recommendations were to increase the allowable number of standees on buses from 30% of a seated load to 40% of a seated load. The Committee also recommended that improvements in overall speed of the system were needed to increase the productivity of operations. Finally, the Committee recommended that resources be moved from less productive lines to higher productivity services to better accommodate passenger demand. A detailed listing of their recommendations is presented in Section 1.5 APTA Peer Review Committee.

In addition, Metro consulted with its own Peer Review Committee (PRC) to give input and make recommendations on:

1. Identification of gaps in the 15-minute frequent service network. Gap closure recommendations were prioritized by Service Planning staff into four categories (A-D). As discussed in Section 5, categories A and B will be incorporated into the work program and implemented in

phases. Later phases will incorporate recommended changes identified as priorities C and D.

2. Incorporation of the APTA Peer Review Committee findings into the TSP. The most significant was the change in the loading standard for buses based on seats by vehicle type and time of day; (see Section 4.2). The methodology for evaluating route performance, e.g. "Route Performance Index," was changed to evaluate all lines in sequence rather than within their specific service types. Hence, instead of measuring the performance of Express routes as a class of service, the Express routes were evaluated alongside all other routes. These evaluations are completed quarterly and will include an evaluation of the impacts of the service changes implemented.
3. Establishment of a policy direction for consideration of assumption of Metro line services by Municipal operators; see Section 4.3. Before a line can be assumed by another operator, Metro must cancel the service and observe all public notice and hearing guidelines.

The document also provides for recommendations to improve the core Bus and Rapid service network, consideration of changes to the owl network, along with service guidelines developed for each type of service. The goal is to develop a high frequency network of sustainable services that provide a quality ride to our customers.

The principles enumerated below and supported by service standards outlined in Sections 2 and 3 of the document are summarized as follows:

1. Aggressively feed rail transit stations with convenient transfers to provide customers with faster and more frequent services.
2. Identify core bus services and increase the peak frequencies to 15-minute headways. These services were reviewed and identified for enhancement by the PRC.
3. Change our bus load factors to better tailor service based on service frequency, vehicle size, and peak or off-peak operation. This includes a change to the method used to calculate the maximum load at the peak load point. Specifically, the approach is to use the mode in lieu of the average so that service calculations are based on the most likely expected load.
4. Cull out seldom used stops to improve the speed of the system.

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5. Re-invigorate the Bus Rapid network and seek opportunities to increase the number of Rapid services.
6. Right-size the owl network and provide convenient access to late night services in conjunction with Rail operations.
7. Work with Municipal and Local Return operators to improve service connections and where possible, allow Metro to reinvest in its core services allowing Local providers the opportunity to operate more service in their reserved service area.
8. Seek expansion of point-to-point Express services or BRT-type services to extend the reach of the system and make connections between major centers of activity.
9. Seek to innovate in the areas of service provision and provision of first mile-last mile connections.
10. Seek to insure the involvement of our labor partners as the plan and program are developed and initiated through the planning and public review process.

The TSP is a comprehensive guide for the development of public transportation services for the Los Angeles region. This update to the TSP recognizes funding constraints and seeks to establish principles for the use and distribution of scarce transit resources. Sections 5 and 6 deal with implementation of the proposed changes and direct the analysis and public information process and procedures that would be fulfilled to bring the recommended changes to fruition.



Metro Orange Line

SECTION 1: INTRODUCTION, PURPOSE & BACKGROUND

1.1 Introduction

Public transportation is a major force in redefining of communities both within Los Angeles County and within neighboring Counties. Transportation providers must be more nimble and capable to respond to the mobility needs of the next generation of Angelenos who increasingly use technology to arrange for their travel needs. Furthermore, service providers are no longer confined to just buses and trains, but must embrace and enhance the entire experience from the time a customer leaves their home to the time they reach their ultimate destination.

The Los Angeles County Metropolitan Transportation Authority (Metro) takes its role as a regional service provider broadly and is moving to enhance first mile-last mile transit options along with its program of rail expansion and development of a strategic bus network. Service quality, speed and frequency of service, as well as community connections are key elements of a strategic planning process that seeks to continually create a seamless and easy way to navigate the regional transportation systems.

Moreover, as stewards of the public dollars allocated to the organization, it is expected that the agency will make wise use of its resources. The provision of well-used, cost-efficient, reliable, and effective service is a prime mover for all transit agencies. “To attain this goal, public transit agencies must design their services around a clear and defined process as well as a process to monitor the results achieved and respond accordingly.”² This document puts forth those principles and standards.

Strategic Bus Network Plan, Peer Review Committee, and APTA Peer Review Process

Metro has taken on a multi-faceted campaign to increase ridership in Los Angeles. In addition to annual evaluations of services currently provided, Metro engaged APTA and representatives of its Local Service Councils to assist the agency in the refinement of the Strategic Bus Network Plan (SBNP)³ and take other reasonable steps to improve the current systems’

² “Best Practices in Transit Service Planning,” Project#BD549-38 Final Reports, Center for Urban Transportation Research, University of South Florida, March 2009.

³ The Strategic Bus Network Plan (SBNP) was developed through collaboration with the City of Los Angeles’s Planning Department and a consultant, TMD. The purpose of the plan is not only to provide a foundation for short term service adjustments, but to provide a basis for mid and long term coordination with other planning efforts (e.g. the City of LA’s Mobility Plan 2035), infrastructure investments (e.g. bus lanes, transit priorities, sub-regional transfer facilities), and funding opportunities (e.g. Cap and Trade, Sales Tax Measure). The plan has not yet gone to the Metro Board for adoption; however, Metro staff is in the process of developing recommended next steps and a path forward for the use and application of the

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performance and close service gaps towards building a sustainable network of high quality, very frequent services. Metro's goals and objectives are focused to allocate resources to maximize the benefits of service to transit riders while ensuring that service delivery is efficient and cost effective. Achieving this delicate balance requires establishing policy guidance and service standards that are designed to target levels of productivity, efficiency, quality, and equity.

Metro is committed to providing high quality transit service to all of its customers. These goals are reflected in Metro's Vision, Mission, and Core Business Goals, and carried forward as the foundation of this Transit Service Policy.

Vision

The agency is envisioned to be a world class operation that provides excellence in all of the services offered as well as excellence in supporting the continued growth and redevelopment of the region. Metro must insure that: our customers feel safe when riding, that they do so in clean equipment, service is reliable and on-time, and our staff is dedicated to providing service in a courteous manner.

Mission

Metro is responsible for the continuous improvement of an efficient and effective transportation system that is sustainable for Los Angeles County.

Core Business Goals

- Goal 1: Improve Bus & Rail Transit Services
- Goal 2: Provide Excellent Customer Service
- Goal 3: Deliver Metro's Bus & Rail Projects
- Goal 4: Ensure Civil Rights Compliance
- Goal 5: Deliver Metro's Highway & Freeway Projects
- Goal 6: Increase Emphasis on Safety & Security

In times of fewer resources, Metro's success to meet challenges related to serving the diverse needs of current and potential passengers, communities, and operators will be contingent on innovative thinking that stems from a solid base of sound planning principles. In addition, Metro seeks to work with other municipal operators and local return operators to provide support and connectivity throughout the Los Angeles region.

1.2 2015 Peer Review Committee (PRC) (Formerly known as the Blue Ribbon Committee BRC)

plan. Metro staff worked with the Service Councils to develop specific service recommendations based on the proposed Strategic Bus Network Plan, as recommended by an APTA Peer Review.

To help develop policy guidance for service development, Metro established a Blue Ribbon Committee (BRC) in November 2009 represented by key stakeholders who serve as operators in the region as well as beneficiaries of transit service. In 2015, a new committee was formed with much of the same membership. This committee was designated a Peer Review Committee (PRC) and met five times to review elements of the TSP and make recommendations relative to the service network.

The PRC recommended a service concept conveyed as a set of policy statements that provides a blueprint to build a better transit system for greater regional mobility while consuming fewer resources. The service concept also defines the roles of Metro Bus, Rail, and municipal operations, identifies and prioritizes essential service quality attributes, and recommends policy guidance on service coordination, bus-rail integration, and reduction of duplicative services. The key principles of the service concept set policy direction for Service Priorities, Service Design, Service Quality Attributes, and Governance. A list of the 2015 PRC participating members is provided in Appendix A.

Summary Position Statement

Increased regional coordination and integration of service, and improved reliability are essential to having a seamless system that is convenient, simple to use, and of high quality – and provides maximum benefit in light of scarce resources.

- **Service Priorities:** Service should be focused first in high-density areas and be scaled to fit the overall density and passenger demand in the service area.
- **Service Design:** The network should be coordinated and designed to be simple and user-friendly to increase trip-making by existing riders and attract new riders.
- **Service Attributes:** The system should provide high quality transit service to better serve existing riders and attract new riders. Service quality priorities include:
 - Reliability
 - Fast travel options
 - Real-time information
 - Clean and safe transit vehicles, stops, and transit facilities (e.g. Transit Centers, Park & Ride, Rail Stations, etc.)
- **Governance:** Metro should serve as a facilitator to coordinate services among operators in the region.

Ultimately, the policy guidance is reflected in the Transit Service Policy as a set of regional network and service design guidelines, performance criteria

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and standards. In addition, this document outlines the service change process that provides the quantitative tools to evaluate the system, identifies opportunities for service improvements, and ensures the regional transit system is adjusted accordingly to achieve the goals and objectives of the service concept.

1.3 Purpose

Metro's Transit Service Policy (TSP) establishes the following: (1) a formal process for evaluating existing services; (2) a methodology and process for developing and implementing service adjustments; and (3) service design guidelines to ensure that the transit system is developed consistent with policy guidance approved by the Metro Board of Directors.

The TSP was originally adopted in 1986 and is reviewed on an annual basis. When required, the TSP is updated to better reflect agency goals and objectives, major initiatives, and changes in local, state, and federal regulations and funding.

This document updates the 2012 TSP formerly adopted in July 2012. The policy is organized into seven sections:

- Introduction, Purpose & Background
- Designing a Regional Transit Network
- Service Design Guidelines
- Service Performance Evaluation
- Implementing the Plan
- Service Change Process
- Conclusion

1.4 Background

Metro is the 3rd largest transit provider in the United States. Metro's service area is over 1,400 square miles and is divided into five distinct service areas overseen by their respective Metro Service Councils; their role and responsibilities are described in Section 3.1. Metro supports transit operation throughout Los Angeles County with an annual budget of approximately \$5.668 billion. In 2016, Metro will spend \$1,050.4 billion on its bus operations and \$399.2 million on its rail operations. The remainder of the budget goes toward fare subsidies, funding a number of other local return operators, and funding Access Services, the principal Americans with Disabilities Act (ADA) paratransit provider in the County. Table 1.1 displays the major budget categories and expenditures for 2016.

Table 1.1 *Summary of FY16 Expenditures by Program*

Expense Category	FY16 Budget	Comments
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Metro Bus & Rail Operations	\$1,472.4 billion	Includes Bus, Rail, operations & regional activities
Metro Capital Expenses	\$2,131.3 billion	Includes operating capital and new construction
Subsidy Funding Programs	\$1,373.1 billion	Metro distributes subsidies to Municipal Operators, Local Return Operators, Metrolink, and Access Services ⁴
Congestion Management & Highways	\$ 93.1 million	Includes Freeway Service Patrol, Express Lanes, Call Box, Intelligent Transp., and Rideshare services
General Planning & Programs	\$ 169.8 million	Includes Planning programs and studies, Legal, audit, treasurer, Transit Court and other, and Property Management/Union Station and Development
Debt Service	\$ 328.7 million	
Total FY 2016 Expenditures	\$5,568.4 billion	

Source: LACMTA FY16 Adopted Budget for July 1, 2015 - June 30, 2016, Summary of Expenditures by Program, Page 34.

Metro's transit system consists of light rail, heavy rail, and bus operations. Metro's bus operations consist of both directly operated services and contract operated services. Metro operates the largest share of all bus services provided in the region. However, municipal and Local Return operators provide additional public bus and paratransit services in areas of the region where Metro provides limited service or no service at all.

Metro currently operates 169 bus routes, of which 18 routes are contracted out, and 6 rail lines. On weekdays, Metro currently operates 1,957 peak buses and 190 peak heavy and light rail cars. On any given weekday, Metro experiences approximately 1.1 million bus boardings and 350,000 rail boardings. Metro serves over 15,000 bus stops, including station stops on the Orange Line and Silver Line. Metro operates six rail lines (2 heavy and 4 light rail lines) serving a total of 73 stations across approximately 84 route miles. Metro Rail operates in heavily congested travel corridors and provides connections to many key multi-modal transportation hubs.

Measure R and the 30/10 Initiative

Metro will continue to expand its transit network across the region under Measure R and the 30/10 Policy Initiative. In November 2008, Los Angeles County voters approved Measure R, a half-cent sales tax. The measure is expected to generate \$35 billion for countywide transportation projects over 30 years. In April 2010, Metro's Board of Directors adopted the 30/10

⁴ It is important to note that Metro Operations is a recipient of the distribution of subsidies from Metro as regional service provider. Metro does not directly subsidize other operators.

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Initiative to use revenue from Measure R as collateral for long-term bonds, grants, and anticipated federal loans that will allow Metro to reduce the time needed to build 12 major transit projects from 30 years to 10 years. Part of the funds generated through Measure R will be used to expand Metro Rail projects throughout the region. Five of the twelve projects listed or under consideration are currently under construction and projected to begin operations within the next several years; one project has been completed:

- Gold Line Foothill Extension to Azusa (FY 2016)
- Exposition Line - Phase II to Santa Monica (FY 2016)
- Crenshaw/LAX Light Rail (FY 2020; subject to change with addition of Airport Metro Connector)
- Regional Connector Transit Corridor Project (FY 2021)
- Purple Line Extension to Westwood (Extension to La Cienega FY 2023; Extension to Century City FY 26; Extension to Westwood FY 35)
- Gold Line Eastside Extension from East Los Angeles - Phase II (Under Study)
- Rail Extension to South Bay (Under Study)
- Orange Line Canoga Extension (completed)
- Airport Metro Connector
- East San Fernando Valley Transit Corridor
- West Santa Ana Branch
- Sepulveda Pass

Figure 1.1 illustrates Metro's projected rail network by 2022 along with its Metro Liner services (Orange Line and Silver Line).

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Figure 1.1 Metro Rail Projected Concept Map

1.5 APTA Peer Review Committee

In 2014, Metro contracted with APTA to perform a peer review of the restructured fare policies, proposals to increase the efficiency and productivity of service operations, and to provide guidance on alternative sources of revenues to support operations. The panel met in Los Angeles during the week of January 26-30, 2015. As a result of their review, the panel made the following recommendations to increase efficiency and productivity:

1. Adjust the bus load standard from 1.3 to 1.4 and ultimately consider going to an area-based standard;
2. Consider implementation of a bus stop consolidation plan to improve speed of operations;
3. Initiate a system-wide program to improve in service on time performance;
4. Seek to coordinate operations with other local service providers in the region;
5. Adopt and implement a policy to guide the redeployment of resources from chronically underperforming routes or route segments to higher performing locations and times;
6. Develop a service design to minimize duplication and encourage transfers among modes;
7. Provide frequent service on a more sparsely configured network;
8. Realign services to establish and maintain a core network of frequent services, and;
9. Encourage the use of the system at off-peak times and days.

These recommendations, along with the recommendations of the PRC, have been incorporated into the service policies and standards outlined in this document.

2015 PRC Recommendations

The 2015 PRC reviewed the proposed 15-minute frequent service bus map along with major change proposals that are incorporated into this update to the TSP. The PRC completed a number of tasks and made recommendations as follows:

1. Identified and recommended development of services to address gap closures in the 15-minute frequent service network. Gap closure recommendations were prioritized by Service Planning staff into 4 categories (A-D). As discussed in Section 5, categories A and B will be incorporated into the work program and implemented in phases.
2. Recommended incorporation of the APTA Peer Review Committee findings into the TSP. The most significant was the change in the

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loading standard for buses based on seats by vehicle type and time of day; see Section 4.2.

3. Established a policy direction for consideration of assumption Metro line services by Municipal operators; see Section 4.3.

The PRC by virtue of its composition of members of the Regional Service Councils and other operators in the region had a significant impact on the generation of the 2016 TSP.

SECTION 2: DESIGNING A REGIONAL TRANSIT NETWORK

Transit network design must take into account both the needs of the passengers and transit operators, as well as the practical ability to provide the service. From the passenger's perspective, the transit network should provide convenient service when and where they need to go, operate on time and safely, with good customer service and information. From a system-wide transit operations perspective, the transit network must be manageable, operable, and sustainable – all within the constraints of a fixed operating budget.

2.1 Key Principles of Network Design

At times, competing service interests result in unproductive use of scarce transit resources. As such, the PRC was charged with identifying and prioritizing the needs of the customer and the operator. Based on recommendations from the PRC, critical factors to consider in network design should be reliability, network simplicity, speed, and safety, followed by vehicle cleanliness and timely, relevant, accurate customer information.

The following key principles are critical in building an efficient and effective transit network based on the PRC policy guidance:

A. Develop a Network of Services Rather than a Collection of Individual Routes

Individual routes do not need to serve all market needs. Rather, routes should be designed to serve a specific purpose within the network. Combined, the network should provide service between all major destinations and densely populated areas throughout the day. The transit network includes integration of other public transportation services within Los Angeles County, as well as with other modes, such as bikes, carpool/vanpool, car share, and private shuttles that provide first and last mile transportation to better access the transit network.

B. Integrate Services to be “Seamless to the User”

Transfer Penalties Should Be Minimized

In developing an integrated network, it is essential that the system is seamless to use from a customer's perspective. The need to create a simple and convenient system that minimizes transfer penalties is critical. An integrated regional network should emphasize high frequency service, timed transfers on less frequent services, and shared stops for ease of transfers.

Trip information, way-finding, and an integrated fare structure also are important elements of a customer-focused transit network.

Services Must Be Better Coordinated

Given the significant growth in municipal and local return operators as well as Metro Rail, improved coordination between all operators and modes is vital to establishing an integrated regional transit network. Metro serves as a regional coordinator of transit services. In addition, Metro operates within a hierarchy of services, in which Metrolink provides the region's commuter rail to serve high volume, longer distance trips. Metro Rail and Metro Liner (Orange Line and Silver Line) serve as the backbone of the urban transit network, which is augmented by Local, Limited stop, and Rapid bus service on key corridors operated by Metro along with municipal operators. LADOT and local return operators complement the system with community and shuttle buses that serve specific neighborhood needs.

Metro meets quarterly with various municipal and local return operators impacted by Metro's service changes. (Section 5.2 discusses the service change process in greater detail.)

Minimize Duplication and Increase Shared Stops

From both the patron and operator point of view, operation of overlapping services may be costly, confusing and unproductive. Through better service coordination, duplication between Metro and municipal bus services as well as between bus and rail service can be reduced. This concept will result in an easier and simpler to use transit network. Opportunities to share stops also will help reduce confusion.

Customer Trip Information Must be Timely and Readily Available

Timely, relevant, accurate, and readily available trip information is necessary to minimize rider confusion about using transit service. Patrons should always be kept informed about the status of their trip. Real-time information is useful for reassuring passengers when the next transit vehicle will arrive or how long the expected delay time is if there has been a service disruption. It should provide them with options such as whether to continue their wait time for the next transit vehicle, consider alternate routes, or take another mode of transit to complete their trip.

C. Keep the Service Simple and Easy to Use

An easy-to-use-and-understand transit system relies on simple network and route design. Consolidating services on the same or parallel corridors within a quarter-mile to a half-mile distance provides an opportunity to simplify the network for ease of use and reduce unused capacity. This concept requires better coordination of schedules and transfer points, and will result in an

easier-to-use and more convenient system while reducing wait time and overall travel time. These enhancements to service quality are expected to help increase ridership and revenue at no additional cost.

Furthermore, consistent headways that are predictable for patrons also help to reduce uncertainty about next bus arrival times. Consistent headways should be a priority for lines that operate headways of less than 15 minutes.

D. Ensure High Quality Services

Establishing a world-class transportation system requires identifying and prioritizing service quality attributes that support an effective and sustainable operation. The following are critical service quality attributes of highest priority to consider when designing service:

Reliability

When it comes to key service quality attributes, reliability should be given highest priority. Reliability can be impacted by poor schedule adherence, vehicle breakdowns, and missed trips. Controlling service reliability requires a coordinated effort between establishing reasonable running times and schedules, maintenance and management of vehicles, and operator availability and performance. Service levels are scheduled to meet passenger levels. Early, late or missed trips result in capacity issues and can eventually lead to pass-ups. Therefore, it is essential that service is on time and reliable to avoid the misperception that service levels are inadequate to meet demand.

Passengers generally maintain a level of confidence that transit service should depart a stop or station and arrive at a destination as stated on the timetable. However, instances of poor reliability can cause passengers to arrive late to work or school, miss appointments or critical transit connections, and result in an overall lack of confidence in the system. Furthermore, poor reliability creates unnecessary travel delays and greater concerns about safety and comfort due to longer waits at stops and stations.

For high frequency service with headways of every 15 minutes or better, schedules should be written to allow operators to be on time without excessive running time that can slow the service substantially and result in additional operating costs. Passengers who miss a trip on high frequency services can be comforted knowing that another bus or train will be available within a reasonable wait time, minimizing the consequences of reliability.

Reliability becomes even more critical for low frequency service with headways greater than 15 minutes and as wide as 60 minutes. Missing trips

on low frequency service increases the consequences to the passenger given the significant travel delays and wait times. Therefore, special attention should be made to ensure low frequency services are designed and operated to the greatest reliability and efficiency.

Achieve Higher Network Speeds

Increasing the speed of transit service improves the competitiveness of transit as compared to other modes, such as automobiles. Faster service also requires fewer resources to operate, thus reducing operating costs. Several factors cause a reduction of speed along a route, including turns, particularly left turns, an increased number of stops, traffic-congested corridors, and long dwell times at stops and stations.

While the advantages of increasing bus system speed include attracting new riders and reducing operating cost, there are disadvantages in reduced access to the transit network due to the streamlining of routes and limiting the number of stops. Therefore, adjustments to a route that result in slower speeds are warranted when the ridership benefits outweigh the negative impacts to speed.

Passenger Capacity

Passenger capacity, or the amount of seats and standing room onboard a vehicle, is an important consideration when designing transit service. The utilization of vehicle capacity should be maximized to make the most use of resources. However, capacity should not exceed a threshold that deters ridership due to uncomfortably crowded conditions or excessive stop and station dwell times caused by blocked passageways on board.

Capacity thresholds are expressed as a load factor indicating the ratio of available capacity to seats. This indicator is used to determine how many trips must be scheduled for each direction of travel during specified time periods.

Other considerations that may influence design capacity include the duration that passengers must stand based on passenger turnover along the line and operating conditions, such as on freeway routes in which standees should be minimized.

Safe Routing and Stops

Perceptions of safety and security as well as actual conditions enter into a customer's mode choice decisions. Safety includes the potential for being involved in a crash, slips and falls, and other elements such as aggressive passengers or poor passenger conduct. Security covers both real and customer perception of potential incidents of crime that may contribute to a passenger's unease, even if the actual risk is minimal or non-existent.

Measures must be taken to alleviate a passenger's unease both at stops and onboard transit vehicles. Whenever possible, stops should be located at well-lit areas with ample sidewalk space for ADA compliance and queuing for buses. Other measures to enhance security at stops and on board transit vehicles include police officers in uniform and plainclothes who ride transit, two-way radios, silent alarms for emergency communications, and surveillance cameras at stops and on board transit vehicles. Metro's bus operators form the core of the agency's response to any situation that may arise while driving in service. Operators have the ability to silently alert Bus Operations Control (BOC) and /or local law enforcement. They are the initial incident responder and must remain in contact with BOC.

Cleanliness and Courtesy

Clean and well-maintained transit stops, stations, and vehicles improve the general public's perception of Metro and their desire to take transit as a viable mode of travel that is comfortable, convenient, and of high quality. Many elements make transit more comfortable for passengers, including climate-controlled vehicles, seat comfort, courteous operators, and ride comfort.

2.2 Markets Served

Given the current financial climate, service should be placed when and where the maximum benefit can be provided to the general public. In addition, productive service lowers the net cost per hour, resulting in more service per dollar.

In general, service should be focused on corridors and within areas where high density population, employment, and activity centers exist. These corridors and areas usually generate high levels of transit riders to justify frequent service (15-minute or better headways) that provides convenient access to key origins and destinations. Corridors and areas with dense ridership should be served throughout the day and week. The emphasis on service should be during peak periods, base day, weekends, and late night, in priority order.

While service should focus on when and where significant demand exists, there is still a need to provide basic lifeline service in areas and times of day with low demand. Therefore, a basic lifeline network should be provided on critical corridors during the owl period and to connect low density areas to the transit network.

2.3 Transit Service Classifications

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Metro classifies its bus services into three categories to provide the framework for evaluation and planning of the various components of the transit network.

Core Regional Network

Core regional service consists of Metro Liner (Metro Orange Line, Metro Silver Line), Metro Rapid, Metro Local (for bus lines averaging 9,000 or more boardings per weekday), and Metro Rail. Together these lines form the basic network in the region and serve the region's major activity centers and market areas. Other regionally significant lines may be under consideration for service improvements as part of the Strategic Network and are discussed in Section 5.

Significant Corridor Bus Services

Significant corridor bus services provide regional service along major arterials throughout the service area and carry 4,000 to 9,000 riders per day. Metro operates 14 Local lines, one Express line, and 10 Rapid lines that meet this threshold. These lines cover long distances, serving both intra- and inter-community trips, and have an average trip length of approximately 5.2 miles.

Inter-Community and Community Service

Inter-Community and Community Service supplements the core service, provides primary coverage in outlying areas, feeds the fixed-route system, and provides community circulation focusing on local travel. This includes the remainder of the system including Local and Express lines.

2.4 Metro Transit Service Types

Metro operates six types of bus service (Table 2.1) and two types of rail service to better match the transit mode with specific passenger demand and needs. (See Appendix B for Metro's Bus Line Identification, Route Numbering, and Color Conventions.)

Metro Rail

Metro Rail is high capacity rapid transit service using rail technology. It operates along a dedicated right-of-way, serves full scale transit stations, and is powered by electricity. The rail system serves as a backbone of public transportation in the greater Los Angeles region, linking many key multi-modal transportation centers and destinations together.

Service operates in high-demand travel corridors and is offered in two forms - heavy rail and light rail. Metro's heavy rail is the subway system served by the Red and Purple Lines. Metro's four light rail lines - Blue, Green, Gold and Expo - are powered by overhead wires, generally use shorter trains, and

operate at slower speeds than heavy rail. Unlike heavy rail, light rail lines run along a right-of-way ranging from complete grade separation to at-grade in mixed flow traffic. Rail routes are designated with route numbers between 800 and 899.

Metro Liner and BRT Services

Metro Liner service is expedited BRT service that operates on either an exclusive right-of-way, major arterial, or HOV/HOT lanes. Metro operates two Liner routes: the Orange Line which operates on its own exclusive right-of-way, and the Silver Line which operates along the HOV lanes of two freeways as well as surface streets through downtown. Metro Liner service is numbered between 900 and 910. As a form of BRT, Metro incorporates a series of design features to reduce delays, increase reliability and improve passenger comfort:

- **Dedicated Bus Lanes:** This right of way provides fewer traffic conflicts and obstructions and reduces delays and travel time.
- **High-Capacity Vehicles:** State-of-the-art high-capacity vehicles are used to meet high demand and provide greater passenger comfort.
- **Transit-Signal Priority:** An operational strategy that facilitates the movements of in-service transit vehicles through signalized intersections to improve transit performance by extending the green phase or shortening the red phase of traffic signals.
- **Bus Stations and Shelters:** Stations and shelters provide customers with enhanced comfort and safety.
- **Streetscape:** Streetscape and other design features such as landscaping, pedestrian count-down signals, bicycle racks, and well-designed crosswalks make it easier for pedestrians and bicyclists to access the stations.
- **Improved Fare Collection:** For faster service and convenience, major stations have ticket vending machines (TVMs) which allow passengers to prepay.
- **Park & Ride Facilities:** Should be provided in close proximity to major stops and stations. Adjacent development and joint use parking also is encouraged.
- **Advanced Transportation Management Systems:** ATMS provide an array of technologies to improve service reliability and passenger travel.

Metro is currently looking at adding bus lanes in order to further improve travel times on major corridors. A peak period bus lane on Wilshire Blvd. benefiting Rapid Line 720⁵ opened in FY15. An additional section of Wilshire Blvd. (between Federal and Centinela) is scheduled to open in the fall of

⁵Local Line 20 also benefits from use of the peak bus lanes.

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2015 to further increase the speed of the Rapid service. In addition to two rail alternatives, there are two BRT alternatives being evaluated in the environmental document for the Van Nuys Boulevard Corridor in the east San Fernando Valley. If BRT is chosen as the preferred alternative, the project could provide a seamless connection to the Metro Orange Line.

Metro Rapid

Metro Rapid is a form of BRT that operates in mixed-flow traffic on heavily traveled corridors. Time reductions are achieved through the use of a number of key BRT attributes such as fewer bus stops and transit signal priority. Metro Rapid services use specially branded buses and enhanced bus stops that include special shelters and information kiosks. Metro Rapid Lines are designated with route numbers between 700 and 799.

Service warrants guide the design, monitoring and development of the Metro Rapid program. The warrants are specific targets or objectives that are linked to each of the program's key attributes. These warrants are presented in Appendix B. Current Metro Rapid Lines in operation are evaluated as outlined in Section 4.0.

Metro Express

Metro Express is used for longer distance trips with fewer stops and typically becomes more localized near the ends of the routes. Metro Express service usually operates from a collector area, such as a Park & Ride location, directly to a specific destination or in a particular corridor with stops en-route at major transfer points or activity centers. In addition, a major portion of its routing generally operates on freeways either in mixed flow traffic, *HOV* and/or *HOT* lanes, or dedicated bus lanes. This service type charges a premium fare and Express services are designated with route numbers between 400 and 599. Express services serving downtown Los Angeles are given a 400 route number, while those that do not go downtown are given a 500 route number.

Metro Limited Stop

Metro Limited is an accelerated bus service with limited stops. Metro Limited operates in corridors with high transit demand and provides higher-speed services by limiting stops to key transfer points and major activity centers. It is augmented by Local bus service. Metro Limited bus service does not include signal priority or unique branding. Limited stop routes are designated with route numbers between 300 and 399.

Metro Local

Metro Local services operate on city streets and provide service to all stops along a route. Metro Local provides the bulk of Metro's transit service and

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ridership. Local routes are designated with route numbers between 1 and 299.

Metro Shuttle

Shuttle routes operate primarily on secondary streets and serve short-distance trips. These services specialize in local community circulation and connect residential neighborhoods with local trunk-line transit services, including rail. Typically these services carry less than 2,000 passengers a day. These bus routes are designated with route numbers between 600 and 699. Table 2.1 highlights Metro’s bus service types and features.

Table 2.1 Metro Bus Service Types and Features

FEATURES	BUS SERVICE TYPES				
	Local/ Limited	Express	Shuttle	Rapid	Metro Liner
Right of Way	Major Arterials	Major Arterials and Fwys.	Local Streets	Major Arterials	Dedicated Right-of-Way
Minimum Average Stop Spacing	0.25 mile / 0.60 mile	1.25 miles	0.25 mile	0.80 mile	1.25 miles
Target Travel Market	Inter-Community	Inter-Community Regional	Neighborhood	Inter-Community	Inter-Community
Vehicle Type	40/60-foot bus	40-foot bus	40-foot bus or smaller	40/45/60-foot buses	45/60-foot buses
Color Coded Buses	California Poppy	California Poppy	California Poppy	Rapid Red	Silver
Communities Served	Multiple	Multiple	1 - 2	Multiple	Multiple
Signal Priority	No	No	No	Yes	Yes
Fare Collection	On Board	On Board	On Board	On Board	On Board /Pre Pay ⁶
Passenger Amenities	Benches and Shelters	Shelters and Stations	Benches and Shelters	Shelters and Stations	Shelters and Stations ⁷
Real-time Passenger Info	No	No	No	Yes	Yes

⁶Only the Metro Orange Line has off-board fare collection at this point. The Metro Silver Line currently only accepts fares through the fare box on board.

⁷Metro Silver Line Service has a section of on-street boarding and alighting in downtown Los Angeles.

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Route Number Designations	1-399	400-599	600-699	700-799	900-910
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It is recognized that strict adherence to a stop spacing standard may not be possible in all cases due to street geography or facility design. For example, on the Silver Line the distance between stations on the freeways is greater than the desired minimum.

2.5 Alternative Service Delivery Options

Alternative service delivery options are services not directly operated by Metro, including Local Return Operators, van service, taxicabs, flexible destination operations, contracted services, and scrip programs. These transportation options may be viable alternatives to marginally performing fixed-route options and can complement traditional transit service. Metro is also considering working with ride-sourcing service providers, e.g. Lyft and Uber, to potentially provide additional first-mile and last-mile service options. In addition, Access Services provides mandatory ADA complimentary paratransit services to individuals whose disabilities prevent them from using fixed route transit services.

2.6 Facilities

Transit services are supported by facilities including bus stops, transit centers and stations. These locations are often the first and last points of contact with the passenger. The PRC considered these facilities to be an essential component of transit infrastructure that direct passengers to existing transit services, provide a safe and comfortable environment in which to wait for service, and facilitate safe and efficient transfers between services. Given the importance of transit facilities, it is vital that transit routes and schedules are developed with consideration for the quality, appropriateness, and availability of facilities.

Bus stops are places where passengers safely wait, board and alight along a route in service. They consist of route line number, destination and service qualification signage, curb markings or parking restriction signage and may include passenger amenities such as shelters, benches, telephones, trash receptacles, lighting and information displays installed by the appropriate municipality. Most bus stops are located along the curb of a street, while others are at offsite facilities such as transit centers or rail stations that may be owned and maintained by the local municipality or by Metro.

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Transit stations are stops along a fixed guideway with features, such as loading platforms, ticket vending machines for fare pre-payment, shelters, benches, lighting, information displays, trash receptacles, bike racks and lockers, and emergency call boxes. Many of them also are connected to Park & Rides and passenger pick-up/drop off areas.

Transit centers are high volume transfer points for multiple transit services and layover spaces for end-of-line bus storage and turn around. Features include passenger loading and alighting areas, benches, shelters, lighting, information displays, bicycle racks and lockers, trash receptacles, and bus layover bays.

On-street bus layover zones are designated stopover points for either a bus at or near the end of the line. They may or may not allow for passenger boarding and alighting. Bus terminals are major offsite layover areas for multiple bus lines and may or may not allow for passenger boarding and alighting.



El Monte Station

Locating bus facilities (other than on-street stops) in heavily congested or urbanized areas increases the burden on the transit operator to find layover

spaces for buses and operator restrooms. At times, the extension of a line to a specific terminal may prove uneconomical and at the very least add costs to an already budget constrained operation. The PRC recommended that Metro Operations continue to evaluate routes and layovers to reduce costs and improve the efficiency of the operation. In particular, with the expansion of the rail network, the Service Development Department, as a key internal stakeholder in the environmental planning process, reviews and comments early on in the alternatives to be analyzed, as well as developing mitigation measures, to ensure adequate layover space is addressed on future projects. Cost and minimization of passenger disruptions are significant concerns when locating facilities for bus operations. Capital costs of new support facilities is an important determinant; but more significant is the added operating cost that may be incurred due to the lack of adequate facilities. The PRC strongly recommended that as new rail stations and transit facilities are designed, that Metro require the calculation of the additional operating cost that will be incurred as a result of inadequate bus facility design.

SECTION 3: SERVICE DESIGN GUIDELINES

The PRC's policy guidance states that Metro's transit network should be well integrated, coordinated, and designed to be simple and user-friendly to increase trip making. To ensure an integrated and not duplicative system, Metro Rail, Metro Rapid, and other exclusive guideway services (e.g. Metro Orange Line and Metro Silver Line) should serve as the backbone of the transit system, fed and complemented by a regional bus network of key travel corridors that provide high-frequency service for easy transfers. Less-frequent localized services should augment the regional network to provide geographic coverage.

For network simplicity and to create a more intuitive system, closely-spaced services should be consolidated into fewer, more frequent services at a half-mile to one mile route spacing. For ease of use, transfers should be as seamless as possible by providing high frequency routes on the regional network, timed transfers for less frequent services, and consolidated bus stops at the same intersection.

Finally, since the regional transit network consists of more than 40 fixed route operators and many more local return transit services, coordination of services and alignment of schedules should be a high priority. Coordinated planning and scheduling between Metro, Muni, Local Return, and Metrolink operations are essential towards achieving this service integration.

3.1 Metro Service Councils

Metro decentralized its bus operations in 2002, creating five localized service areas each overseen by a Governance Council (Figure 3.1). In 2010, Metro restructured and re-established a centralized bus controlled operation to include the service planning and scheduling function, while maintaining the role and responsibility of the Councils to help coordinate service changes. Metro restructured the roles and responsibilities of the Governance Councils, now referred to as Metro Service Councils. These community-based councils offer:

- **Greater Community Involvement:** Regionalized outreach gives residents more opportunities for direct input into service issues in their communities.
- **Improved Service:** Local service evaluation to better understand passenger needs and recommend the appropriate response.
- **Sub-Regional Perspective:** Advise and approve the planning and implementation of service changes within their area; call and conduct public hearings; evaluate Metro bus programs related to their service

area; review and approve proposed service changes; and, make policy recommendations to the Metro Board.

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Figure 3.1 Metro Service Council Areas

3.2 Service Design

A. Service Type Determination

Metro operates a Local, Limited, and Rapid bus grid network system overlaid by services, such as Rail and Express bus services, and supported by shuttle bus feeder/community services. Determining the most appropriate transit service in a corridor depends on a number of factors, including level of demand, resource availability, site or corridor characteristics, environmental considerations, and community acceptance. Table 3.1 below shows desirable characteristics considered during the initial review of proposals to upgrade existing operations. The demand thresholds include the combined ridership levels for all services operating in the corridor.

Table 3.1 *Service Type Determination*⁸

Service Type	Corridor	Optimal Characteristics
Heavy Rail (Subway)	Operate 100% within an exclusive right of way.	- 2,500 boardings per route mile or more than 50,000 boardings per day. - Ability to construct a fully grade-separated facility.
Light Rail	Operate in mixed flow traffic or an exclusive right of way.	- 1,000 boardings per route mile or more than 25,000 boardings per day. - Ability to construct a guideway within or adjacent to the corridor.
Express Routes	Operate in mixed flow traffic in along either an HOV or HOT Lane and may operate a segment of their route on local streets.	300 or more boardings during peak-hour and in peak direction of travel.
BRT and Rapid	Operated using 40', 45' or 60' buses. - Metro Orange Line (BRT) operates on a fixed guideway. - Metro Rapid Lines operate in exclusive bus lanes or mixed flow traffic on local streets with signal priority.	- 300 or more boardings during peak-hour and in peak direction of travel. - Daily average of more than 500 boardings per route mile or more than 10,000 total daily boardings. - Ability to implement operating speed improvements in the corridor.
Local,	Operate in mixed flow traffic	- 80 or more passengers during

⁸Capacity limits adapted from TCRP, Research Results Digest, November 1999—Number 35, Highlight of Large Transit Capacity and Quality of Service Manual, Figure 1 Achievable Capacity (Peak direction passengers/hour)

Limited, and Shuttle Routes	on local streets by 32', 40', 45', or 60' buses.	peak-hour and in a single direction of travel. - Total daily boardings greater than 2,000.
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B. Physical Routing Guidelines

Metro primarily operates three types of buses: a standard 40-foot bus, a 45-foot bus, and a 60-foot “articulated” bus. To ensure that buses can adequately navigate route alignments and serve bus stops, Metro established the following standards:

- **Transit Centers /Bus Terminals**
 - Layover zones should be designed to accommodate various sizes of buses (40-foot, 45-foot, and 60-foot).
 - Re-striping of layover zones should be implemented as-needed based on the needs and bus sizes scheduled.
 - Routes should be scheduled in such a way that the amount of layover space can be accommodated. Layover zones should be placed as close as possible to the route terminal. Where not accommodated by the design, the added operating cost to serve the location will be computed and made part of the decision-making process for bus/rail interface.

- **Minimum turning radius clearance** required for each type size bus movement
 - 50 feet for 40-foot buses (Figure 3.2)
 - 44 feet for 60-foot articulated buses (Figure 3.3)
 - 47.5 feet for 45-foot buses (Figure 3.4)

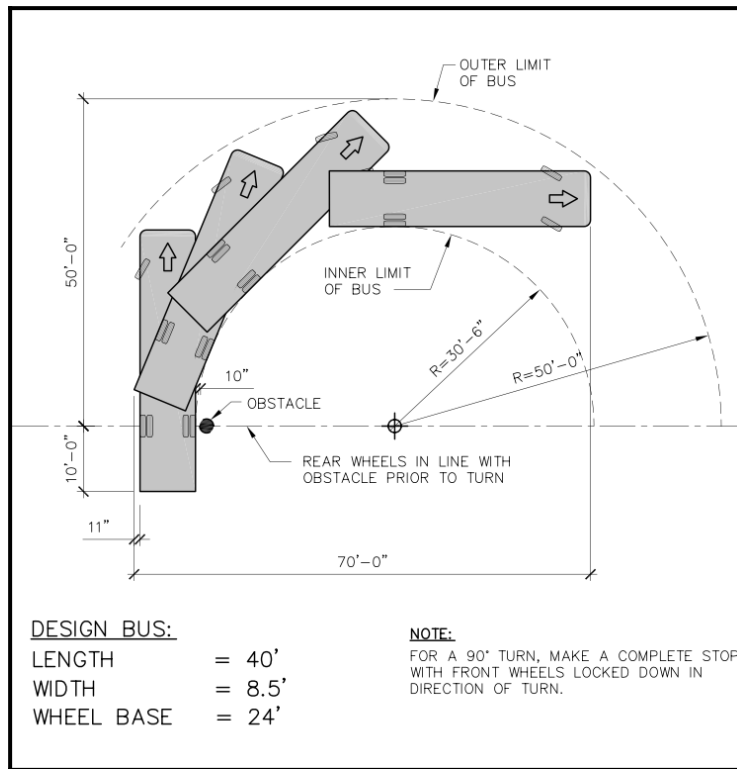


Figure 3.2 40-foot bus turning radius

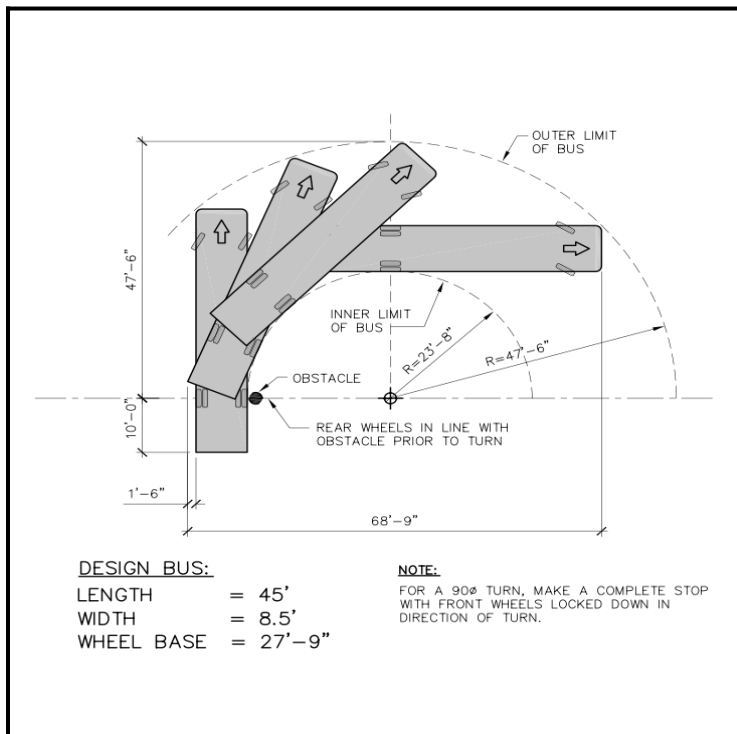


Figure 3.3 45-foot bus turning radius

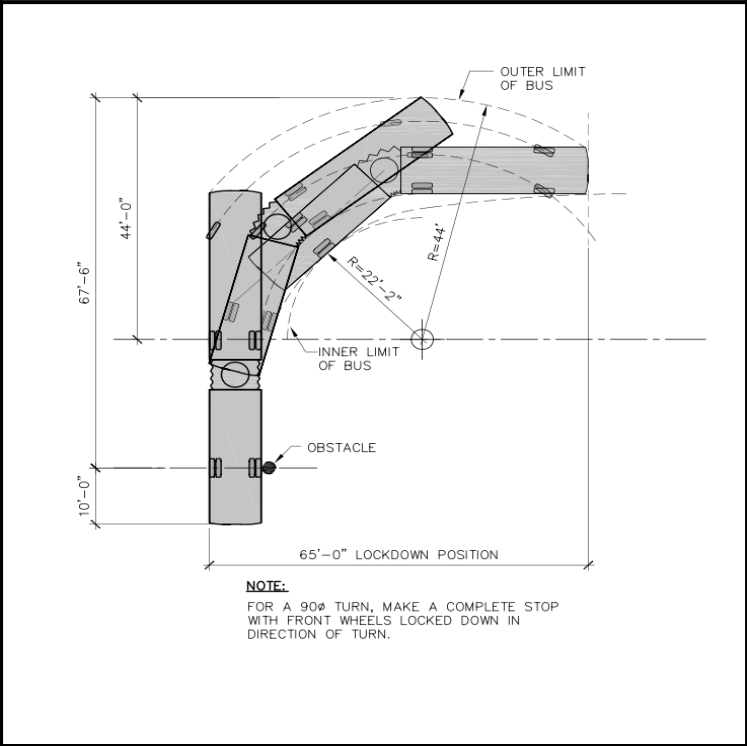


Figure 3.4 Articulated 60-foot bus turning radius

- **Desired street lane widths** for bus operations should be 12 feet or more.
- **Optimal Bus Stop Curb Lengths and Zone**
40-foot buses should at minimum:
 - Far-side – 90 feet
 - Near-side – 100 feet
 - Mid-block – 150 feetFor two 40-foot buses servicing a stop simultaneously, add 50 feet. Additional bus stop curb length may be needed for 45-foot buses.

60-foot bus should at a minimum:
 - Far-side and mid-block – 120 feet
 - Near-side – 170 feetFor two 60-foot buses servicing a stop simultaneously, add 70 feet.
- **Bus Layover Zone** general space requirements based on frequency between scheduled trips:
 - One Space – 15 minutes
 - Two Spaces – 12 minutes
 - Four spaces – 6 minutes

Appendix D provides a number of renderings illustrating a typical bus stop/zone design and offers guideline for near-side, far-side, and mid-block locations. TCRP Report 19 “Guidelines for the Location and Design of Bus Stops” (1996) provides a more detailed discussion.

C. Bus & Rail Service Guidelines

- **Corridor/Route Duplication** refer to a collection of parallel routes serving several common destinations. If the route spacing is such that patrons could walk to one or the other within the same amount of time and distance, then relatively speaking these routes can be considered duplicative services.
- **Bus Route Duplication** occurs when two or more bus routes operate on the same alignment by one or more carriers in a transit corridor.
- **Rail Line Duplication** occurs when an Express or Rapid bus service operate a significant segment parallel to a rail line. This standard does not apply to Local bus service. While service duplication should be minimized, exceptions apply such as Metro Rapid bus corridors that support an underlying local route, on approaches to business districts, major terminals, and transit centers, or if serving key destinations along a corridor from several directions.

- **Headway/Frequency** refers to the interval of time, expressed in minutes, between consecutive trips. Headways are based on policy and demand. Frequency is driven by the amount of time separation between scheduled trips, otherwise known as the headway, and refers to how often the arrival of a trip occurs in a given period. For example, if the headway of a line is 10 minutes, its frequency is six trips every hour. Service frequencies should be set to provide sufficient capacity to adequately meet the demand and ensure that a reasonable and attractive level of service is provided throughout the day. Section 4.1 discusses Metro’s Headway/Frequency standard and policy.
- **Limited-Stop Bus Service** makes significantly fewer stops than Local service. The key design objective is to operate at a minimum of 10% faster than Local service. Limited service will be considered in corridors where the demand requires 10-minute headways or less on the Local line prior to implementation of a Limited-stop service.
- **Bus & Rail Passenger Load Ratio** is the average ratio of passengers on-board to seats available commonly measured over a one-hour period. A passenger load ratio standard indicates what proper headway should be scheduled. Section 4.1 discusses Metro’s Load Ratio standard and policy.
- **Network Route Spacing** refers to the average distance between two or more parallel bus and/or rail lines. It is generally accepted that patrons are willing to walk up to one quarter mile to a bus stop. In general, bus routes operating parallel to each other in an urban area should be spaced a half-mile apart from one another and bus routes operating parallel to rail should be spaced a half-mile apart on either side of a rail route. Bus routes operating parallel in a suburban area should be spaced no more than one mile apart from each other, and bus routes operating in low density or underdeveloped areas should be operated where needed in such a way that it is cost-effective. When possible, alternate delivery methods should be considered.
- **Bus & Rail Route Alignment** should be direct for network simplicity and to maximize average speed and minimize travel time. In general there should be no more than two branches per trunk-line route. Rail alignment is decided during the design phase of a fixed guideway/right-of-way and is beyond the scope of this TSP.
- **Bus Route Deviation** also referred to as “out of direction movement,” is when a route is realigned to operate in close proximity of a new activity center such as a rail station or transit center. Route

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deviation should only be considered if the diversion time in one direction is 5 minutes or less, and there is a net travel time benefit for riders who are connecting to other services.

- **Bus Route Length** should be as short as possible to reduce a vehicle’s exposure to events that may delay service (e.g. accidents, road construction, or poor weather conditions) and to maintain scheduled travel times to maximize on-time performance.
- **Bus & Rail Span of Service** refers to the hours that service is available on a given day and defines the minimum period of time that service should operate at any point in the system (Table 3.2). A key factor in determining the span of service on individual lines is based upon system connectivity. This provides customers with the confidence that direct and connecting service will be provided.

Some of the criteria used to determine the span of service on a bus route include:

- Existing ridership and productivity levels
- Span of service on connecting and alternative services with expanded service
- Resource availability
- Hours of operation of major job sites or activity centers along the alignment

Table 3.2 *Standard Span of Service by Service Type*

Service Type	Weekday	Weekends
Heavy Rail	4:30am - 1:30am	4:30am - 2:30am
Light Rail	4:00am - 2:00am	4:00am - 2:00am
Metro Liner	4:00am - 2:00am	4:00am - 2:00pm
Metro Express	Varies by line No Typical Span	Varies by line No Typical Span
Metro Rapid	5:00am - 9:00pm	6:00am - 8:00pm
Metro Local	5:00am - 11:00pm	6:00am - 9:00pm
Metro Rail Feeder/Shuttle	5:00am - 9:00pm	6:00am - 9:00pm

- **Transfers** occur when passengers change from one transit unit to another (bus or rail) at a common stop location such as an intersection, station, or transit center. Metro’s goal is that transfers should be seamless and minimize wait times as much as possible. Metro accomplishes this through timed transfers and positive transfers.
 - **Timed Transfers** are when wait times are built into the schedule of a route to provide convenient connections between two routes for

passengers who wish to transfer at a common stop location. In these instances it is preferable that wait times be built into the schedule of a low frequency route with headways greater than 20 minutes and owl routes that operate every 30 minutes or greater.

- **Positive Transfers** are when one route is scheduled to arrive 2-5 minutes before or after another route at a common stop location to enhance connections and reduce wait times for passengers who wish to transfer from line to another, such as connections between bus and rail.

Metro will work with other municipal transit operators to better coordinate services and schedules to minimize transfer impacts.

D. Bus Stop/Station Stop Location

Bus stops and station stops allow for boarding and alighting of passengers and their location should balance safe and convenient rider access with pedestrian safety. Their locations should support efficient transfer movements, minimizing walking distances, unnecessary crosswalk movements, and preferably be located at a signalized crosswalk to prevent potential jaywalking violations. Bus stops are generally located within a short walk from medical facilities, schools, major retail malls, office buildings, multi-unit apartments and other major activity centers. These stops provide access to the transit system for uses that generally attract a large number of transit riders. Hospitals and schools have high priority when considering new bus stop locations and/or when relocating existing bus stops.

Bus/Rail station locations are determined during the design phase of a fixed guideway/right-of-way. There is a set of criteria associated with station location, but this is beyond the scope of this transit service policy. Generally, stations are located at major transfer points with bus or rail and provide access to major activity centers. No standard type of stop can be recommended for all locations, as each intersection has its own unique characteristics. An inventory of land uses within a quarter-mile corridor of the road under consideration should be taken, particularly uses that serve as major trip producers and attractors. The proper location of a transit stop requires on-site investigation of the stop(s) under consideration and must be concurred by the municipality in which the stop is located in.

Whether a bus stop should be located at the *near-side* of the intersection, the *far-side* of the intersection or at "*mid-block*" has been a source of debate. In general, far-side stops are preferable; however, other types of stops may be justified in certain situations. There are advantages and disadvantages to each location (Table 3.3). TCRP Report 19 "Guidelines for

the Location and Design of Bus Stops” (1996) provides a more detailed discussion.

For Rapid Bus stop locations, the current warrants recommend that the stops be placed far-side in order to take advantage of the Transit Priority System for signals. The PRC recommended further that where possible, Rapid and Local stops should be placed on the same side of the street to avoid passengers having to choose which line to take and then having to attempt to cross the street to gain access to the first trip to arrive.

Metro Rapid Bus

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Table 3.3 *Comparative Analysis of Bus Stop Locations*

Stop Type	Advantages	Disadvantages
Near-Side	<ul style="list-style-type: none"> ▪ Minimizes interference when traffic is heavy on the far side of the intersection ▪ Passengers access buses closest to crosswalk ▪ Intersection available to assist in pulling away from curb ▪ Buses can service passengers while stopped at a red light ▪ Provides driver with opportunity to look for oncoming traffic including other buses with potential passengers 	<ul style="list-style-type: none"> ▪ Conflicts with right turning vehicles are increased ▪ Stopped buses may obscure curbside traffic control devices and crossing pedestrians ▪ Sight distance is obscured for crossing vehicles stopped to the right of the bus. ▪ The through lane may be blocked during peak periods by queuing buses ▪ Increases sight distance problems for crossing pedestrians
Far-Side	<ul style="list-style-type: none"> ▪ Minimizes conflicts between right turning vehicles ▪ Provides additional right turn capacity by making curb lane available for traffic ▪ Minimizes sight distance problems on approaches to intersection ▪ Encourages pedestrians to cross behind the bus ▪ Requires shorter deceleration distances for buses ▪ Gaps in traffic flow are created for buses re-entering the flow of traffic at signalized intersections 	<ul style="list-style-type: none"> ▪ Intersections may be blocked during peak periods by queuing buses ▪ Sight distance may be obscured for crossing vehicles ▪ Increases sight distance problems for crossing pedestrians ▪ May increase number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light
Mid-Block	<ul style="list-style-type: none"> ▪ Minimizes sight distance problems for vehicles and pedestrians ▪ Passenger waiting areas experience less pedestrian congestion 	<ul style="list-style-type: none"> ▪ Requires additional distance for no-parking restrictions ▪ Encourages patrons to cross street at mid-block (jaywalking) ▪ Increases walking distance for patrons crossing at intersections and for transferring passengers

Source: FTA webpage (http://www.fta.dot.gov/12351_4361.html)

There are instances when two or more bus routes operate along the same corridor. In these cases, it is desirable that stops be consolidated to avoid unnecessary crosswalk movements and minimize confusion as to which stop riders should wait to catch their bus. However, stops cannot be consolidated in the following instances:

- Unsafe right turn movements

- Objections from businesses adjacent to stops
- Loading zones (business & passenger)
- Jurisdiction refusal to allow extending current stop zone
- Lack of available space

Bus Stop/Station Accessibility: All stops and stations should be fully accessible in accordance with the Americans with Disabilities Act. For example, there should be no obstructions preventing the boarding and alighting of patrons who use a wheelchair or other assistive mobility devices. In addition, pathways to and from a stop or station should be unobstructed. If obstructions do exist, every effort must be made to resolve with the respective municipalities. In the case of bus stops, they can either be moved to a new location on a permanent basis or temporary basis depending on situations, such as during construction.

E. Bus Stop/Station Spacing

Stop/Station spacing refers to the average distance between consecutive stops/stations along an entire bus/rail route. Stop/Station spacing are established based on the goals and guidelines each service type is designed to achieve as discussed below and summarized in Table 3.4.

The standard is expressed as the maximum average stop/station spacing in miles by type of service and is not to be exceeded by at least 90% of all routes operated. The following establishes Metro's maximum average stop/station spacing by mode:

- **Heavy/Light Rail Line** station spacing is even greater than bus stop/station spacing to achieve the highest speed among the various modes and service type. Rail station location is determined during the design phase. Ideally the average rail station spacing should be no greater than 1.50 miles.
- **BRT and Express Bus Routes** achieve the highest bus speeds through even greater stop spacing than Rapid and Limited routes. To ensure these services provide access to major activity centers and transfer points, the average stop/station spacing should be no greater than 1.25 miles. (There may be exceptions to this due to geography or existing facility design. See Stop Spacing discussion under Section 2.4).
- **Rapid and Limited Bus Routes** operate on the most heavily traveled corridors. Both services achieve their speed advantage largely through serving fewer stops than Local bus operation. However, to ensure

these services provide access to a significant portion of patrons within the corridor, the average stop spacing for Rapid routes should be no greater than 0.80 mile and no greater than 0.60 for Limited routes.

- **Local Bus and Shuttle Routes** primarily operate on city streets and secondary streets respectively. Both route types are designed to provide service closer to a passenger’s destination and reduce walking times. Therefore, both Local and Shuttle routes average stop spacing should be no greater than 0.25 mile for passenger convenience.

Decisions regarding bus stop spacing and location call for careful analysis of passenger service requirements, the safety of passengers, operators, equipment, the service type provided, and the interaction of stopped buses with general traffic flow. Achieving a balance of convenience to both the transit passenger and the auto user is a prime objective. In addition, bus stop spacing should be related to ridership density. Stops should be closer together in major commercial districts and farther apart in outlying areas.

Table 3.4 *Maximum Avg. Stop/Station Spacing*

Service Type	Stop/ Station
Heavy Rail	1.50
Light Rail	1.50
BRT	1.25
Rapid	0.80
Express	1.25
Limited	0.60
Local	0.25
Shuttle	0.25

F. Bus Lanes

A bus lane is an exclusive lane used by transit on urban streets along a roadway through widening or dedication of one or more existing general traffic or parking lanes for transit use. These lanes can be designated for transit use during peak periods only or all day. These lanes typically allow use by general traffic for right turn movements, bicycles, parking, and local access to and from driveways. Bus lanes are most effective in those areas where there are very high bus volumes or passenger volumes and where operational efficiencies can be achieved. Bus lanes should be a minimum of 17 feet wide.

G. High Capacity Bus

Metro operates two high-capacity vehicle types: 45-foot buses with 46 seats and articulated 60-foot buses with 57 seats. Ideally, high-capacity vehicles should primarily be operated on high-volume trunk service routes such as Line 720 (Wilshire Blvd.) and Lines 204 and 754 (Vermont Blvd.), which currently operate 60-foot articulated buses.

One advantage to their deployment is the opportunity to reduce vehicle requirements and service hours; however, their deployment should not increase service intervals to the point where riders notice degradation in service quality. For this reason, bus lines with a peak headway of five minutes or less (frequency of 12 trips or more an hour) are ideal candidates for this type of vehicle. In evaluating services for higher capacity vehicles, other factors must be considered including facility compatibility, street design, and potential impacts to services where schedules have been interlined.

H. Bus/Rail Integration

As the Metro Rail system 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 following guidelines provide direction to routing and scheduling changes that will be necessary as the Metro Rail system is expanded:

Discontinuation of Parallel Limited and Express Service

Competing Limited and Express services that parallel the rail corridor will be discontinued when duplication exists.

Bus Route Deviation

Bus routes that run parallel to a rail line may be diverted to a station when:

- Walk time from the nearest station is greater than 3 minutes;
- Diversion time in one direction is 5 minutes or less; and
- Net travel time benefit for connecting passengers exceeds increased travel for through travel.

Intersecting bus lines or ones that travel in a perpendicular direction to a rail line will be diverted to serve the closest rail station when:

- Diversion time in one direction is 5 minutes or less
- Net travel time benefit for connections and through travel

Extend Terminating Lines

Bus routes that end within one mile of a rail station will be extended to terminate at the station. Routes that terminate at distances greater than one mile may be extended if the rerouting will create a valuable link to the rail

system or will result in a reduction in travel time for a significant number of riders.

New Bus Routes

New rail feeder service will be considered as part of the service change process if a need is demonstrated and if funding is available.

Scheduling Bus Interface

During peak travel periods, bus arrival and departure times should be governed by the rail arrival and departure times when predominant movement is from bus to rail.

During off-peak times, bus routes with frequencies of 20 minutes or greater ending at a rail station should be scheduled to arrive 2-5 minutes before the rail departure time.

When the predominant movement is from rail to bus, terminal buses should be scheduled to depart 2-5 minutes after the scheduled rail arrival time.

I. School Trippers

School trippers are extra service operated to protect against overcrowding on bus routes serving schools. Metro's policy on school trippers is based on FTA regulations (49 CFR Part 605). These regulations are directed at protecting the private sector against unfair competition and ensuring that FTA funding is focused on providing services that meet the needs of the "general public."

School tripper service may be operated if it meets the following criteria:

- There is sufficient demand to warrant the operation of a tripper;
- There are sufficient resources to operate a tripper;
- The school tripper will not result in a significant increase in travel time for regular customers; and
- The school tripper is operated as part of the regularly scheduled public transportation service.

School tripper service must meet the following requirements:

- All school trippers must fully comply with established policies and procedures;
- All regularly scheduled school trippers must be published on public timetables;

- All locations where trippers board or alight passengers, including the bus stops at deviated routes, must be marked with Metro signage including the bus line numbers servicing the stop;
- School tripper changes must be provided to the general public by a service change notice or on the Metro website at www.metro.net; and
- Requests for new school trippers or modifications to existing school trippers will be considered when a notice is given at least two weeks in advance providing ample time to complete an appropriate analysis of the request and to allow appropriate notification of changes.

School Tripper Service Change Procedures are listed in Appendix E.

J. Special Event Service

Special event services are bus routes designed to take passengers to a specific venue and are not part of the regularly scheduled operation. Metro will provide service under contract to other entities only if the provision of these services do not interfere with Metro's ability to meet its regularly scheduled service obligations and fits within the scope of the agency's regular operation in terms of route structure, fares and span of service. Special event services will be provided on a full cost recovery basis and in conformance with the agency's charter bus policy.

K. Charter Bus Policy

Charter service is the use of buses, vans or facilities (rail system) to provide a group of persons under a single contract, at a fixed charge, with the exclusive use of the vehicle or service to travel together under an itinerary either specified in advance or modified after having left the place of origin. Generally, for service not to be considered charter, it must meet the following tests:

- Be available to the general public;
- Operate within the system's normal scope (existing routings, fit within normal hours of operation and established fare structure);
- Provide a published timetable; and
- Customers must pay their own fare.

As a grantee of Federal funds, Metro is prohibited from using its federally-funded equipment and facilities to provide charter service except on an incidental basis and when one or more of the applicable exceptions below apply:

- Charter service shall be incidental to the mass transportation service and shall be provided only during times of the day when vehicles are not needed for regularly scheduled service.

- Charter service will only be considered when one of the following exceptions apply:
 - There are no willing or able private charter operators;
 - For special events the private operators are not capable of providing the service;
 - When there is a formal agreement regarding the provision of charter services between the recipient and all private charter operators who have been identified to be willing and able; and
 - For government or certain non-profit organizations, if the trip involves a significant number of handicapped persons, or if the organization is a qualified social service agency, or if it receives public welfare assistance funds whose implementation may require transportation services.
- All requests for Charter Service must be approved by the Chief Executive Officer and may require a waiver from the Federal Transit Administration. Petitions for a waiver should be requested in writing 90 days in advance of the event whenever possible.
- The rates for charter service shall equal or exceed the annual fully allocated cost, including depreciation, of providing charter bus operations, and Metro shall deduct the mileage and hours from the useful life of the buses.
- The operation of charter service also must comply with relevant state laws, including Section 30630.5 of the California Public Utilities Code.

L. Vehicle Assignments

Metro's goal is to ensure a consistent basis for assigning vehicles to facilities meets operating needs at a minimal cost and improves quality of service. This policy ensures there is a consistent basis for assigning vehicles to facilities that meet operating needs at a minimal cost and improves quality of service.

Buses

- Buses will be assigned to individual facilities on the basis of vehicle size requirements for lines supported by each facility.

Light Rail

- Light Rail cars will be assigned to individual lines on the basis of compatibility of vehicle controllers with each line's signal system.

- The number of vehicle types/manufacturers will be kept to no more than two at any facility to minimize parts storage and maximize maintenance expertise.

Heavy Rail

- Assignment policy is not applicable to Heavy Rail. Red and Purple Lines operate out of the same division and both are operated by the same vehicle type.

3.3 Customer Information & Amenities

Providing customer information instructs both regular riders and infrequent riders on how to use transit as a viable mode of transportation to and from their destinations. The PRC determined that clear, concise, and timely information is an important adjunct to service quality, particularly when bus and rail services are not operating as planned. Amenities aid in the comfort and security of riders.

Customer Information

Passengers need to know how to use transit: where to go to access it, where to alight to access their destination, whether transfers are required, and when transit services are scheduled to depart and arrive. Regular and even infrequent users particularly require this information about specific routes when they need to travel to a location they rarely visit or that is new to them. Information must be provided in accessible formats. Metro provides customer trip planning and help information via telephone, through in-person customer service representatives, on-board announcements, mobile device applications and text/SMS messaging, by mail, online at the metro.net website, and by email.

- **At Transit Infrastructures**, such as shelters, signs directing motorists to Park & Ride lots, and bus stop signs that indicate the presence of service to people not currently using transit.
- **Audible Announcements** at bus stops, rail stations and on board vehicles to assist not only passengers with visual impairments but also passengers unfamiliar with the route or area.
- **Online Information** available 24-hours to anyone with Internet access such as:
 - NEXTRIP's next bus arrival (detour notices should be posted on this service, Metro's website, as well as other social media outlets)
 - Google Transit
 - Route Maps & Timetables, Fare Information, and Trip Planner

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- Specialized Guides (Bikes, Riders with Disabilities, Safety & Security)
 - Commuting Information (Carpools, Vanpools, School Pools, and Employer Programs)
 - News and Media Information
 - Latest Projects and Programs
 - Contact Information
 - Special Event Information
 - Social Media Accounts
-
- **Next Bus or Train Real-Time Information**, both audible and visual, to reassure when the next scheduled vehicle will arrive. This should also include information on detours. Next Bus is only one of many service applications now available for the smart-phone or tablet user of social media.
 - **Printed and Distributed Information**, such as timetables, maps, service change notices, rider newsletters, etc., preferably available at a number of locations.
 - **Posted Information**, such as system maps, bus cubes posted at stops, stations, and on-board transit vehicles.
 - **Route Numbering Convention** at stops and transit vehicle head signs to assist passengers to quickly identify what stops to wait at and what transit vehicle to board related to printed and posted information. See Appendix C.
 - **Way-finding** is the process of communicating information to support our patrons with the ability to navigate through the use of signage, system/route maps, kiosks, bus cubes, directions, etc. so they can easily determine where they are, where they want to go, and how to get there.
 - **Visual Displays** to assist passengers with hearing impairments and to supplement on-board announcements that may be muffled by other noise.

Customer Amenities

Customer amenities are those elements provided at a transit stops, transit centers, and station stops to enhance comfort, convenience, and security. Metro will provide customer amenities where applicable and resources are available. In some instances, Metro will coordinate with municipalities to provide the appropriate amenities. Amenities include items such as shelters,

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benches, vending machines, trash receptacles, lighting, restrooms, and telephones.

- **Benches** provide comfort for waiting passengers, help identify the stop or station, and provide an affordable alternative to shelters.
- **Elevator/Escalators** provide accessibility for those who otherwise cannot use stairs to elevated or lowered station stops.
- **Lighting** increases visibility, security, and discourages misuse of bus stops when transit operations are not in service.
- **Public Restrooms** may be provided at major transit centers and maintained for public safety and convenience.
- **Shelters** provide comfort for waiting passengers, protection from climate conditions, and help identify the stop or station. Metro does not own or install benches and shelters, but will coordinate with local jurisdictions on their placement where appropriate.
- **Telephones/Intercoms** provide access to transit information and emergency services.
- **Trash receptacles** provide a place to discard trash and contribute to keeping bus stops and surroundings clean. Trash receptacles are placed and maintained by individual municipalities at bus stop locations.

Rail Stations & Major Off-Street Bus Facilities

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Metro is committed to providing a minimum set of passenger amenities at all rail stations and major Metro-owned off-street bus facilities that allow for passenger boarding as summarized in Table 3.5. This standard ensures consistency across the system at these locations.



Patsaouras Plaza Transit Facility

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Table 3.5 *Passenger Amenities*

Amenity	Service Type	Allocation
Shelters:	Heavy Rail:	n/a
	Light Rail:	At least 80 linear ft. per bay
	Bus:	At least 6 linear ft. per bay
Seating:	Heavy Rail:	At least 12 seats
	Light Rail:	At least 10 seats
	Bus:	At least 3 seats per bay
Info Displays:	Heavy Rail:	At least 12
	Light Rail:	At least 10
	Bus:	At least 3
LED Displays:	Heavy Rail:	At least 8 arrival/departure screens
	Light Rail:	n/a
	Bus:	n/a
TVMs:	Heavy Rail:	At least 2
	Light Rail:	At least 2
	Bus:	n/a
Elevators:	Heavy Rail:	At least 2
	Light Rail:	At least 1 for elevated/underground
	Bus:	At least 1 for multi-level terminals
Escalators:	Heavy Rail:	At least 4 (2 Up/2 Down)
	Light Rail:	n/a
	Bus:	n/a
Trash receptacles:	Heavy Rail:	At least 6
	Light Rail:	At least 2
	Bus:	At least 1 per 3 bays/2 per facility

When transit service is not provided near one's origin, driving to a Park & Ride lot or riding a bicycle to transit may be viable alternatives. Park & Ride lots and bicycle storage are especially important amenities for transit riders.

- **Park & Ride/Station Parking Facilities** provide a place for transit riders to park their cars before boarding a bus or train. Park & Ride facilities are usually provided at station stops or transit centers, such as the Metro El Monte Station, Harbor Gateway Transit Center (formerly Artesia Transit Center), and at various rail stations. Park &

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Ride lots also can be found in suburbs to serve as a staging area for commuter riders.

- **Bicycle Storage** may be provided at transit stations where demand exists and space allows, and on transit vehicles. Bicycle racks and lockers may be provided at transit center and stations. On transit vehicles, bicycles may be transported on bus-mounted racks located in front of a bus or on board a rail car in designated spaces. Bike racks provide a simple, relatively low-cost approach and can hold a large number of bicycles in a relatively small space, but bicycles are subject to potential damage and theft. Enclosed bicycle lockers provide added



protection from theft and from weather, but are more costly and require more space.

Bicycle Lockers at North Hollywood Red Line Station

SECTION 4: SERVICE PERFORMANCE EVALUATION

Historically, Metro primarily used a Route Performance Index (RPI) to determine a route's performance relative to other similar services using Office of Management and Budget's Annual Budget Projections (Section 4.2). However, in 2009, Metro developed a more comprehensive internal monitoring process that isolates and measures a set of attributes that better gauges a transit line's performance in its goal of providing high-quality transit services that are efficient and effective (Section 4.1). In December 2011, the Metro Board adopted a set of service standards and policies designed to improve the customer experience. These have been incorporated into Metro's Service Performance Indicators.

4.1 Service Performance Indicators

In 2009, Metro introduced a more comprehensive internal monitoring process that focuses on four core service attributes using ten performance indicators. Four of the ten performance indicators, specifically Accessibility, Headways, In-Service On-Time Performance (ISOTP), and Passenger Loading, were revised and adopted as service standards by the Metro Board in December 2011, replacing the corresponding four performance indicators approved in the 2011 TSP.

Metro's Service Planning & Scheduling Department provides quarterly analytical reports that measure four core attributes. Lines are analyzed according to their service type, nine specific time periods, and days of operation (weekday, Saturday, and Sunday). This analysis allows staff analysts to focus on the performance of a line by time period.

Availability

Two indicators are used to measure the extent to which transit service is available.

- **Accessibility:** Service is to be provided within one-quarter mile of 99% of Census tracts within Metro's service area having at least three households per acre and/or at least four jobs per acre. Fixed-route service provided by other operators may be used to meet this standard. This standard ensures the availability of fixed route service to virtually all residents of Metro's service area while limiting duplication of service by using services operated by others to achieve the standard.
- **Connectivity** states that direct transfers should be available for all Rapid-to-Rapid and Local-to-Local connections.

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Quality

Quality is important in retaining existing customers and attracting new ones. Two indicators are used to measure quality:

- **In-Service On-Time Performance (ISOTP):** This standard ensures a high level of service reliability. On-time performance is defined as departing no more than one minute early and five minutes late at all time-points along a route. Currently the ISOTP target is set at 80%. Ninety percent of lines should achieve this standard at least 90% of the time.
- **Customer Complaints** monitors the frequency of customer complaints per 100,000 boardings. The poorest 15% of bus lines in each service type receive added scrutiny.

Quantity

Quantity is important in establishing minimum service levels for any service operated as well as ensuring that demand is adequately served when higher volumes of patronage are achieved. Two performance indicators are used to determine if adequate service levels exist given the demand.

Headway/Frequency of Service: The headway standard provided for the maximum scheduled gap (in minutes) between trips in the peak direction of travel at the maximum load point of a line by time of day should not be exceeded for at least 90% of all hourly periods as summarized in Table 4.1.

Table 4.1 *Maximum Headway by Service Type*

Service Type	Peak	Off-Peak
Heavy Rail	10	20
Light Rail	12	20
BRT	12	30
Rapid	20	30
Express	60	60
Limited	30	60
Local	60	60
Shuttle	60	60

Bus & Rail Passenger Loading Standard: Passenger loading standards have been developed to ensure there is sufficient service capacity on Metro Bus and Rail service. The loading standard for bus is based on the maximum average ratio of passengers to available seating per vehicle size (i.e. 40-foot,

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45-foot, and 60-foot buses). The loading standard for rail is based on the maximum average ratio of passengers per seat by service type (i.e. Heavy Rail and Light Rail). Table 4.2 summarizes load factors for other major operators and serves as a yardstick against which the standards used by Metro can be measured.

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Table 4.2 Peak Period Loading Standards: 40 Foot Bus

Property	Peak Loading Standard (Based on seats)	Off-Peak Standard (Based on seats)	Comments
Philadelphia (SEPTA)	1.59		Unspecified off-peak
Seattle (King County)	1.5	1.25	No trip can have standing load for 20 minutes or longer
Chicago (CTA)	1.3	1.0	
San Francisco (MUNI)	1.2	1.0	
Boston (MBTA)	1.4	1.0	
Washington, DC (WMATA)	1.2	1.0	
San Diego (MTS)	1.5	1.0	
Denver (RTD)	1.25	1.0	
New York City (NYCT)	1.5	1.40	
Dallas (DART)	1.5	1.0	

Source: Staff survey of properties 2015

- **Bus Passenger Loading Standard** expresses the maximum average ratio of passengers to vehicle size and frequency by direction for a one-hour period should not be exceeded for at least 95% of all hourly periods. Metro revised its loading standards based on recommendation of the APTA Peer Review Committee and the PRC. The revised set of load factors considered frequency of service as well as seated capacity of a 40-foot, 45-foot, or 60-foot vehicle. The revised policy also accounted for differences between peak and non-peak operations. The rationale for this change was to recognize that a single load factor does not cover the full range of circumstances confronting a passenger. For example, on routes where the frequency of service is 60 minutes, accepting a load factor of 130% of a seated load at all times throughout the day means that the passenger may experience severe overcrowding or worse, be unable to board the bus and be forced to wait another hour for service⁹.
- **Computation of the Average Daily** load is important in determining the frequency of service. The headway is dependent upon the size of the vehicle and the load factor (standees based on a ratio of passengers to available seats) as well as the maximum peak load that

⁹ The 2011 Transit Service Policy, as adopted by the Metro Board in January 2011, increased the Load Factor from 1.2 to 1.3. At the end of the Consent Decree in 2010, load factors were changed from 1.0 to 1.2. Even at that, Metro Load Factors were below other North American operators as shown in Table 4.2. The standards have been modified in the 2016 Policy document to be more in line with the accepted standards exemplified by other large metropolitan operators.

has to be satisfied. Metro determines the maximum peak load by summarizing data for the days of service (Weekday, Sat., or Sun.) and then computes both the average and arithmetic mode for a given period. For lines with low levels of service, the higher value is then selected for the scheduling computation. All other services will use the arithmetic mode unless the values are too diverse, in which case the low service line approach would be used. The arithmetic mode is used rather than the average so that the most common peak loads by time period can be used to determine minimum service levels required. Using the mean for all days of service has resulted in an undercount for some service. This is because all days are used to generate the average, including very low passenger demand days such as rain days, days with special events, semi-holidays and other events. Having staff determine which days to exclude for which bus lines could lead some to speculate that Metro is inappropriately selecting high or low ridership demand days. By using the mode average for all service days, this perception is avoided.

Table 4.3 *Loading Standards with Approximate Passengers per Seat Equivalence*

Weekday AM and PM Periods					Off-Peaks and Weekends				
Frequency Range in Minutes	Psgrs. / Seat	Bus Types			Frequency Range in Minutes	Psgrs. / Seat	Bus Types		
		40 ft.	45 ft.	60 ft.			40 ft.	45 ft.	60 ft.
1 - 10	1.40	56	65	80	1 - 10	1.30	52	60	74
11 -20	1.30	52	60	74	11 -20	1.25	50	58	71
21 - 40	1.20	48	55	68	21 - 40	1.10	44	51	63
41 -60	1.10	44	51	63	41 -60	1.00	40	46	57
60+	1.00	40	46	57	60+	0.75	30	35	43

Shaded area presents current load factor standard applicable at all times.

This table replaces the all-day 130% standard with one that varies by peak / off-peak and schedule frequency.

- **Rail Passenger Loading Standard** expresses the maximum average ratio of passengers to seats by service type and by direction for one-hour period by time of day should not be exceeded for at least 95% of all hourly periods as summarized in Table 4.4.

Table 4.4 *Passenger Loading Standards by Service Type*

Service Type	Peak Psgrs. / Seat	Off-Peak Psgrs. / Seat	Seats per Rail Car	Peak Max. Psgr. Onboard	Off-Peak Max. Psgrs. on Board
Heavy Rail	2.30	1.60	54	124	86

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Light rail	1.75	1.25	76	133	95
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Effectiveness

Effectiveness measures are used to ensure that service is provided in the most cost-effective manner given scarce resources. Four performance indicators are used to measure effectiveness and are analyzed by service type and time of day.

- **Boardings per Service Hour** measure the level of passenger activity, or passenger turnover, during each hour of operation. The poorest 15% of bus lines in each service type are reviewed in detail.
- **Cost per Passenger Mile** measures the cost effectiveness of the service provided. The poorest 15% of bus lines in each service type are reviewed in detail.
- **Passenger Miles per Seat Mile** establishes the extent to which provided capacity is actually used. The poorest 15% of bus lines in each service type are reviewed in detail.
- **Route Performance Index** should be 0.60 or greater by service type (Section 4.2 provides more details).

4.2 Route Performance Index

The Route Performance Index (RPI) is a conventional industry measure used to ensure Metro services are effective and provide a reasonable return on investment. The RPI is designed to provide an objective measure of a bus route's performance relative to other similar types of service. The index is based on system ridership and financial targets from the current fiscal year Metro Budget.

This measure is applied to all Metro bus lines that have been in operation for more than one year. The RPI is used to identify under-performing lines. Specific corrective actions are taken during the service change process. Corrective actions may include marketing, service restructuring, implementing an alternative service, or discontinuation of service.

Defining RPI Variables

The RPI considers the following three variables in creating the index. No weight is given to an individual measure; rather the selected statistics represent all facets of the operation in terms of cost efficiency, service effectiveness, and passenger use.

- **Utilization of Resources:** Passenger Boardings per Revenue Service Hour (RSH) is used as a measure to determine how effectively resources are used on a given line. This measure is determined by

dividing the total number of boardings by the RSHs operated. A route having a higher number of boardings per RSH represents a better utilization of resources such as buses, operators and fuel.

- **Utilization of Capacity:** Passenger Miles per Seat Mile is the measure used to evaluate how well the seating capacity of the system is being used. Passenger miles are calculated by multiplying the average distance traveled per passenger by the number of passengers using the service. Seat miles are calculated by determining the number of seats per vehicle by the number of service miles operated. A higher resulting number indicates greater utilization of system capacity.
- **Fiscal Responsibility:** Subsidy per Passenger is the measure for fiscal responsibility. Subsidy refers to the amount of public funding required to cover the difference between the cost of operation and the passenger revenues collected. Higher subsidy services require more public funding support.

The formula for calculation of the RPI for each Metro Bus line is as follows:

$$\text{RPI} = ((\text{Psgr./RSH/System Avg.})+(\text{Psgr. Miles per Seat Mile/System Avg.})+(\text{Subsidy per Psgr./ System Avg.}))/3$$

Lines with an index of 1.0 perform at the system average, while lines with an index of less than 1.0 perform below the average. Lines with an RPI lower than 0.6 are defined as performing poorly and targeted for corrective action. Lines that have been subjected to corrective actions and do not meet the 0.60 productivity index after six additional months of operation may be discontinued, subject to Metro Service Council or Board approval.

The RPI is calculated and reported quarterly by Metro's Service Planning & Scheduling Department. The performance measurement standards for each route category are set annually relative to the percentage improvement of overall system performance relative to the previous year's performance. This percentage improvement will be based on the performance objectives outlined in the Metro Annual Operating Budget.

4.3 Service Change Performance Evaluation

Schedule adjustments to bus or rail should be evaluated shortly after implementation to determine if there are any obvious issues. This should include line rides and visits to the operating divisions to receive comments and recommendations from passengers, operators and supervisors. Appropriate adjustments should be made as required. After about three

months of operations, the schedules should be evaluated in detail to begin the process of schedule adjustments for the next service change cycle.

Route modifications to bus service should also be evaluated shortly after implementation similar to the schedule evaluation outlined above. The overall goals of the service changes such as reducing costs, improving connections, increasing bus speeds, and increasing ridership, among others, should have near term goals that are established prior to the service change process. At about 6 months after service implementation, the performance of the changes should be evaluated relative to the established goals. Remedial actions, if necessary, should be developed and considered for the next service change cycle.

4.4 Service Policy Regarding Realignment of Metro and Municipal Bus Service

The regional public transit network consists of 17 “Included or Eligible” fixed route operators (including Metro). Included operators (and routes) are those that were operating within LA County in 1971 at the time of adoption of the TDA/STA statute. Eligible operators (and routes) are those added to the Formula Allocation Procedure (FAP) since that time.

Much of the funding for operation of Included or Eligible fixed route public transit service in Los Angeles County is distributed according to an adopted FAP. The FAP allocates sales tax receipts for public transit each fiscal year in support of public transit throughout the region. Many of the Included and Eligible systems operate under the guidelines of the “reserve service areas” established in 1971.

Since that time, Metro’s network of lines spanning Los Angeles has changed considerably, especially with the passing of Proposition A (1980 sales tax initiative). Municipal operators have also grown, providing an expanded route network that has improved connections to Metro’s regional lines. In addition, there are numerous Local Return fixed route transit providers who are not eligible for FAP funding, but instead are funded through Propositions A and C (1990 sales tax initiative), and Measure R (2008 sales tax initiative). These Operators are funded as “Local Return” operators (see Appendix F for a list of operators funded as Local Return and/or Included/Eligible Municipal operators).

Since the Blue Ribbon Committee convened in 2010 provided policy guidance regarding Metro’s transit network, Service Planning staff has considered service modifications that would best fit with each of the major transit providers. The policy guidance states that the network should be well integrated, coordinated, reduce service duplication and simplify service.

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Therefore, the evaluation of transit corridors for consideration to be operated in the future by another operator should include:

- Existing performance relative to the system average;
- Value to the customer through integration into an established nearby transit provider;
- Net cost to each operator and the region;
- Completion of another operator's route network;
- Provide improved connections to a Municipal Operator's established network;
- Impacts to existing and projected ridership;
- Generation of a net cost savings to Metro based on Metro's calculation of the FAP impacts for all service realignment proposals.

If, as a result of the analysis of the proposed alignment, change is adopted and Metro's service is reduced, Metro should reinvest at least half of the net savings (operating cost less passenger and FAP reduction) to improve service on Metro's core network of regionally significant lines in the service area from which the savings were drawn.

Any significant service modifications will be subject to review under Title VI of the Civil Rights Act of 1964, as amended, the approval of the appropriate Metro Service Council(s) and the local transit provider's Board of Governance, and must be in compliance with local, regional, and labor legislation or agreements. Finally, the agency that assumes service will be required to maintain or improve the days, spread, and frequency of the existing service for at least a one-year period. In addition, the assuming agency must be a participant in the regional TAP program to minimize fare change impacts.

Patsaouras Plaza Dodger Stadium Shuttle Operation 2015

SECTION 5: IMPLEMENTING THE PLAN

Taking advantage of the foregoing principles and standards, this section identifies the actions necessary to implement the recommendations of the APTA Peer Review Committee and the PRC in relation to the Strategic Bus Network Plan. At the core of all of these elements is the development of a set of high frequency lines that provide regional service and connections with minimum 15-minute peak headways for all services addressed in the plan. Figure 5.1 displays the existing network of 15-minute services and is overlaid by additions to the plan needed to close gaps or make connections not currently offered as identified by the PRC. All identified service additions were reviewed by Service Planning staff and prioritized into four categories A - D reflecting the importance and ease of implementation. The top two priority groupings were included on the map for presentation to the PRC.

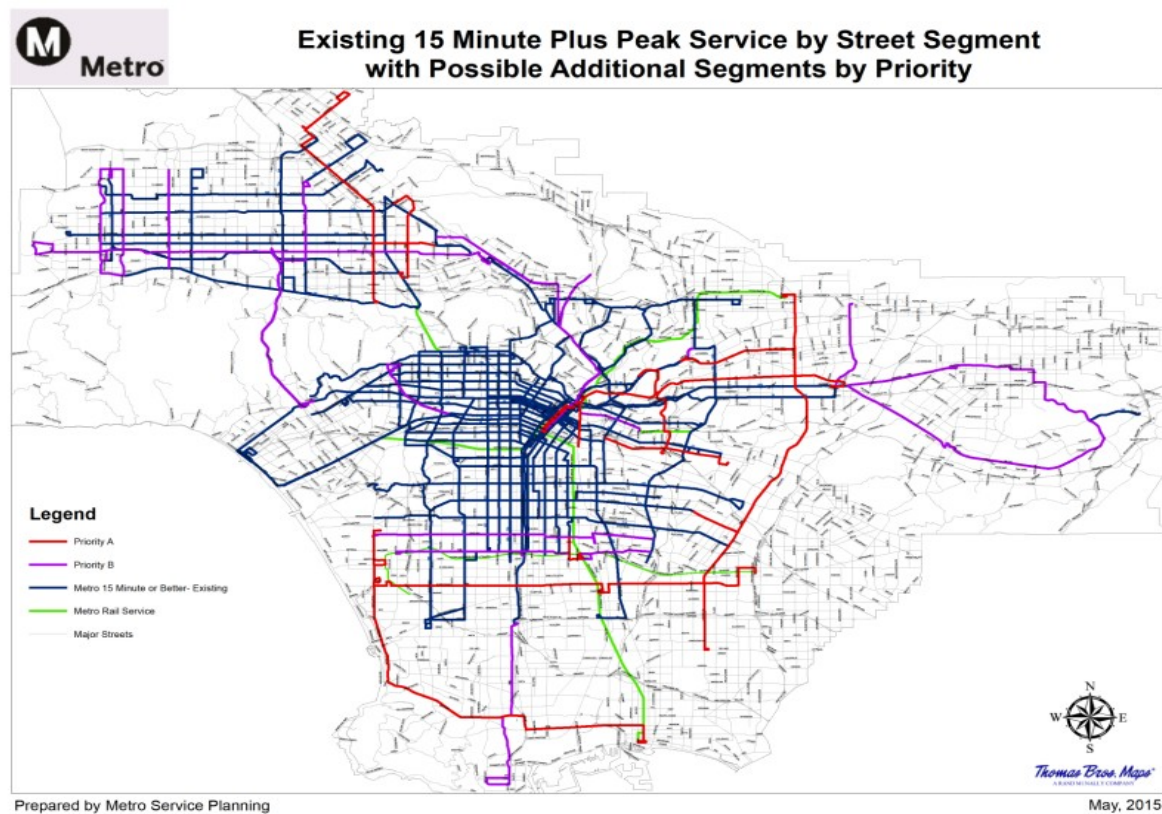


Figure 5.1 Existing 15 Minute Plus Peak Service by Street Segment with Possible Additional Segments by Priority

Taken together, without any reconfiguration of the remainder of the service network, priorities A and B together would add approximately unbudgeted 116,000 RSH.

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Forecasts of RSH for the agency reflects a flat and/or slightly declining number of hours allocated to the Local and Rapid Bus portions of the system. Bus Rapid Transit Hours, conversely, are expected to grow with the projected conversion of a portion of Line 720 Rapid to BRT in FY16. The Orange and Silver Lines are in the BRT service category although the RSH for them are broken out. Table 5.1 presents the projected bus RSH through FY20.

Table 5.1 *Bus Revenue Service Hours by Service Type*

Service Type	FY15	FY16	FY17	FY18	FY19	FY20
Local + Rapid	6,327,663	6,227,663	6,227,663	6,227,663 ¹⁰	6,265,434	6,245,434 ¹¹
Silver Line	84,380	84,380	84,380	84,380	84,380	84,380
Orange Line	130,516	130,516	130,516	130,516	130,516	130,516
Wilshire BRT		100,000	100,000	100,000	100,000	100,000
Contracted	519,176	519,176	519,176	519,176	519,176	519,176
Total	7,061,735	7,061,735	7,061,735	7,061,735	7,099,506	7,079,506

Source: OMB, FY16 Adopted Budget

In addition to existing services, new rail lines including Expo Phase 2, Foothill Gold Line Extension, Regional Connector, and the Crenshaw Corridor should be considered as enhancements to the system. These new lines will expand the travel horizons for residents and visitors to Los Angeles County.

For the extensions to the Gold and Expo lines, Metro Bus service is impacted only slightly as the extensions fall mostly in areas operated by Foothill Transit or Santa Monica Big Blue Bus. However, staff will need to complete a thorough review for each rail line to see if there are opportunities to make simpler connections to the rail system, minimize duplication and thereby create a pool of RSH savings for reinvestment into the base network in support of the 15-minute service plan. In the case of the Crenshaw Line, it is anticipated that parallel Rapid service will be reduced significantly and RSH so identified will be made available to reinvest in the system. Since the budgeted RSH remain flat and the total number of RSH fixed, gaining savings for reinvestment elsewhere in the system is of significant benefit.

¹⁰The Wilshire 720 Rapid is scheduled using 213,340 RSH. The 100,000 RSH shown under BRT is for the estimated portion of the line that will operate as a BRT in the newly opened bus lanes. Hence, the total RSH is still 213,340 RSH; the operation is shown as 113,340 RSH in Local + Rapid and 100,000 RSH in BRT.

¹¹20,000 RSH reduced for implementation of Crenshaw Line.

5.1 Changes to the Rapid Bus Network

When originally established, the Rapid Bus network was based on specific warrants that were developed to maintain the attractiveness of the lines because of their inherent speed advantage over the underlying Local service. Over time, as routes were implemented, the agency fulfilled constituent requests for additional service stops which had the deleterious effect of reducing service speed. Further, the distinctive street furniture and informational displays were never fully implemented such that other than Lines 720 and 750, the majority of Rapid services use identified street stops. Furthermore, where lines lost ridership along with their speed advantage, services were adjusted below the warrants and standards such that some lines have been cancelled or reduced to limited stop operation and peak headways widened to 10 to 30 minutes at maximum.

The plan assumes that the Rapid Bus Lines would be brought up to meet the headway warrants of 15-minute peak and 30-minute off-peak maximums. Today, 1,040,075 Bus RSH are operated by the 19 Rapid Bus routes. Bringing these routes to a 10-15 minute peak / 20-30 minute base headways for Rapid Bus service would require the addition of unbudgeted 142,127 Bus RSH.

5.2 Goals and Objectives

The service planning process includes the following goals and objectives:

- **Simplify Bus Routes** – Existing bus routes and bus stop boardings will be reviewed to determine if more intuitive routes would increase patronage, reduce travel time, improve on-time performance and reduce accidents.
- **Improve Travel Speed** – Travel speeds continue to decrease along Metro routes. Bus stop spacing, bus route design, and potential faster bus boarding techniques will be inventoried for improvements.
- **Re-Invigorate the Metro Rapid Network** – Since the inception of the Metro Rapid Program in year 2000, Rapid lines have been added, and some deleted or modified. These lines will be analyzed to determine their need, regional importance, improvements, and possibly identify new Rapid lines.
- **Improve connectivity to the Rail/BRT/Rapid and Express services network** – Routes will be reviewed to determine how they might better serve the network. As an example, a new Line 162 (part of Line 163-Sherman Way) connected peak period Sherman Way

residents directly with the North Hollywood Metro Red and Orange Line Stations, thereby eliminating a transfer. Due to the popularity of the route extension, Line 162 now operates all day to North Hollywood, providing improved connections to this important transportation hub.

- **Improve bus lines of regional significance** – Existing headways, connectivity and patronage will all factor into identifying and recommending improvements to routes of regional significance.
- **Review the owl service network** – Metro’s owl network has changed little over the decade, and with growing rail and BRT services (now operating until 2:00AM on Friday and Saturday nights), local services will be reviewed to determine proper alignment with changing late night travel patterns.
- **Improve service quality** – On-street and Bus Operations Control management procedures will be reviewed towards a goal of improving line management, on-time performance, and accident reduction.
- **Improve the cost model to better fit service/vehicle types** – Currently, Metro operates a variety of bus sizes (32 to 60 foot), and rail operates light rail and heavy rail vehicles. The existing cost model will be reviewed to determine if it should be modified to account for the differing types of operated services.

5.3 System and Service Evaluation

Services are evaluated based on segments (geographic, time of day, and day of week) using evaluation criteria outlined in Metro’s Transit Service Policy as well as other pertinent measures including ridership, boardings per service hour, subsidy per boarding, peak load factor, and on time performance. Services that are inconsistent with demand, or do not meet criteria should be identified for reduction, discontinuation, or restructuring. Services that have potential for exceeding existing performance should be identified for possible enhancements as should markets that are currently not well served. The following priorities should be considered when restructuring the Metro system:

- **Priority 1** – Restructure services that are duplicative with Metro Rail as well as Municipal and Local Return operator services. Such services should be identified for reduction or reallocation to achieve greater productivity and cost efficiency.
- **Priority 2** – Restructure services to increase system speed, on-time performance, and balance loads.

- **Priority 3** – Restructure remaining services (constrained by existing budget) based on the service concept and to address major gaps and deficiencies. Prioritize these service adjustments.
- **Priority 4** – Develop new services (unconstrained) to address all gaps and deficiencies. Prioritize these new services.

Significant changes to municipal operator services, including Santa Monica Big Blue Bus, Culver City Transit, and Foothill Transit are incorporated into the evaluation of existing and new services as possible enhancements to address identified gaps or deficiencies in service.

5.4 Develop Service Draft Restructuring Plan

Each service adjustment proposed will be described with the following information, at a minimum:

- Description of service, including rationale for service
- Line map showing routing, exact layover locations, and stops
- Service span (hours, days, and seasons)
- Headway (time period, days, and seasons)
- Estimated ridership
- Financial, operating and performance statistics
- Vehicle requirements

Supporting facilities and programs recommended as part of the service restructuring will be described. The restructuring plan will focus on impacts to ridership, costs, productivity, cost effectiveness, quality of service (e.g. on time performance and travel time), vehicle requirement, staffing requirements, and operational efficiency.

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Metro Celebrates 25 Years of Rail Service. Photo courtesy of Scott Page

SECTION 6: SERVICE CHANGE PROCESS

In accordance with contractual agreements with the Sheet Metal Air, Rail and Transit Union (SMART)¹², bi-annual service changes will be implemented in June and December. Metro service changes are conducted to modify service based on patronage demand, running time adjustments, and budget considerations. Table 6.1 is an established service change timeline. A service change process work flow also is provided in **Appendix G**.

Table 6.1 *Service Change Timeline*

Key Activities	Required Lead Time (Months Prior to Implementation)
Initiate Planning Process	12
Develop Preliminary Recommendations	7-8
Impact Analysis for Proposed Changes	6-7
Title VI Equity Analysis on Major Service Change and Fare Change Proposals	5-7
Service Council Review and Input	6-7
Confer with Labor Relation and Union Representatives	6-7
Public Review and Input	5
Finalize Service Change Program	4-5
Program Approval	3-4
Develop New Service Schedules	2-4
Print Public Time Tables and Operator Assignments	1-2
Fabricate Decals for Bus Blades	1-2
Print Bus Cubes/Take-One Bus Inserts	1

Metro Service Councils provide a forum for the community and local municipal operators to express needs and priorities, and evaluate opportunities and service coordination issues. Service change programs are developed based on input generated by a wide variety of sources including customer and employee input, service restructuring studies, requests from other local operators, and performance monitoring results. The service change process includes public review of the proposals, a technical evaluation of ridership impact, and Title VI equity analysis (discussed in Section 5.1).

¹² The United Transportation Union (UTU) merged with the Sheet Metal Workers Union in 2014 to form SMART.

Other factors considered are service performance, availability of alternatives, and mitigation strategies. As part of the evaluation process, resource impacts including in-service hours and vehicles also are tracked to ensure compliance with budget parameters. Below is a summary of the purpose of an evaluation on proposed service changes:

- Define and evaluate the impact on riders
- Determine whether a proposed major service change or fare increase will have disparate adverse impact on minorities or a disproportionate burden on low-income individuals by performing a Title VI Equity Analysis
- Alternatives will be considered if a disparate adverse impact to minorities or disproportionate burden on low-income individuals are identified
- Staff will develop appropriate mitigation measures if needed
- Determine whether or not a public hearing is required

Changes to the rail system occur less frequently. They generally relate to the opening of a new line or adjustments to the frequency or hours of operation for existing service. Changes in rail and bus service follow the same planning and implementation process.

6.1 Title VI Equity Analysis

In accordance with FTA's Title VI Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (Effective October 1, 2012), Metro's Administrative Code was revised to incorporate FTA's requirements under Title VI. The Metro Board adopted the updated Administrative Code in January 2013. Based on this Circular, Metro is required to perform a Title VI Equity Analysis on all proposed major service changes or fare changes prior to its implementation. The goal is to ensure there is no *disparate adverse impact* to minorities or *disproportionate burden* on low-income individuals created by a major service or fare change. The following definitions and criteria can be found in Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-005 Definitions:

- **Disparate Adverse Impact** refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin.
- **Disproportionate Burden** refers to a neutral policy or practice that disproportionately affects low income populations more than non-low

income populations. A finding of disproportionate burdens for fare and major service changes requires Metro to evaluate alternatives and mitigate burdens where practicable.

- **Major Service Changes:** A *disparate adverse impact* will be deemed to have occurred if the absolute difference between the percentage of minorities adversely affected and the overall percentage of minorities is at least 5% or if there is 20% or greater percent difference between the percentages of these two groups. A *disproportionate burden* will be deemed to exist if absolute difference between the percentages of low-income adversely affected by the service change and the overall percentage of low-income persons is at least 5% or if there is a 20% or greater percent difference between the percentages of these two groups.
- **Applicable Fare Changes:** A *disparate adverse impact* will be deemed to have occurred if the absolute difference between the percentages of minorities adversely affect the overall percentage of minorities is at least 5% or if there is a 35% or greater percent difference between the percentages of these two groups. A *disproportionate burden* will be deemed to exist if absolute difference between the percentages of low-income adversely affected is at least 5% or if there is a 35% or greater percent difference between the percentages of these two groups.

Discretion of the Metro Board of Directors

A *Major Service Change* or *Fare Increase* may be implemented even if the Title VI Equity Analysis determines a *disparate adverse impact* to minorities or *disproportionate burden* on low-income individuals were created by the change. However, the Metro Board of Directors must first ensure these changes meet two tests:

- There is a substantial legitimate justification for adopting the proposed major service change or fare increase, meaning the selected service change or fare increase meets a goal that is integral to the mission of Metro; and
- The selected alternative would have a less severe adverse effect on Title VI protected populations than other alternatives that were studied.

Major Service Change

Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-010 defines a major service change as any service change meeting at least one of the following criteria:

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1. A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue miles operated by the lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive months;
2. A revision to an existing transit service that increases or decreases the revenue hours operated by at least 25% or by 25,000 annual RSH at one time or cumulatively in any period within 36 consecutive months;
3. A change of more than 25% at one time or cumulatively over any period within 36 consecutive months in the number of total revenue trips scheduled on routes serving a rail or BRT station, or an off-street bus terminal serving at least 4 bus routes;
4. A change of more than 20% of the total system revenue miles or revenue hours in any 12 month period;
5. The implementation of a new transit route that results in a net increase of more than 25,000 annual revenue hours or 250,000 annual revenue miles; and,
6. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in 1 through 5 above.

Fare Changes

Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-015 addresses fare change equity evaluation and provides the following guidance:

1. A Fare Equity Analysis shall be prepared for any fare change (increase or decrease). This includes, but is not limited to permanent fare changes, temporary changes, promotional fare changes and pilot fare programs. The analysis will evaluate the effects of fare changes on Title VI protected populations and low-income populations. The analysis will be done for fares not available to the general public such as special discount programs for students, groups or employers.
2. If fare changes are planned due to the opening of a new fixed guideway project, an equity analysis shall be completed six months prior to opening of the service.
3. Each Title VI Fare Equity Analysis shall be completed and presented for consideration of the Board of Directors in advance of the approval of the proposed fare or fare media change by the Board of Directors. The

Equity Analysis will then be forwarded to the FTA with a record of action taken by the Board.

4. A Title VI analysis is not required when:
 - a) A change is instituted that provides free fares for all passengers;
 - b) Temporary fare reductions are provided to mitigate for other actions taken by Metro;
 - c) Promotional fare reductions are less than six months in duration. An equity analysis must be conducted prior to making any temporary fare change into a permanent part of the fare system.

6.2 Public Outreach

Prior to the public hearing, a number of public outreach efforts are made so that the greatest number of patrons may respond to the changes at either a public hearing or by submitting written comments at a hearing, or via email, mail, or fax. In accordance with Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-025:

1. Any public hearing required by Section 2-20-020 shall be conducted as set forth in this section.
2. Notice of the hearing shall be published in at least one English language and Spanish language newspaper of general circulation and at least thirty (30) days prior to the date of the hearing. Notice at least thirty (30) days prior to the date of the hearing shall also be published in the neighborhood and foreign language and ethnic newspapers as appropriate to provide notice to the members of the public most likely to be impacted by the proposed action.
3. Notice of the public hearing shall also be announced by brochures in English, Spanish and other appropriate languages on transit vehicles serving the areas to be impacted and at customer service centers.
4. In order to ensure that the views and comments expressed by the public are taken into consideration, MTA staff shall prepare a written response to the issues raised at the public hearing. That response should also include a general assessment of the social, economic and environmental impacts of the proposed change, including any impact on energy conservation.
5. The public hearing related to a recommendation to increase transit fares charged the general public shall be held before the Board of Directors and any action taken to increase the fares charged the general public must be approved by a two-thirds vote of the members

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of the Board of Directors. The Board of Directors may delegate to another body or a hearing officer appointed by the Chief Executive Officer the authority to hold the public hearing related to a change in transit service.

The distribution of information will include line number, line name and route change information and/or fare change proposals. Other public outreach occurs at key transportation centers, bus stops, and bus and rail stations 30 days prior to the public hearing date. This effort reaches patrons, who may not have time to attend a public hearing, and informs them of other communication methods available for filing public comment. Public participation in the public hearing process is an important step in assisting staff and Metro Service Councils in developing and approving final service changes. Table 6.2 is a timeline for public notification activities.

Table 6.2 *Timeline for Public Notification Activities*

Activity	Months Prior to the Service Change
Service Planning staff reviews preliminary proposals.	7
Metro Service Councils set dates of public meetings, publish hearing notices in local newspapers and send LEP and minority communities written notification to elected officials, other operators and key stakeholder groups. Confer with Labor Relations and Union representatives.	5-6
Service Planning staff provides information on proposed changes to the Metro Bus Operators Subcommittee and at quarterly meetings held with the region’s municipal and local operators.	3
Communication Department posts information proposed changes on Metro’s website.	5
Operations staff distributes meeting notices on board vehicles. Public outreach at key transportation centers, bus stops, and on board patron interface occurs as well.	At least one month prior to public hearings
Metro Service Councils conduct public hearings.	4
Metro Service Councils approve final service change program.	3
Communication Department prepares press releases on final program and program brochures are distributed on-board Metro vehicles and other outlets.	1

6.3 Public Hearing Process

Once a Service Change Program has been developed by Metro Service Planning Staff, the Metro Service Councils are asked to set a date, time and place for their public hearings. During the period between publication of the hearing notices and public hearings, each Service Council is provided a detailed presentation on service change proposals and given an opportunity to discuss each of the changes that will be the subject of public comment. Subsequent to each hearing, each Service Council will meet to consider and approve, modify, or deny all proposed service changes. These actions will then be summarized and presented in an informational report to the Metro Board of Directors.

Public hearings are usually held at the same location where the Service Councils hold their meetings, but may be held at other locations at their discretion. Under Metro’s Revised Service Council by-laws, all service changes must be reviewed and approved by their respective Service Council(s). In accordance with Metro’s Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-020, Metro will hold a public hearing on all major service change or fare change proposals that are subject to a Title VI

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Equity Analysis. These proposals are subject to Metro Service Council and Metro Board approval.

6.4 Implementing Minor Changes on an Interim Basis

Minor service changes are generally route modifications that can be accommodated without impacting the vehicle or operator requirements of the service. Minor service changes do not require a public hearing, but can



be implemented at the discretion of staff.

Metro Silver Line at El Monte Station

SECTION 7: CONCLUSION

Metro's vision is to maintain a world-class public transit operation and meet the challenges related to serving the evolving, diverse needs of passengers, communities, and other transit providers. Metro realizes this is contingent on innovative thinking that stems from a solid base of sound planning principles. To meet the changing needs of a growing population in Los Angeles County, Metro will continue to expand its high-speed bus and rail network across the region under Measure R and the 30/10 Initiative.

As the coordinator of regional transit services, Metro must provide safe, reliable, effective, and convenient services focused on both customer and employee with an emphasis on long-term sustainability. Achieving this delicate balance between maximizing the benefits of service to transit riders, while ensuring that service delivery is efficient and cost effective requires policy guidance and service standards that are designed to target specific levels of productivity, efficiency, and quality.

Given the significant growth in the Municipal and Local Return transit operators and Metro's rail network, Metro's vision can be achieved through better coordination between the various transit service providers, by leveraging the expansion of its rail network, and by reducing service duplication. These measures will make the transit system more efficient and manageable, resulting in better service quality and a simpler, more user-friendly system to use.

In addition, Metro will ensure a Title VI Equity Analysis is performed on all major service change and fare change proposals to determine if these proposals will have a disparate adverse impact on minorities or disproportionate burden on low-income individuals prior to a public hearing. If it is determined that these proposed changes will have a disparate adverse impact on minorities or a disproportionate burden on low-income individuals Metro will make a good-faith effort to mitigate or reduce the adverse impacts by looking for alternatives.

Overall, the 2015 Metro Transit Service Policy establishes a set of performance criteria and standards, provides quantitative tools to evaluate the system, and describes how the service change process will be conducted to ensure the opportunity for feedback to be provided by the various stakeholders. The TSP service design guidelines ensure the transit system developed is consistent with policy guidance approved by the Metro Board of Directors.

APPENDICES

APPENDIX A: 2015 PEER REVIEW COMMITTEE MEMBERS

Citizens Advisory Council

Anne Reid
Dalila Sotelo

Foothill Transit

Doran Barnes
Joseph Raquel

Gardena Transit

Jack Gabig

Gateway Cities Service Council

Gene Daniels
Wally G. Shidler

LADOT

Phil Aker

Long Beach Transit

Shirley Hsiao
Kenneth McDonald

Pasadena ARTS

Valerie Gibson

San Fernando Valley Service Council

Antonio Lopez
Yvette Lopez-Ledesma
Dennis Washburn
Donald Weissman

San Gabriel Valley Service Council

Harry Baldwin
Alex Gonzalez
Dave Spence
Rosie Vasquez

Santa Monica Big Blue Bus

Edward King
Timothy McCormick

South Bay Service Council

Devon Deming
Don Szerlip

Torrance Transit

Kim Turner

Westside Central Service Council

Elliott Petty
George Taule

APPENDIX B: METRO LINE IDENTIFICATION

The purpose of establishing transit service line identification standards is to create a simple way for passengers to identify, locate, and reference Metro services, and thereby make the services easier for patrons to use.

The line identification standards shall be adhered to when identifying Metro Bus and Metro Rail lines by name. The standards shall be implemented across all internal and external mediums including, but not limited to, bus stop signs, bus station signs, vehicle headsigns, time tables, the Metro Transit Trip Planner, HASTUS and ATMS. The descriptions and chart below help explain the standards, and how and when they should be implemented.

General Standards

- Transit service lines will be identified using a combination of line number, destinations (both terminals) and the corridor(s) the line travels along, with the exception of Metro Rail and Metro Liner service which will use the established operational name (e.g., Metro Red Line, Metro Purple Line, Metro Orange Line).
- Acceptable destination names include a city, community, major landmark, transit center or rail station. Street intersections are no longer to be used as a destination, unless the intersection is required to identify short-line service.
- The destination points will be listed in a West to East or North to South order, consistent with how the line would be read on a map.
- Lines that have Downtown Los Angeles as one of the line's end points will list its first, as Downtown LA.
- The name of the line will also list at least one major corridor on which it travels.
- Name abbreviations, street extensions and other topics will be dictated by the Metro Signage Guidelines.

Printed Materials and Electronic Customer Information

- The line will be presented using the full name, listing both the destinations and major corridor(s).
- The printed materials include, but are not limited to, timetables, service change announcements, brochures, system maps, and service reports.
- Electronic customer information includes the line information presented on metro.net and underlying electronic databases such as HASTUS and ATMS.
- The Metro Transit Trip Planner will present the line name similarly to what will be shown on the vehicle headsign and bus stop sign, so patrons can easily locate the appropriate line at the stop.

Bus Stop Signage:

- The line will be presented using the line number, service brand, color and destination point that the vehicle is traveling to in each direction.
- The main corridor(s) will also be listed as well as special service qualifiers including, but not limited to, rush-hour service and weekday-only service.
- Short-line trip destinations will not be shown on bus stop signs.

Vehicle Headsigns

- Headsigns will list the destination in which the vehicle is traveling towards in one frame.
- For short-line trips, the line number and destination shown will be the destination of that trip and not of the entire line.
- When the line is not in service, the sign will read “Not in Service” and display the route number per Operations Notice #09-18.

Automatic Voice Announcements

- External On-Board Announcements:
 - The line will be identified in automatic external voice announcements using the line number and destination point that the vehicle is traveling to in each direction.
 - For short-line trips, the destination noted will be the destination of that trip and not of the entire line.
- Internal On-Board Announcements:
 - When the automatic voice announcement system identifies a stop, the end destination of that line will follow.
 - The stops and stations announced onboard should be consistent with names used on maps, timetables and other printed materials.

Assigning Line Identifiers

It is expected that the standards will be easily applied to the majority of lines; however, it is also understood that exceptions will have to be made for some lines due to unfamiliar end points or corridors. In these limited cases, Service Planning staff and Communications must be in consensus regarding these changes before deciding to deviate from the standards.

Metro Orange Line

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Metro's Bus Line Identification, Route Numbering and Color Conventions

Service Type	Numbering	Primary Route Direction	Color Scheme
Local	1-99	Serves Downtown LA - counterclockwise from NW quadrant.	California Poppy
	100-149	Primarily EW operation in areas S of LACBD	California Poppy
	150-199	Primarily EW operation in areas N of LACBD	California Poppy
	200-249	Primarily NS operation in areas W of LACBD	California Poppy
	250-299	Primarily NS operation in areas E of LACBD	California Poppy
Limited	300-399	Branch of local line.	California Poppy
Express	400-499	Serves Downtown LA -- numbered counterclockwise from NW quadrant.	California Poppy
	500-599	Does not serve LACBD.	California Poppy
Shuttle	601-649	Generally circuitous routing within service area.	California Poppy
	650-659	Generally scheduled service operating point-to-point.	California Poppy
	660-699	Generally serves a rail line within service area.	California Poppy
Rapid Bus	700-799	Usually operated in combination with an underlying local line.	Red
Specialized Services	901	Metro Liner: Orange Line (BRT)	Silver

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910	Silver Line: I-10 and I-110 Express Lanes	Silver
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APPENDIX C: METRO RAPID PROGRAM SERVICE WARRANTS

Launched in June 2002, the Metro Rapid program began with two demonstration lines – one along Ventura Blvd. in the San Fernando Valley and the other along the Wilshire/Whittier Transit Corridor. Based on the success of these two demonstration lines, the program was expanded across the county. Currently there are 23 Rapid routes – 19 operated by Metro and four operated by local municipal operators.

PROGRAM PRINCIPLE: Improve Operating Speed and Frequency.

PROGRAM GOAL: Minimum operating speed improvement is 20% over existing local service.

Program Element	Program Component	Program Objective
Corridor Alignment	Maximize patronage and minimize costs	Identify core segment of corridor for Metro Rapid operation to maximize patronage (500 passengers per route mile or greater) and minimize operating costs. This includes minimizing corridor turning movements to maximize safe and reliable operating speeds, reliable service, and ease of use among our customers.
	Alignment modification	Changes to the alignment including the addition of short lines and branches require an analysis of impacts on customers, line performance, operating costs, capital costs and impacts to existing and planned transit signal priority systems (TSP).
	Maintenance of operating speed	Maintenance of the Program Goal is required. Corridor vehicle run times will be monitored. Improvements in operating speed are encouraged through improved stop placement, signal priority software, elimination of unproductive stops, introduction of bypass lanes, and improved BOCC and TOS management.

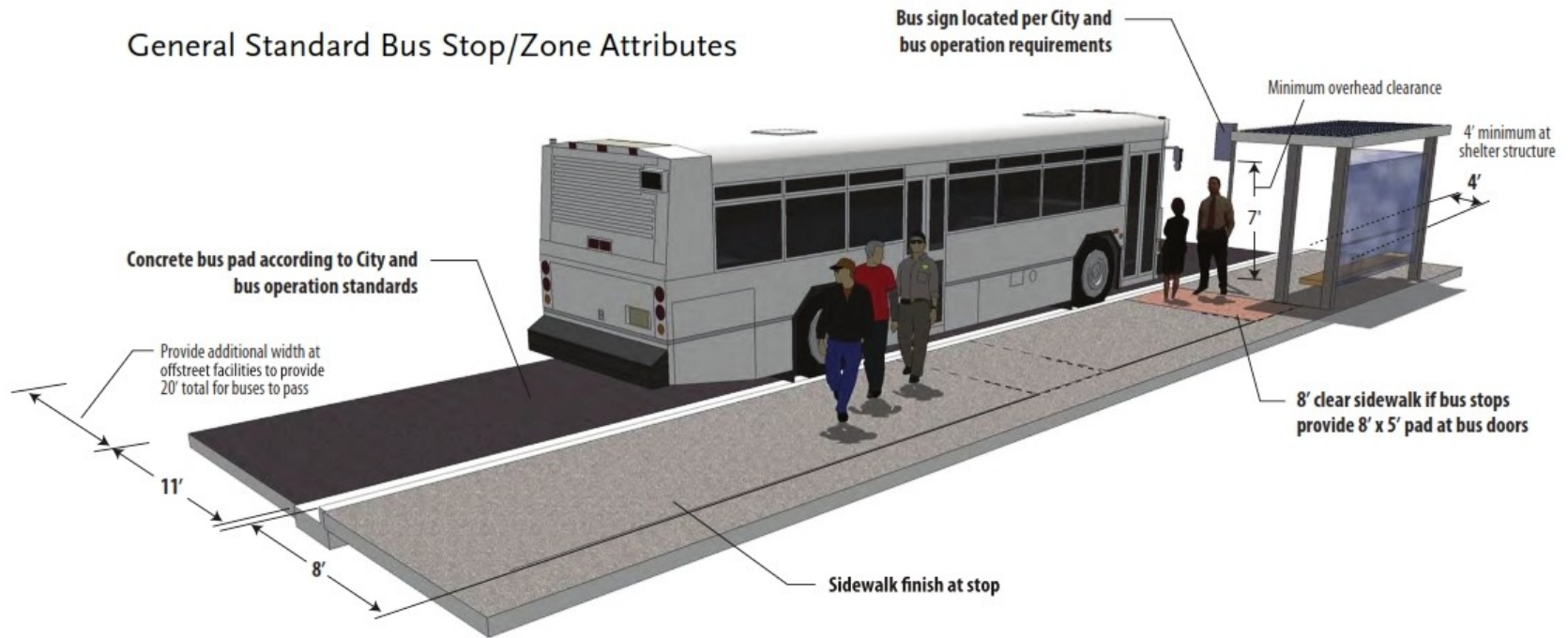
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Stop Location	Station spacing average no less than 0.70 miles	Station spacing should average no less than 0.70 miles per corridor and be based on existing ridership and connections with other bus and rail service. Stations should be located to maximize connectivity with other Rapid, Metro Liner, Metro Rail, and commuter rail stations. Station locations must be planned to accommodate either 45-foot or 60-foot buses.
	Far-side station location	Far-side stop locations are desired to realize TPS and be planned at all intersections for both Metro Rapid and Local service. The only exceptions are where far-side stop locations are not possible within a reasonable walk from the intersection or where nearside locations facilitate access for greater than 75% of the boardings, e.g., intersecting Metro Rail station portals.
	Separation from local stop	Metro Rapid and Local bus stop locations should be located adjacent but not combined with each other wherever practical. This minimizes the confusion of where to wait for service and gives the customer the option of choosing the first bus that arrives. This also improves customer safety by eliminating the back and forth movement between nearside and farside stop locations while waiting for the next bus to arrive.
	Addition of new stop	Stops may be added only if they exceed 250 all-day boardings and alightings (100 boardings if within one mile of line terminal) and as long they will not adversely impact the minimum average stop spacing of 0.7 miles. Added stops require an analysis of impacts on customers, line performance, operating costs, and capital costs.
	Elimination of stop	Stops may be eliminated due to low passenger demand as long as their removal will not result in excessive spacing among the remaining stops along the line. An analysis of impacts on customers, line performance, operating costs, and capital costs is required.
Program Element	Program Component	Program Objective
Transit Priority	All signalized intersections should provide bus signal priority for Metro Rapid	Signal priority should include terminal movements to reduce operating costs.
	Identification of by-pass lane needs	At points of significant delay due to traffic congestion, an analysis will be developed of the feasibility of establishing by-pass lanes for Metro Rapid service.
	Monitor effectiveness of transit priority measures	The effectiveness of the transit priority measures will be periodically analyzed and recommendations will be developed for potential further improvements where warranted. Every effort should be made to ensure that buses with transponders are assigned and that every transponder is working properly.

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Rapid Vehicle Fleet	Metro Rapid lines are assigned one vehicle size, i.e., 40-ft, 45-ft, or 60-ft articulated	The planned service frequency will be based on deployment of a particular size bus and these vehicles will need to be assigned to the particular line and operating Division. Only one size vehicle should be scheduled and operated on each line in order to avoid passenger overcrowding and service bunching.
	Vehicles must be in Metro Rapid livery	Metro Rapid vehicles may be operated only on Metro Rapid routes. On the rare occasion that a red bus is unavailable for pullout, a local bus may be substituted to ensure pullout. Operation of “branded” Metro Rapid buses is integral to the operating speed, simplicity of service, and customer experience.
Service Frequencies	Weekday peak frequency	The minimum weekday peak frequency should be 10 minutes or less.
	Weekday off-peak frequency	The preferred minimum weekday off-peak frequency is 20 minutes or less. Minimum frequency is subject to funding availability and may be relaxed to no more than 30 minutes. Service with headways wider than 20 minute should be re-evaluated and may warrant corrective action as the result.
Service Span	Service Span	Metro Rapid span of service should be from 5:00 a.m. to 9:00 p.m. on weekdays. Metro Rapid service should operate on weekends when warranted by passenger demand.

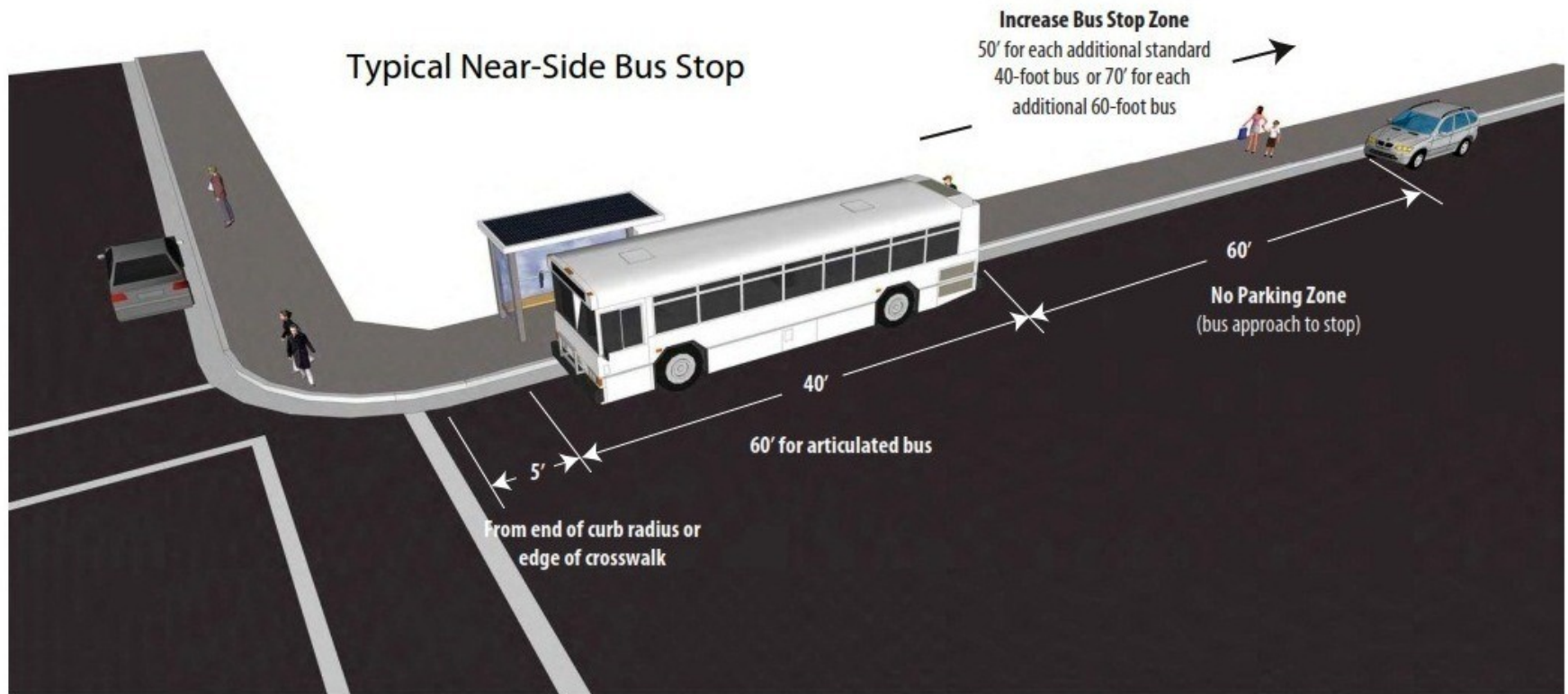
APPENDIX D: TYPICAL BUS STOP/ZONE DESIGN AND GUIDELINES



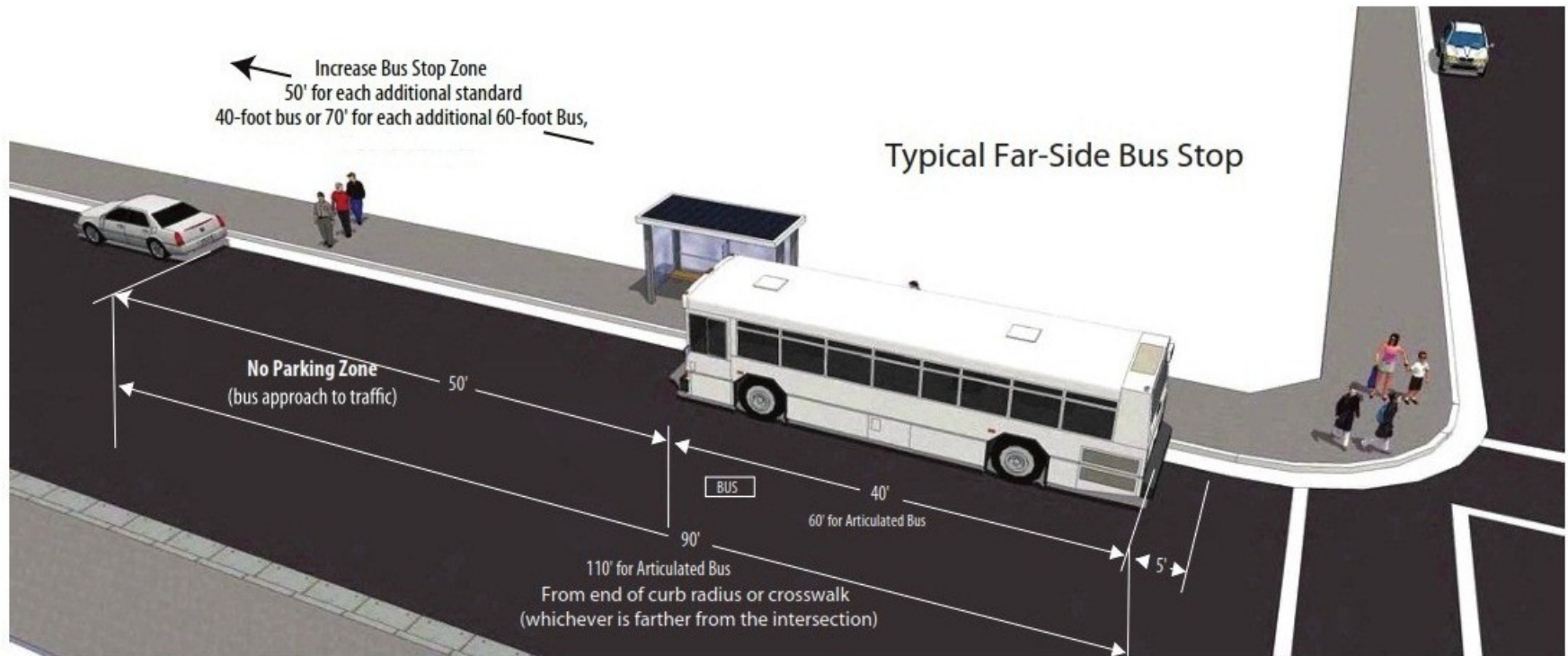
Note:
City of Los Angeles Requires its standard bus shelter to be 12-14 feet long, 4 1/2' wide, and 9 1/2' high



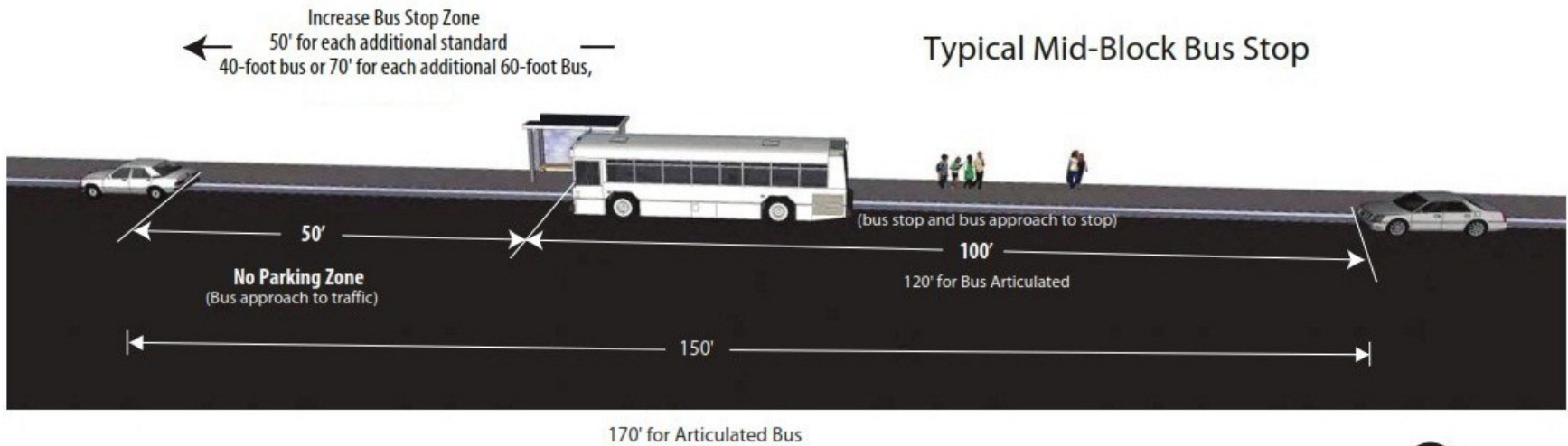
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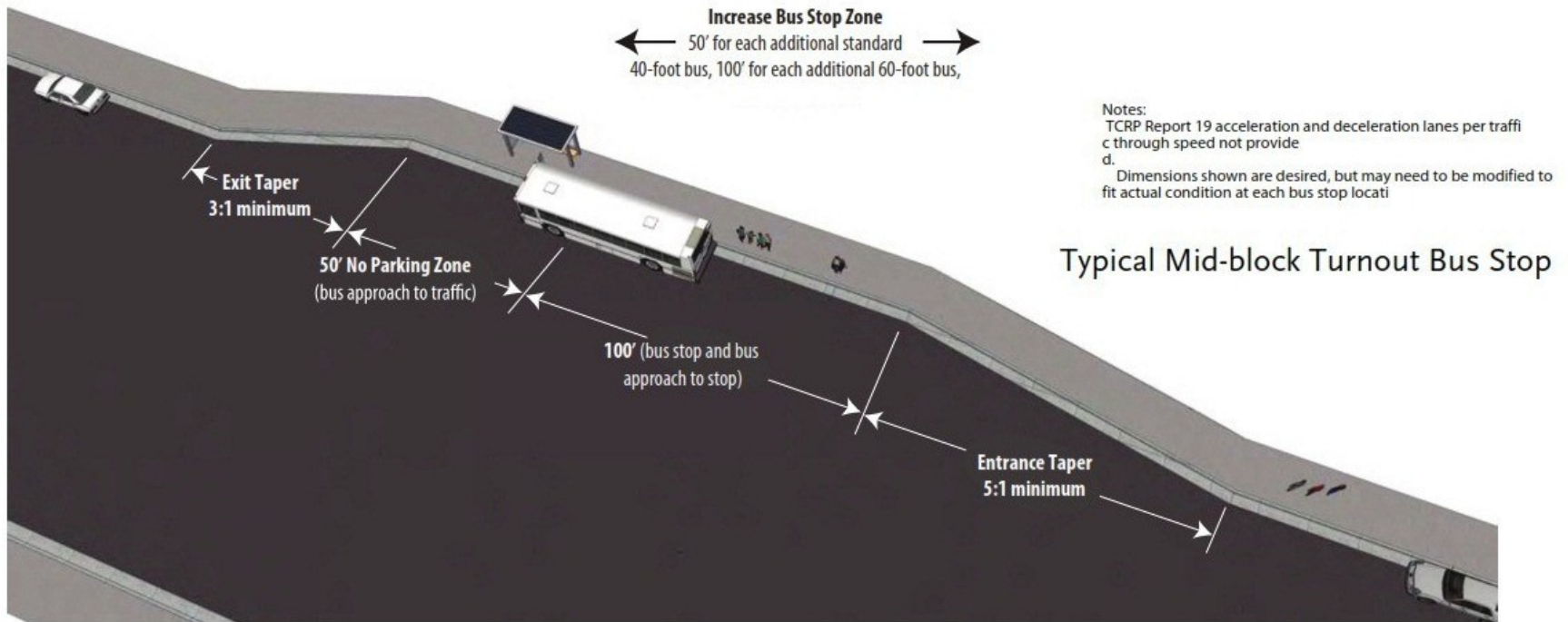
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Note:
 Bus baywidth is desirably 12 feet, for traffic speeds under 30 mph, a 10 foot minimum baywidth is acceptable. These dimensions do not include the gutter width.



APPENDIX E: SCHOOL TRIPPER SERVICE CHANGE PROCEDURES

1. Service Development Managers (SDM) in the Service Planning & Scheduling Department are responsible for certifying that all school trippers in their respective service area fully comply with Metro's School Tripper Policy (Section 3.2-1). Each SDM will submit a report prior to each major service change program that details all existing and proposed school tripper service.
2. All regularly scheduled school trippers must be published on public timetables to ensure that both the general public, as well as the student population, are aware of the services.
3. School tripper "pink letters" require notification to the general public through the use of a service change notice or on Metro's webpage.
4. Uniform standards for the documentation of school tripper pink letters must be employed. This includes standardizing the pink letter form and oversight of the pink letter information being input into the SLS 2000 system to ensure accuracy. All requests for new school trippers and modifications to existing school trippers must be logged into the SLS2000 regardless if the requested new or modified school tripper is actually implemented.
5. Request for new school trippers or modifications to existing school trippers will be considered only if at least two weeks prior notice is provided to complete appropriate analysis of the request and to allow appropriate notification of changes to the general public.
6. SDMs are responsible for working with school districts in their service area which use school tripper service. For example, a specific protocol has been established with LAUSD in which their monthly Operations Coordinators' Meeting has a standing agenda item, "Metro Coordination," where special events and bell-time changes are disseminated to Metro through communication with staff and the meeting's minutes.

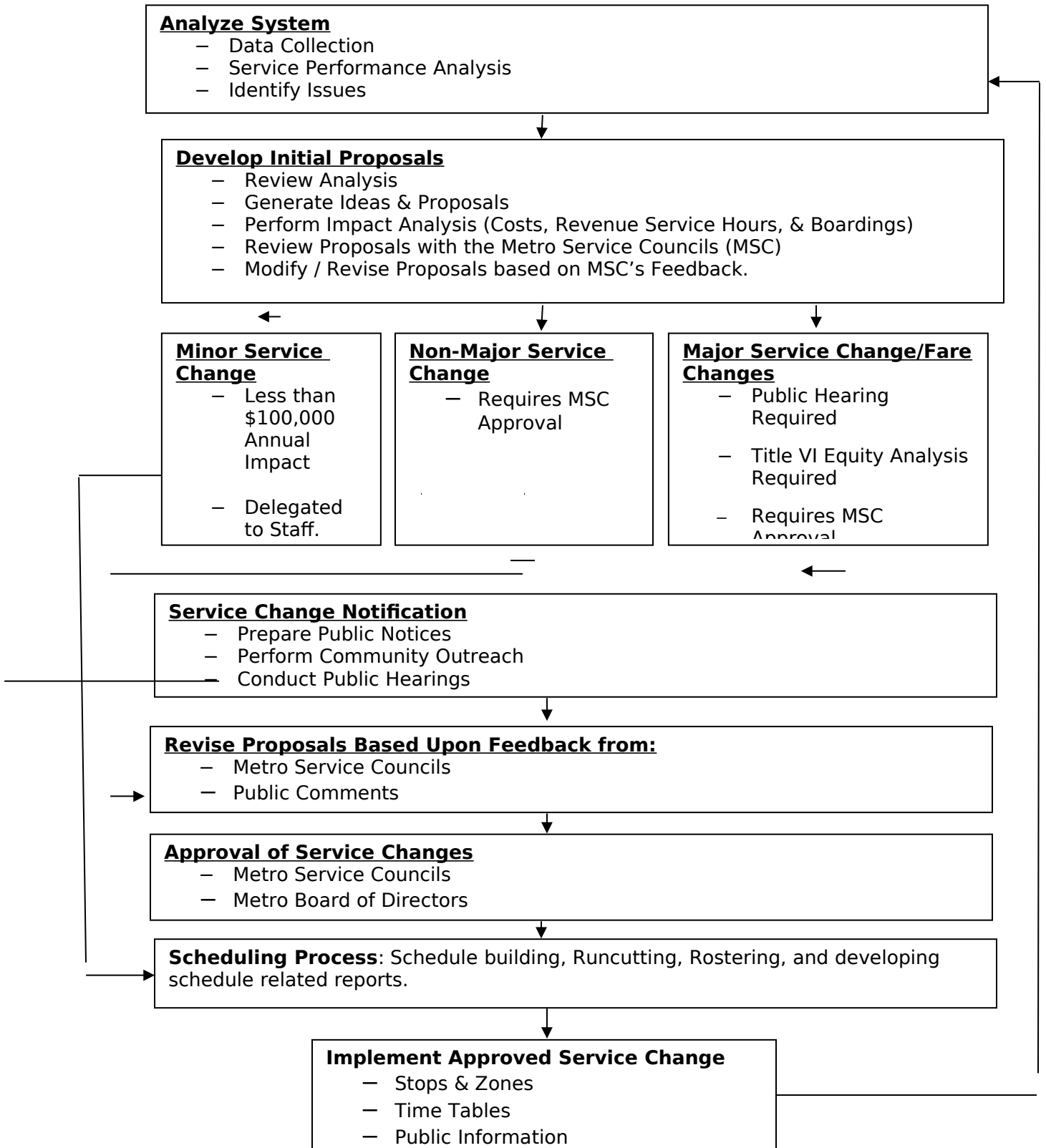
APPENDIX F: LOS ANGELES COUNTY LOCAL FIXED ROUTE TRANSIT OPERATORS

Operator	Municipal	Local Return
Agoura Hills		X
Alhambra		X
AVTA	X	X
Artesia		X
Avalon		X
Azusa		X
Baldwin Park		X
Beach Cities	X	X
Bell		X
Bell Gardens		X
Bellflower		X
Beverly Hills		X
Burbank		X
Calabasas		X
Carson		X
Cerritos		X
Commerce	X	X
Compton		X
Covina		X
Cudahy		X
Culver City	X	X
Downey		X
Duarte		X
El Monte		X
El Segundo		X
Foothill	X	X
Gardena	X	X
Glendale		X
Glendora		X
Hawthorne		X
Huntington Park		X
Inglewood		X
La Puente		X
Lawndale		X
Long Beach	X	X
Los Angeles	X	X
Los Angeles County		X
Lynwood		X
Manhattan Beach		X
Malibu		X
MAX		X
Maywood		X
Monrovia		X

2016 Metro Transit Service Policies & Standards

Operator	Municipal	Local Return
Montebello	X	X
Monterey Park		X
Norwalk	X	X
Palos Verdes Estates		X
Paramount		X
Pasadena		X
Pico Rivera		X
Pomona		X
Redondo Beach		X
Rosemead		X
San Fernando		X
SCVTA	X	X
Santa Fe Springs		X
Santa Monica	X	X
Sierra Madre		X
South Gate		X
Torrance	X	X
West Covina		X
West Hollywood		X
Westlake Village		X
Whittier		X
Total	13	63

APPENDIX G: SERVICE CHANGE PROCESS



Transit Service Policy Update

Review of Policy Changes



Metro

Transit Service Policy

- What is the Transit Service Policy?
 - Key policy document that establishes:
 - A formal process for evaluating existing services
 - A methodology and process for developing and implementing service changes
 - Service design guidelines to provide high quality services to our customers and encourage ridership

Transit Service Policy

- 2012 was the Last Update
 - Adopt Revised Stop Spacing Standards
 - Change Load Factor to 1.3 x Seated Load
- 2015 Update
 - Timely
 - Opening two Rail Lines in Spring 2016
 - Assumption of no increase in the level of bus service hours
 - APTA Peer Review Recommendations (3/2015)



Transit Service Policy

- Basic Policy Changes
 - Increase load factor on our most frequent lines
 - Consolidate bus stops to increase speed
- Consider network of frequent services with focus on supporting core Bus & Rail lines
- Reallocate resources from poorer performers to higher productivity lines
- Improve coordination with Municipal Operators



Transit Service Policy

Load Factor

- **Current:** One standard: Peak / Off-Peak, weekends, and any service frequency
- **Proposed Standard**
 - Variable Standard considering:
 - Peak / Off-Peak
 - Bus Type
 - Service Frequency

Variable loading standards can produce efficiencies



Metro

Loading Standards by Bus Size

Weekday AM and PM Periods					Off Peaks and Weekends				
Bus Types					Bus Types				
Frequency Range in Minutes	Psgs. / Seat	40 ft.	45 ft.	60 ft.	Frequency Range in Minutes	Psgs. / Seat	40 ft.	45 ft.	60 ft.
		Average Peak Loads					Average Peak Loads		
1 - 10	1.40	56	65	80	1 - 10	1.30	52	60	74
11 -20	1.30	52	60	74	11 -20	1.25	50	58	71
21 - 40	1.20	48	55	68	21 - 40	1.10	44	51	63
41 -60	1.10	44	51	63	41 -60	1.00	40	46	57
60+	1.00	40	46	57	60+	0.75	30	35	43

Shaded area presents current load factor standard applicable at all times. This table replaces the all-day 130% standard with one that varies by peak/off-peak and schedule frequency.



Metro

Wait a longer time; get to sit down

Transit Service Policy

Stop Consolidation

- Metro has in excess of 15,000 bus stops
- Over past 5 years, bus speeds on average have declined (from 12 mph to less than 10.91 mph)
- As the system slows down, more resources needed to operate same headway
- Greater opportunity for accidents

Focus

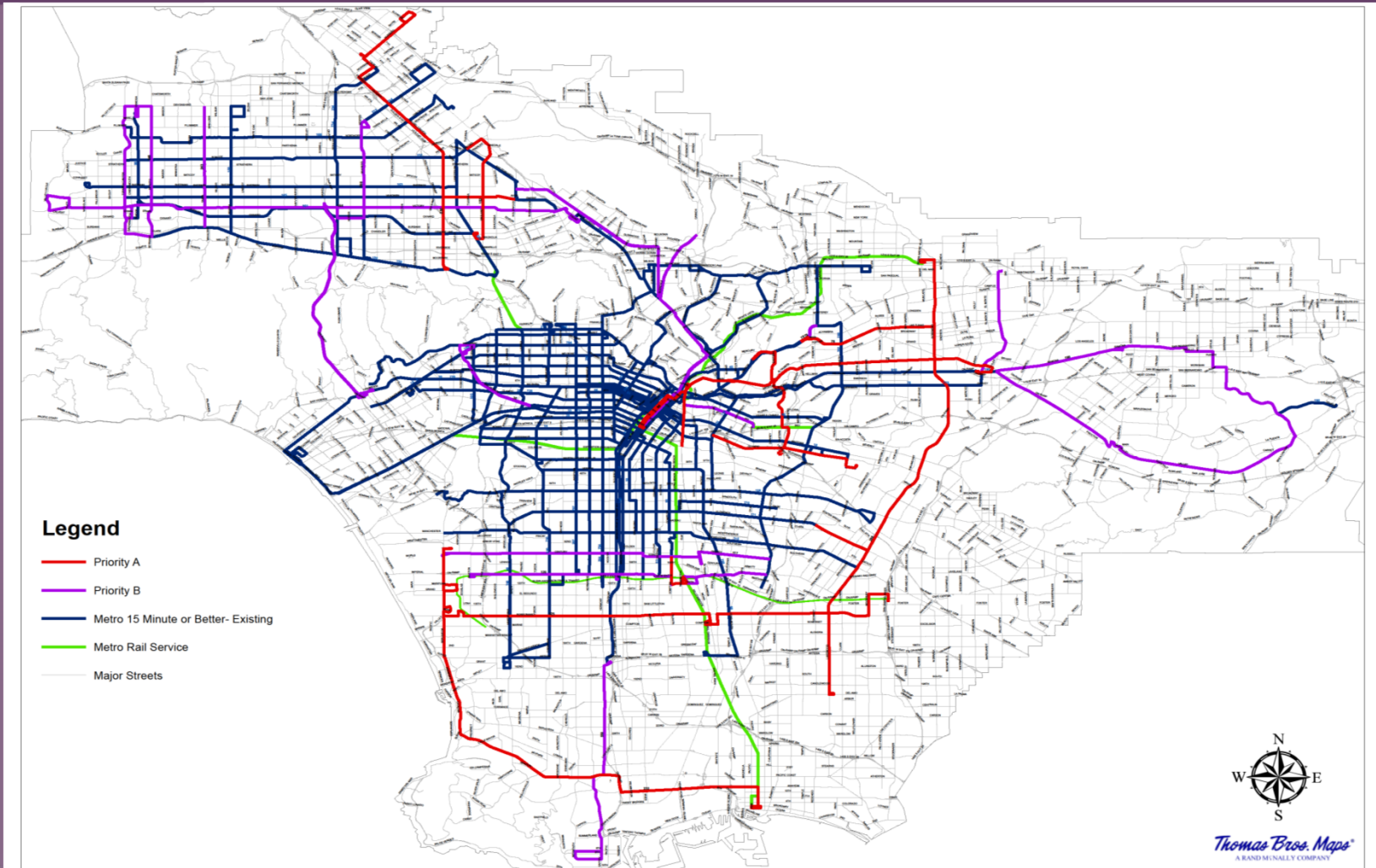
- Reduce stops that are less than ¼ mile from each other
- Reduce stops that have little use
- Decrease running time and improve service efficiency
- Provide for smoother operation
- Improve safety

Transit Service Policy

- Operate 15-Minute Peak Service Network
 - Focus on Rail, BRT, Rapid, and other top performing lines
 - Follows grid pattern
 - One-half to 1-mile spacing of lines
 - Better quality & more reliable service on high-performing lines
 - Provides opportunities for other operators



Recommended 15-Minute Peak Network



Prepared by Metro Service Planning

May, 2015



Metro

Metro-Municipal Operator

Transit corridors considered for future operation by another operator should:

- Add value to the customer through integration into an already established nearby transit operator;
- Complete another operator's route network;
- Improve connections to a municipal operator's established network;
- Generate net cost savings; Metro will calculate the FAP impacts for all service realignment proposals
- If Metro service is reduced, Metro should reinvest at least half of the net savings (operating cost less passenger revenue and FAP reduction) to improve service on Metro's core network of regionally significant bus lines.

Service Change Timeline

Key Activities	Required Lead Time (Months Prior to Implementation)
Initiate Planning Process	12
Develop Preliminary Recommendations	7-8
Impact Analysis for Proposed Changes	6-7
Title VI Equity Analysis on Major Service Change and Fare Change Proposals	5-7
Service Council Review and Input	6-7
Confer with Labor Relation and Union Representatives	5-6
Public Review and Input	5
Finalize Service Change Program	4-5
Program Approval	3-4
Develop New Service Schedules	2-4
Print Public Time Tables and Operator Assignments	1-2
Fabricate Decals for Bus Blades	1-2
Print Bus Cubes/Take-One Bus Inserts	1



Next Steps

- Initiate the Comprehensive Operations Analysis reviewing each line in the system
- Make recommendations for service changes:
 - Achieve the Peak 15 minute Frequent Service Network
 - Place more resources on core network services, e.g. Rapid Bus Lines
 - Right-size the owl service network
 - Provide opportunities for experimentation with point-to-point services



Project Timeline

- Complete service evaluations by November 2015, establish phasing plan & analyses
- Generate service changes for June 2016 by December 2015 (Service Councils set hearing dates)
- Hold Public Hearings in February 2016
- Adopt service change program March/April 2016
- Implement Plan Phase July 2016
- Evaluate changes by October 2016

Transit Service Policy Update

Questions?



Metro®



Board Report

File #: 2015-1495, File Type: Budget

Agenda Number: 57.

EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 15, 2015

SUBJECT: LONG-RANGE TRANSPORTATION PLAN (LRTP) EDUCATION PROGRAM

ACTION: AMEND THE FY16 COMMUNICATION DEPARTMENT BUDGET TO FUND THE LRTP EDUCATION PROGRAM

RECOMMENDATION

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (6-0) amending the FY16 Budget to add \$2,750,000 to the Communications Department budget to fund the **first phase of Metro's Long-Range Transportation Plan (LRTP) Education Program.**

ISSUE

The Los Angeles County Metropolitan Transportation Authority is updating its Long-Range Transportation Plan to include mobility priorities across the county. Accompanying the LRTP will be an expenditure plan for funding the improvements. Educating the public about the plan and the benefits of future mobility improvements is essential.

DISCUSSION

Metro has been collaborating with the various sub-area councils of governments on multi-modal transportation priorities for the future to enhance mobility and ease congestion. Communicating the county's overarching transportation strategies and corresponding projects to the public across the region is crucial.

The Metro Communications Team has developed a multi-faceted communications plan to educate the public about the LRTP and the long-term benefits to the region. This education campaign includes broad-based and targeted communication tactics to convey information effectively in the manner that reaches and resonates with the diverse audiences across the region.

To date, Metro has conducted some market research to generate feedback that will help frame the messaging platform and concepts for the education campaign.

The public education campaign and funding to accomplish this effort will occur in two phases: an initial rollout from November 2015 through Board action on a plan to fund the LRTP, and a subsequent information program if the Board votes to pursue funding opportunities to implement the plan.

Goals

There are five overarching goals of the Education Program:

- To create greater visibility of Metro's transportation improvement projects and programs
- To educate the public about Metro's future plans to transform mobility across the county
- To engage regional partners and the public in the process to transform transportation
- To inspire confidence in Metro's programs, projects, service and leadership
- To build understanding of the funding necessary to implement future transportation improvements

The education program will be a two-pronged strategic approach: showing the progress the agency is delivering in transportation improvements, with much more still to do.

Two-Pronged Strategic Approach

Much Has Been Done

Over the past several years, Metro has been delivering a variety of mobility improvements across Los Angeles County. It is essential that the public is aware that their tax dollars are transforming the region through these improvements. Metro's Communications Team has already implemented a campaign called "In the Works" touting the infrastructure improvements spanning the county through public investment. Research shows that the campaign has resonated with the public, so the Communications Team will refresh this campaign and build on this already-effective theme.

There's Still More To Do

Despite the progress that has been made, more is necessary to position the county for future growth and transportation needs. The Communications Team will overlay the "In the Works" campaign with a new campaign to educate the public about the elements of the LRTP with the mission of moving Metro forward.

The campaign will occur through the functional areas of Metro's communications program: Marketing, Community Relations, Public Relations, Government Relations, Customer Relations and Customer Programs and Services.

The campaign will roll out through a variety of tactics including but not limited to bus and shelter ads; billboards; print advertising and newspaper inserts; safety education; transportation innovation industry forum; public meetings; telephone town hall meetings; news blogs and articles; newspaper

inserts; press events showcasing project progress, milestones and openings; radio spots; community events and festivals; speakers' bureau; stakeholder briefings; stakeholder messaging kits; cable access programming; educational and community video projects; social media campaigns; website updates and fact sheets.

Messaging Platform

Messaging the LRTP and Expenditure Plan is an ongoing, dynamic process that will evolve into an overarching theme created to reflect the thoughts and perspectives of the public. The Metro Team will continue to evaluate the outcome of public polls and focus groups and feedback from key stakeholders and regional partners to frame the messaging platform that will drive the Education Program.

Quality of Life (QoL) Report

Another key component of educating the public about the benefits of transportation improvements will come through the Quality of Life (QoL) Report. The development of the report is underway in the Planning Department and will be complete in spring 2016. The QoL Report will help educate the public on how the region is benefitting from the investments that have already been made through the current LRTP. This will aide messaging and the communications plan for informing the public during the LRTP Education Program.

FINANCIAL IMPACT

Staff requests an amendment to the Communications Department FY2016 budget as follows: \$2,500,000 in Cost Center 7140, Project 100055, \$200,000 in Cost Center 7160, Project 100055, and \$50,000 in Cost Center 7110, Project 100055, for a total amount of \$2,750,000.

Impact to Budget

The source of funds for this project is Measure R Admin which is not eligible for Bus and Rail Operations.

ALTERNATIVES CONSIDERED

The agency can disregard the effort of putting forth a proactive, multi-faceted education program. This is not recommended as it is crucial to start educating the public about the future plans for transportation improvements and the opportunity for the region to invest in transportation transformation for current and future generations. Also, the FY16 Communications Budget currently does not include funding for an overarching communications and marketing campaign.

NEXT STEPS

The Communications Team in collaboration with the Planning Department will fine tune the

messaging platform, communications plan and schedule for the Education Program, which will begin in November.

ATTACHMENTS

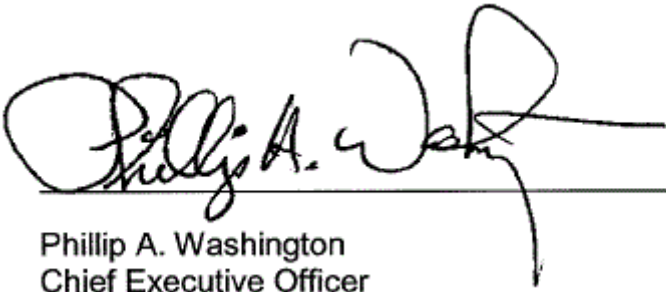
Budget worksheet outlining the costs associated with implementing the education campaign.

Attachment A - LRTP Communications Plan

Attachment B - Education Program Budget Worksheet

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

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer

Communications/Education Plan Budget

				2015					2016																																																														
MARKETING				Nov 2015					Dec 2015					Jan 2016					Feb 2016				Mar 2016				Apr 2016					May 2016					June 2016				Total																														
	Medium	Ad Unit	Mon	26	2	9	16	23	30	7	14	21	28	4	11	18	25	1	8	15	22	29	7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	Cost																																
Metro Briefs	Nwspr	2C X 10" BW	1X/Wk				6				7				8					9					10					11					12				13			include in FY16 budget																													
Metro Briefs	Radio	:15s	varies																																					include in FY16 budget																															
General Metro	Outdoor	Bulletins	30						30 14'x48' Rotating Bulletins per 4 wks-LA County surface streets/Freeways (24 Wks Total)																																																		\$ 615,000												
General Metro	Outdoor	Posters	100						100 10' x 20' Posters rotating per 8 wks General LA county coverage (24 Wks Total)																																																				\$ 300,000										
General Metro	Outdoor	Bus Shelters	115						115 Transit Shelters rotating per 8 wks General LA county coverage (24Wks Total)																																																				\$ 345,000										
General Metro	Nwspr	1/2 Page 4C	1X/wk						1X*		1X*				1X*				1X*							1X*												1X*				\$ 440,000																													
				*1X per weekday in Major Dailies (Eng/Span/Ethnic) plus select major community weeklies (TBD)																																																																			
General Metro	Online	Display	Varies						High Impact units (interstitials) + Standard Display + Social Media																																																				\$ 300,000										
General Metro	Radio*	:30 sec Spots	150/wk												300X																											\$ 500,000																													
				*Target LA County Adults 18-64. Schedule and Stations TBD																																																																			
General Metro	TV	:30 sec Spots	TBD						Special Events/ Opportunity Packages and/or Cable TV TBD																																																				\$ -										
COMMUNITY RELATIONS									County-wide Community Meetings; Telephone Town Halls																																																			\$ 200,000											
PUBLIC RELATIONS									Special and Promotional Events																																																				\$ 50,000										
																																	General Metro Total:																																						\$ 2,750,000



Los Angeles County Metropolitan Transportation Authority
Long-Range Transportation Plan Education Program
October 1, 2015

PURPOSE

As the Los Angeles County Metropolitan Transportation Authority (Metro) plans for future growth and transportation needs, educating and engaging the public about Metro's Long-Range Transportation Plan (LRTP) is essential. This communications plan is designed to guide Metro's LRTP Education Program.

SITUATION ANALYSIS

LA Metro is updating its LRTP to improve mobility and quality of life for all Los Angeles County residents. The plan aims to provide a balanced transportation system that positions the county for future growth. The LRTP will articulate the transportation priorities for Los Angeles County for the next 40 years. The plan is being crafted through collaboration with the councils of governments (CoGs) from the county's nine sub-regions.

As Metro continues to expand its bus and rail system, build highway improvements, offer more service and bring new mobility to the county's communities, building momentum for implementing the long-range plan and building positive relationships with stakeholders are crucial to the agency's success. This plan outlines Metro's communications efforts, in partnership with regional stakeholders, to educate the public about the LRTP and provide an opportunity for the region to embrace the path forward. The overarching desired outcome is to build trust and confidence in the agency's current programs, projects and services, while also building support for Metro's vision for future transportation transformation across LA County.

GOALS

- To create greater visibility of Metro's transportation improvement projects and programs
- To educate the public about Metro's future plans to transform mobility across the county
- To engage regional partners and the public in the process to transform transportation
- To inspire confidence in Metro's programs, projects, service and leadership
- To build understanding of the funding necessary to implement future transportation improvements

MESSAGING PLATFORM

Messaging the LRTP and Expenditure Plan is an ongoing, dynamic process that will evolve into an overarching theme created to reflect the thoughts and perspectives of the public. The Metro Team will continue to evaluate the outcome of public polls and focus groups and feedback from

key stakeholders and regional partners to frame the messaging platform that will drive the Education Program.

EDUCATION PROGRAM PROCESSES

While many elements will comprise the communications plan, four processes will guide the Education Program to communicate Metro's long-range planning and a path forward to implement the plan.

- **Expenditure Plan**

The roadmap for the Expenditure Plan will articulate the funding and schedule to implement the plan through 2057. The Expenditure Plan will include project sequencing based on performance metrics used to evaluate the individual projects.
- **Impact of Public Investment**

As an important part of reporting back to the public on the positive impacts of transportation investment, the Metro Team is preparing two key documents:

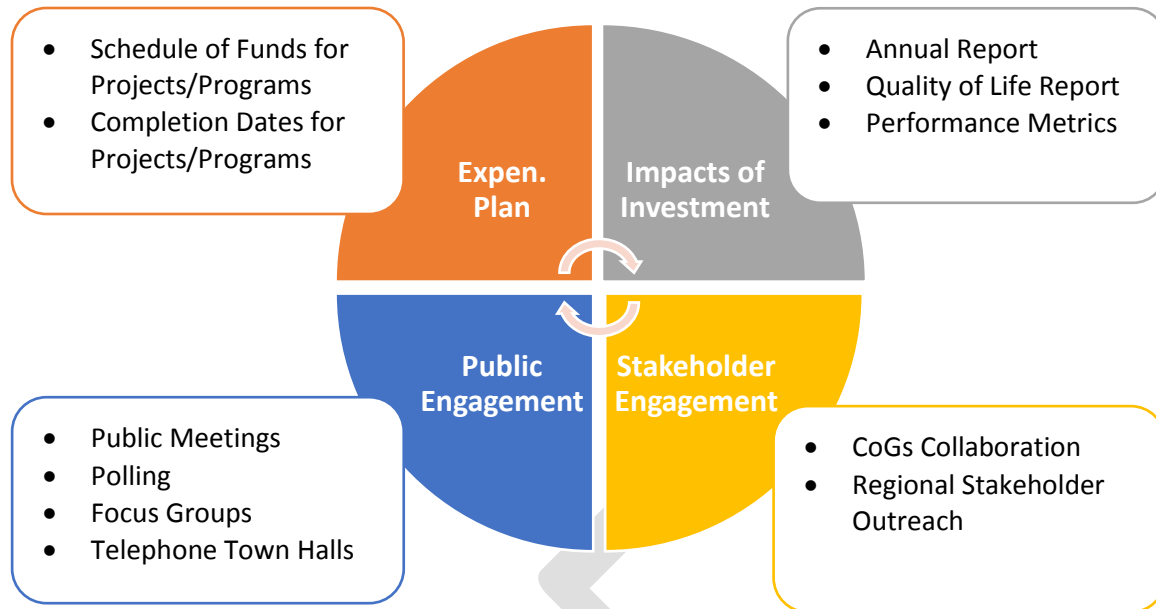
 - **Quality of Life Report**

The Metro Countywide Planning Department is developing a Quality of Life (QoL) Report to showcase the benefits the region has realized thus far through transportation investment.
 - **Annual Report**

The Communications Department has developed a Metro Annual Report to the community on the current status of the agency, its financial stewardship, progress of its programs and projects and accomplishments. The content of the report will help frame the key points for the LRTP Education Program.
- **Stakeholder Engagement**

Collaborating with regional stakeholders will occur throughout the Education Program. Continuing a dialogue with the Councils of Governments (CoGs), elected officials, the business community and other regional partners will be important to engage county leaders and build consensus for a future transportation plan.
- **Public Engagement**

Engaging the public will also occur throughout the program. Metro will continue feedback mechanisms to solicit the public's opinions and perspectives, which will be a key component in framing the mobility priorities for the region. Public polling, focus groups, public meetings and telephone town hall meetings will be part of the information gathering process to ensure that Metro aligns its communications with the perceptions of the public.



AUDIENCES

Educating the public about the county's future transportation plans will occur through mass communications as well as targeted messaging.

Internal

Metro Board of Directors
 Board Staff
 Metro Senior Leadership Team
 Metro Staff (union and non-union)
 Metro Contractors

External

Congressional Delegation
 Governor's Office
 State Legislature
 Local Elected Officials
 Local, State and Federal Staff
 Public Agency Partners
 Business Community
 Chambers of Commerce
 Environmental Coalitions
 Small and Disadvantaged Business Community
 Labor Unions
 K-12 Schools
 Community Colleges

Universities
Local and National Media
Transit Advocates
Senior Organizations
Service Clubs and Organizations
Disabled Community
Neighborhood Groups
Social Service Organizations

STRATEGIC APPROACH

The Education Campaign Communications Plan will roll out through a two-phased approach, first showing the progress of Metro’s programs, projects and services, then transitioning to the work still yet to accomplish to meet the region’s future transportation needs.

Two-Phased Strategic Approach

Much Has Been Done

Over the past several years, Metro has been delivering a variety of mobility improvements across Los Angeles County. It is essential that the public is aware that their tax dollars are transforming the region through these improvements. Metro’s Communications Team has implemented a campaign called, “In the Works”, touting the infrastructure improvements spanning the county. Research shows that the campaign has resonated with the public, so the Communications Team will refresh this campaign and build on this already-effective theme.

There’s Still More To Do

Despite the progress that has been made, more is necessary to position the county for future growth and transportation needs. The Communications Team will overlay the “In the Works” campaign with a new campaign to educate the public about the elements of the LRTP with the mission of moving Metro forward.

Much has been done

Strategies

- Educate the public about Metro’s enhanced security program
- Show the progress of Metro’s mobility improvements
- Share the benefits of past and current mobility improvements

There’s still more to do

Strategies

- Frame the need to plan for the future growth of Los Angeles County
- Educate the public about how the proposed transportation plan will provide mobility options and quality of life
- Provide opportunities for the region to engage in future plans to transform transportation

TACTICS

The Communications Team will utilize many tactics throughout the Education Program. A more detailed work plan will break down the activities with timeframes for deploying these tactics. Below is a summary of the tactical approach:

Outdoor Advertising – Billboards, bus shelters, bus ads, rail ads

Broadcast Media – Radio, TV, and podcasts that can be geographically targeted to audiences

Print Ads – Newspaper ads and inserts to tell Metro’s story through print media

Earned Media – Proactive pitching to media outlets, including print, television, radio and online media

Key Stakeholder Outreach – Briefings and open dialogue with community leaders

Public Meetings – Meetings around the county to inform and engage the public

Telephone Town Halls – Live, large telephone town hall meetings for Board members and Metro leadership to educate and interact with the public

Web – Informational and interactive online elements to engage stakeholders in transportation priorities

Social Media – Engage the online audience to expand the influence of information

News Blogs – Metro’s blogs The Source and El Pasajero to chronicle the agency’s work and happenings, seeding coverage with other blogs and media outlets

Digital Outreach – Online advertising targeted geographically or demographically

Opinion Editorials/Guest Columns – Placement of opinion pieces in print and online publications

Email Communications – Email blasts and an e-newsletter to inform the public about agency news, milestones, progress and opportunities for engagement

Influencer Marketing – Engaging and building relationships with key influencers to flow down to others looking for opinion leadership

Messaging Toolkits – Information, graphics, pre-written social media posts and articles, and talking points to assist partner organizations in messaging the transportation plan

Community Events – Presence at community events to reach geographically segmented audiences

Speakers’ Bureau – Presentations to community groups, schools, senior centers, business groups, employers, service organizations, neighborhood groups and others

Special and Promotional Events – Milestone and promotional events to increase awareness of Metro programs and services and celebrate major accomplishments and progress

Collateral Materials – Creative content including brochures, fact sheets, flyers, etc.

Educational Videos – Short informational and awareness videos about Metro’s programs and projects

Cable access programming – Quarterly news show, Metro Motion, produced and distributed to 80 cable television stations in Los Angeles County

School and Senior Outreach – Outreach to K-12 schools and seniors to educate about how to ride and be safe around the Metro system

Late Night Service Promotion – Let Metro drive when visiting sports and entertainment venues and major events to position Metro as an attractive choice for discretionary riders traveling to nighttime activities

Online Video Series – Rider videos educating on how to use the Metro system and “commute makeovers” featuring advice on how to be multi-modal, promoted through Metro’s web and social media channels

Crowdsourcing – Community engagement through crowdsourcing – online efforts to tap into the collective intelligence of the public at large, enabling Metro to gain deeper insight into their wants and needs

Service and Data Sharing Partnerships – Forge new data sharing partnerships with known technology and consumer services such as Google, Microsoft Bing!, WAZE and more

Tap into New Tech – Promote Metro’s technology assets such as the Go Metro app, taptogo.net website, etc. to enhance the customer experience

Metro Tours – Tours of Metro construction projects for senior groups, students and other community members

Active Transportation Ads – Awareness about bicycling and first/last mile connections

SCHEDULE

The Communications Plan will begin in November and run through June 2016 as the Expenditure Plan is finalized. The more detailed communications work plan will establish a schedule for the Education Program activities.



Board Report

File #: 2015-1279, File Type: Contract

Agenda Number: 60.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2015

SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT DESIGN AND ENGINEERING SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0):

- A. AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 37-month Firm Fixed Price Contract No. AE354280011791, to RNL Interplan, Inc. in the amount of \$3,835,439 for a base contract to develop advanced conceptual engineering design documents (60% design development drawings) for the **Willowbrook/Rosa Parks Station Improvements Project** (Project) and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method in an amount not to exceed \$800,000; or ii) a Design/Bid/Build project delivery method in an amount not to exceed \$1,920,629 for a total not to exceed amount of \$5,756,068;
- B. AFFIRMING the Board's previous commitment to provide \$16 million in local match funding in line with the funding requirements of the US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VI Discretionary Grant program;
- C. APPROVING a Preliminary Project Funding Plan which includes additional funding up to \$32.8 million to be sourced from state or local funds to cover any funding gaps.
- D. APPROVING Contract Modification Authority specific to Contract No. AE354280011791 in the amount of \$1,151,214 or 20% of the total contract value, to cover the costs of any unforeseen design issues that may arise during the course of the contract.

ISSUE

In February 2011, the Board approved the Willowbrook/Rosa Parks Station Master Plan as a guiding document for the Station, and directed staff to return with a life-of-project estimate and a proposed funding and implementation plan to achieve the proposed improvements. Subsequent Board actions authorized funding for design and engineering services, and directed the CEO to complete the environmental review and begin appraisals for the required land acquisition.

To proceed with the Project, staff requires architecture and engineering services to advance the Project from existing conceptual design to 60 percent Design Development drawings pending the selected project delivery approach.

In addition, in order to ensure the full Project implementation, staff is requesting the Board to affirm its April, 2014 commitment to provide the full \$16 million in local funding associated with the TIGER VI award and approve a Preliminary Funding Plan which provides for an additional funding of up to \$32.8 million in state or local funds to cover any funding gap. Should additional grant resources be secured, the amount of required Metro funding would be reduced. The Federal Transit Administration (FTA) requires this full funding commitment in order to move forward with execution of a TIGER grant award for the Project.

DISCUSSION

Project Overview

The Willowbrook/Rosa Parks Station (Station) is a major regional transit hub connecting the Metro Blue and Green Lines to numerous Metro and municipal bus lines and community shuttles. The Station experiences the fourth highest number of passenger boardings in the Metro Rail system, yet suffers from the highest number of reported station crimes within the Metro service area. The Station is located in Willowbrook, an economically distressed community within unincorporated Los Angeles County that has a very high transit-dependent population (see Attachment A - Location Map). As currently configured, the Station suffers from: a lack of safe connections to the surrounding community; difficult wayfinding among transit elements exacerbated by a lack of illumination beneath the I-105 freeway where much of the intermodal connections currently occur; circulation facilities (elevators, escalators, etc.) that have exceeded their useful life; capacity limitations; and overall security and safety challenges.

The proposed Project will invest in a significant modernization and enhancement of the Station. Critical to addressing the pressing needs of the Station is the development of a new, open-air Civic Plaza to serve as a Station “gateway” and house a new Metro Customer Service Center, Security Facility, and Mobility Hub. Circulation improvements to enhance pedestrian safety and experience include a new Transit Hall beneath the freeway with lighting and acoustical features, and the replacement or upgrade of functionally obsolete vertical circulation elements. The Metro Blue Line platform will be extended south to relieve overcrowding and connect to a new proposed Station entrance within the Civic Plaza. The existing bus depots will be reconfigured and upgraded with new canopy shelters and lighting. Additionally, Station-wide site work (including reconfiguration of the existing Park & Ride lots), landscaping, and signage will be implemented to improve safety and circulation within the Station, and enhance connections to the surrounding community, including nearby medical, educational and cultural assets which are experiencing a renaissance. (Additional information on the proposed Site Plan and Project improvements is provided as Attachment B - Project Fact Sheet.)

The Project is to be implemented in partnership with the Los Angeles County Community Development Commission (CDC) which will contribute the fee ownership, at no cost, approximately 1.5 acres of the adjacent Kenneth Hahn Plaza Shopping Center necessary to construct the Civic

Plaza and improve access to the Station. Appraisals are currently under review to support the transaction, which includes valuation of the third-party leasehold interest for improvements on the site to be acquired by Metro.

Significant efforts are also underway surrounding the Station to transform the area into a transit-oriented community. In 2014 Metro awarded a Transit-Oriented Development Planning Grant to the County to develop a TOD specific plan for the 1/2-mile area surrounding the Station. The area has seen significant public and private investment in recent years, most notably with the \$172 million expansion and renovation of the Martin Luther King, Jr. Medical Center and Outpatient facility, the Charles R. Drew University of Medicine and Science, and a 102-unit senior housing project and library across the street from the Station, which is expected to break ground next year. In partnership with Metro, the County has also developed a comprehensive streetscape and bike plan for the corridors connecting to the Station, and will be underway with the first phase of these improvements in 2016.

The existing conceptual design for this project will be elevated to an advanced conceptual engineering design stage. The program is structured with optional tasks to support either a Design/Build or Design/Bid/Build approach. Metro will determine the approach at or before the 60 percent design submittal. Since the project specifics are not well defined and the project delivery path is not yet determined, staff recommends authorizing contract modification authority up to 20 percent of the total contract value (equivalent to \$1,151,214) to cover the cost of any unforeseen design support services that may be required to support project delivery.

Funding

In January 2014, under item No. 59, the Board directed the CEO to develop a detailed life-of-project budget estimate and to identify potential funding sources for the Project. A detailed life-of-project cost estimate was prepared identifying a total of \$66.7 million in life-of-project costs. The plan to fund the life-of-project cost is detailed in the table below and included as Attachment C (Preliminary Funding Plan). A summary of the funding plan is provided in the table below.

Table 1: Willowbrook/Rosa Parks Funding Plan Summary (\$ in millions)

Sources	TOTAL
April 2014 Metro Authorization for Preliminary Engineering	\$ 4.00
Federal (TIGER)	\$10.25
Local TIGER Match	\$16.00
Local and/or State TIRCP (Cap and Trade) funds	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind)	\$ 0.75
TOTAL PROJECT COST:	\$66.70

Notes:

[1] Costs estimate is fully loaded and adjusted to assume YOY 2018.

[2] State Cap and Trade funds will be allocated to maximize the timing of Metro reimbursements and to comply with the usage guidelines of the TIRCP grant. Other funds may be substituted as necessary and available.

[3] County funds represent in-kind contribution of land from Los Angeles County Community

Development Commission.

TIGER VI

At its April 2014 meeting, the Board committed \$4 million to complete the Preliminary Engineering work required to implement the Station Master Plan and up to \$16 million in local match funds for a TIGER VI grant application to match a \$29.2 million request for TIGER funds. Though the application was successful, the FTA determined that it would fund only \$10.25 million of the Project, and has asked for Metro's commitment to fund the remainder of the Project using state or local funds. Metro staff recommends that, though the federal share was less than anticipated, the full \$16 million local commitment remain in place. The contract will count towards the local match, subject to receipt of pre-award authority which is anticipated later this calendar year. Staff are requesting Board authorization to execute Contract No. AE354280011791 once pre-award authority is received from the FTA.

Cap and Trade

In June 2015, Metro was selected to receive \$38.5 million in State of California Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) proceeds to fund the Willowbrook/Rosa Parks Station improvements, Metro Blue Line Signal System upgrades and the Washington Siding track improvements as one combined project. In order to maximize Metro's reimbursements and comply with the usage guidelines of the grant, staff may utilize the TIRCP grant to fund Blue Line improvement projects first, and reprogram local funds previously authorized for the Blue Line improvements to complete the Willowbrook/Rosa Parks Station improvements.

Active Transportation Program (ATP)

In September 2015, the Project was selected to receive up to a \$2.9 million in ATP funding from the State of California to complete the pedestrian promenade and bike mobility hub portions of the Project.

Having established the life-of-project estimate and secured significant non-local funds for the Project, staff recommends the approval of the Preliminary Funding Plan, which includes \$10.25 million in TIGER funds and a combination of state and local funds for a total commitment of \$32.8 million in addition to the \$20 million in local funding for preliminary engineering and TIGER match to meet the \$66.7 million Project estimate. The funding would be used for construction activities, leasehold acquisition and tenant relocation costs (in addition to the land which will be contributed to the Project by the CDC at no cost), final design/engineering and project management.

Environmental Review

The Project has been cleared under the CEQA process. After consideration of the findings as well as the environmental analysis prepared to assess the impacts of the Project, no significant impacts or adverse effects were identified. All public comments received were addressed; and have been incorporated in the Final Initial Study/Negative Declaration (IS/ND) document. Per NEPA guidelines, a Categorical Exclusion was concurred with by the FTA.

Public Outreach

The preliminary design concept was presented to five community organizations serving the Project area. On May 28, 2015, staff also hosted a Public Hearing on the Draft IS/ND to solicit comments

from community members. Twenty-four hundred informational flyers regarding the public review and comment period were distributed throughout the community and at the Station. More than 30 individuals attended the hearing, which included a short presentation and opportunities to provide verbal and written feedback on the Project. Feedback included interest in the proposed mobility hub, local hire opportunities, public art and the Project's potential to turn the Station into a stronger gateway for the community.

The final design will be developed with extensive community outreach and participation. The scope of work for the Contract includes significant support for community engagement and a variety of means to increase public participation in the design process.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Project will increase overall safety and security at the Station by improving lighting and visibility, adding new crossing safeguards and technology, and activating the area with new uses such as the customer service center and the bike mobility hub.

FINANCIAL IMPACT

In April 2014, the Board committed \$4 million in local funds to complete preliminary engineering work. Approximately \$2.6 million has been set aside in the FY16 budget under Project 405555 (Rosa Parks Station Design Plan) in Cost Center 2210 (Joint Development). The proposed Funding Plan includes an additional \$1.7 million to complete design work under the Contract. Since this is a multi-year contract, the Chief Planning Officer will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may decline to approve award the Contract, reaffirm the \$16 million previously committed TIGER Grant local match funding, and approve the Project Funding Plan which includes an additional local/state funding of \$32.8M. This is not recommended because it will delay the construction of improvements on the Willowbrook/Rosa Parks Station which are needed to address pedestrian low, lighting and safety issues at the station, improve transfer connections at the station and create better connections to nearby destinations. This would also jeopardize state and federal funds that are in place as well as the land transaction proposed with CDC.

Commitment to implement the full Project will allow the design of the full Project to progress, ensure that the required land is secured from the CDC, and assure the FTA and the State of California of Metro's commitment to completing the full Project. Staff has diligently researched and sought funding from external funding sources, and believe that currently available external sources have been reasonably exhausted.

NEXT STEPS

Upon Board approval, staff will execute the contract to commence work subject to pre-award authority from FTA, continue negotiations for land acquisition and return to the Board for

authorization to acquire the land needed for the Project.

ATTACHMENTS

Attachment A - Location Map

Attachment B - Project Fact Sheet

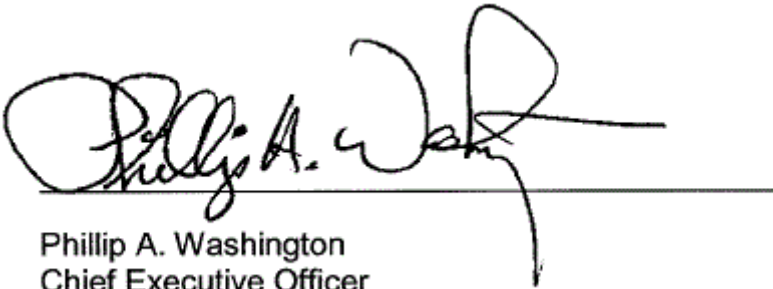
Attachment C - Preliminary Funding Plan

Attachment D - Procurement Summary

Attachment E - DEOD Summary

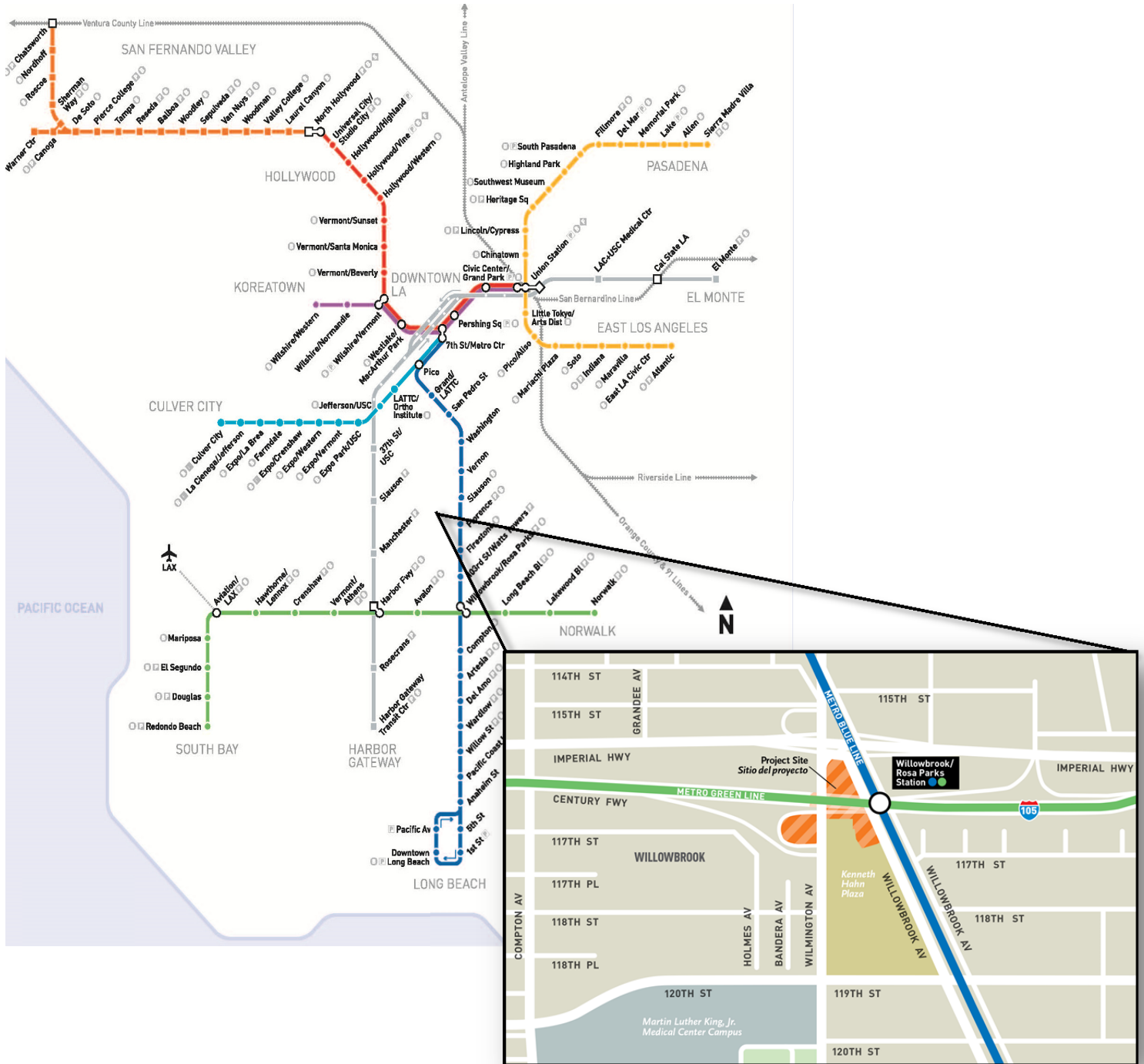
Prepared by: Wells Lawson, Director, Countywide Planning & Development, (213) 922-7217;
Nick Saponara, Director, Countywide Planning & Development, (213) 922-4313;
Cal Hollis, Managing Executive Officer, Countywide Planning & Development, (213)
922-7319

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Executive Director (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
Willowbrook/Rosa Parks Station Improvement Project
-- Location Map --



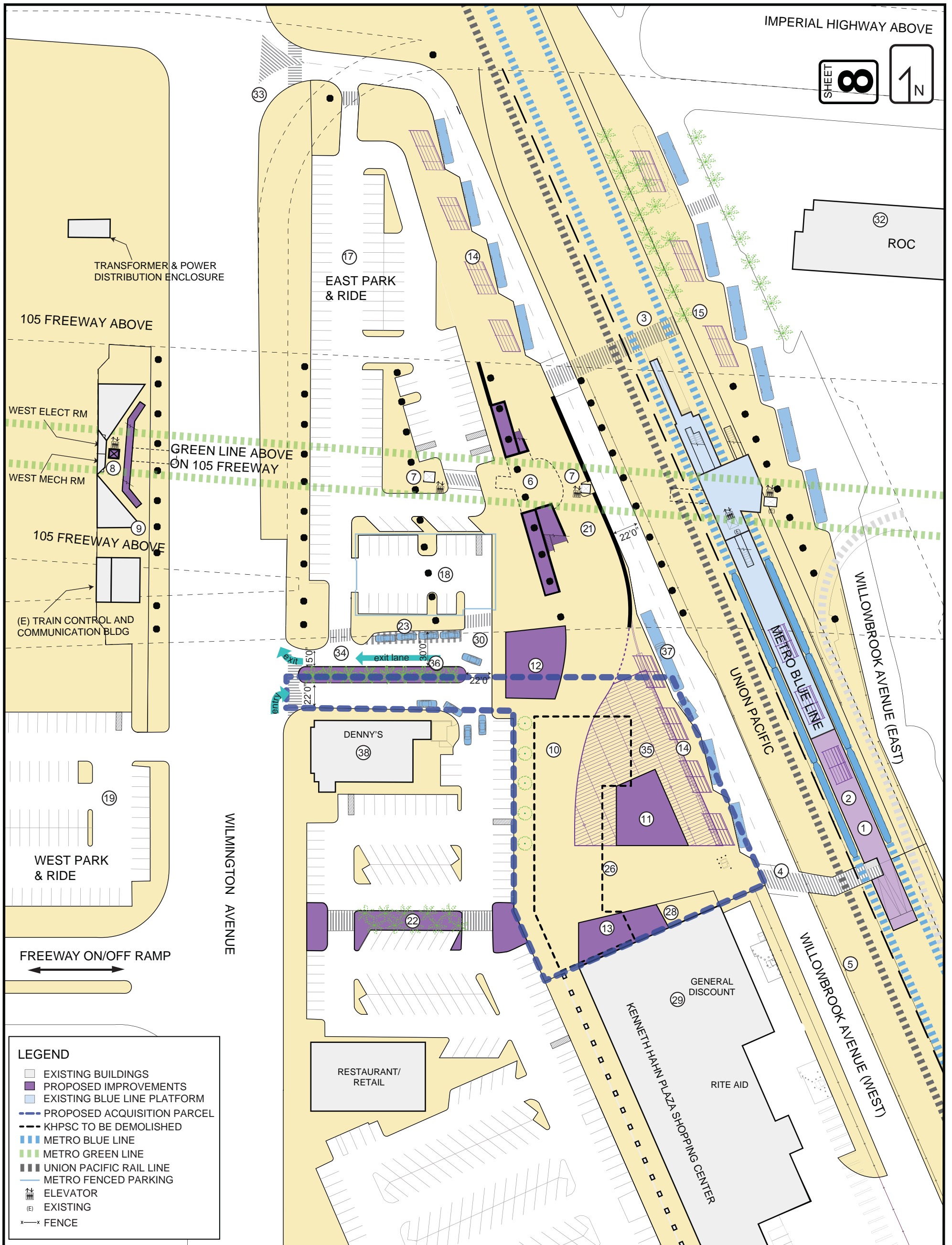
ATTACHMENT B
Willowbrook/Rosa Parks Station Improvement Project
-- Project Site Plan and Renderings --

SITE PLAN - DETAIL



CONCEPT DESIGN

JGM | H+F
7.31.15



SHEET **8**

1 N

LEGEND

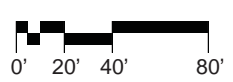
- EXISTING BUILDINGS
- PROPOSED IMPROVEMENTS
- EXISTING BLUE LINE PLATFORM
- PROPOSED ACQUISITION PARCEL
- KHPS TO BE DEMOLISHED
- METRO BLUE LINE
- METRO GREEN LINE
- UNION PACIFIC RAIL LINE
- METRO FENCED PARKING
- ELEVATOR
- EXISTING
- FENCE

1. ONLY PUBLIC ENTRANCE FOR NORTH PARK & RIDE
2. NORTH PARK & RIDE, 104 SPOTS + 5 HCP
3. WEST BUS DEPOT (NORTH) CANOPY
4. RECONFIGURED METRO BLUE LINE NORTH CROSSING
5. EAST BUS DEPOT CANOPY
6. METRO RAIL OPERATIONS CENTER (E)
7. WEST METRO GREEN LINE ACCESS IMPROVEMENTS ACOUSTIC WALL
8. CENTRAL ELEVATOR
9. RECONFIGURED METRO GREEN LINE STAIR, ESCALATOR AND MEZZANINE ABOVE
10. METRO GREEN LINE ELEVATOR
11. TRANSIT HALL

12. METRO FENCED PARKING, 18 SPOTS + 2 HCP
13. KISS & RIDE
14. ONLY PUBLIC EXIT FOR NORTH PARK & RIDE
15. PYLON SIGN RELOCATION (E)
16. METRO ACCESS ENTRANCE/EXIT ONLY
17. SHERIFF'S FACILITY (3,000 SF)
18. SHUTTLE & ARTICULATED BUS DROP-OFF
19. KISS & RIDE AND METRO EMPLOYEE ENTRANCE
20. WEST PARK & RIDE, 91 SPOTS + 2 HCP (E)
21. DENNY'S (E)
22. PLAZA
23. PLAZA CANOPY

24. WEST BUS DEPOT (SOUTH) CANOPY
25. METRO BLUE LINE PLATFORM EXTENSION
26. METRO CUSTOMER SERVICE CENTER
27. PEDESTRIAN CROSSING WITHIN KHPS
28. BIKE/MOBILITY HUB (3,000 SF)
29. BICYCLE STORAGE
30. KENNETH HAHN SHOPPING CENTER (E)
31. BLUE LINE SOUTH CROSSING
32. ROW FENCING
33. BLUE LINE CANOPY
34. RETAIL TO BE REMOVED
35. DELIVERY TRUCK ACCESS

SHEET **8**



1"=80'



Aerial View



Gateway from Willowbrook and Hahn Plaza



Transit Plaza



View from proposed Blue Line crossing toward Mobility Hub (left) and Customer Service Center (Right)

ATTACHMENT C
Willowbrook/Rosa Parks Station Improvement Project
-- Preliminary Funding Plan --

	Sources	TOTAL
PE	April 2014 Metro Authorization for Preliminary Engineering	\$ 4.00
	TOTAL PE COST: \$ 4.00	
CONSTRUCTION, ACQUISITION	Federal (TIGER)	\$ 10.25
	Local TIGER Match	\$ 16.00
	Local and/or State TIRCP (Cap and Trade) funds	\$ 32.80
	State Active Transportation Program	\$ 2.90
	County CDC (in-kind)	\$ 0.75
	TOTAL PROJECT COST: \$ 66.70	

\$ in millions

Notes:

[1] Costs estimate is fully loaded and adjusted to assume YOY 2018.

[2] State Cap and Trade funds will be allocated to maximize the timing of Metro reimbursements and to comply with the usage guidelines of the TIRCP grant. Other funds may be substituted as necessary and available.

[3] County funds represent in-kind contribution of land from Los Angeles County Community Development Commission.

PROCUREMENT SUMMARY

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT
PROJECT DESIGN AND ENGINEERING SERVICES

1.	Contract Number: AE354280011791 (RFP No. AE11791)	
2.	Recommended Vendor: RNL Interplan, 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: May 1, 2015 LA Daily News, La Opinion and The Daily Breeze	
	B. Advertised/Publicized: May 1, 2015	
	C. Pre-proposal/Pre-Bid Conference: May 12, 2015	
	D. Proposals/Bids Due: June 10, 2015	
	E. Pre-Qualification Completed: August 20, 2015	
	F. Conflict of Interest Form Submitted to Ethics: June 11, 2015	
	G. Protest Period End Date: October 20, 2015	
5.	Solicitations Picked up/Downloaded: 162	Bids/Proposals Received: 4
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Wells Lawson/Nick Saponara	Telephone Number: (213) 922-7217

A. Procurement Background

This Board Action is to approve Contract No. AE354280011791 to advance the existing conceptual engineering design documents (60% design development drawings) for the Willowbrook/Rosa Parks Station Improvements Project, and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method; or ii) a Design/Bid/Build project delivery method.

The RFP was issued as an Architect and Engineer (A&E) qualifications based competitive procurement in accordance with Metro's Acquisition Policies and Procedures and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued on May 14, 2015 provided copies of the Plan-Holders' List, sign-in sheets and presentation materials for the pre-proposal conference and prevailing wage flyer.
- Amendment No. 2, issued on May 22, 2015 provided changes to Exhibit A - Statement of Work, Tasks 8.2 and Deliverables for Tasks 8.1 through 8.3, revised the submittal requirements to exclude resumes from the 60-page limit for Volume 1 - Technical Proposal, and responded to proposer questions.
- Amendment No. 3, clarified changes issued in Amendment No. 2 and responded to additional proposer questions.

A pre-proposal conference was held on May 12, 2015, and was attended by 43 participants representing 36 firms. Forty-three questions were received and responses were released prior to the proposal due date.

A total of four proposals were received by the due date, June 10, 2015, from:

1. Owen Group Inc.
2. RAW International
3. RNL Interplan Inc.
4. Rosa Parks Joint Venture Partners

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development Department, Facilities Engineering Operations, Rail Operations, and the County of Los Angeles Regional Planning Department was convened and conducted a comprehensive technical evaluation and review of the proposals received.

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

- | | |
|---|-----|
| • Degree of Skills and Experience of the Team | 40% |
| • Experience and Capabilities of Personnel on the Contractor's Team | 20% |
| • Management Plan | 20% |
| • Understanding of Work and Approach for Implementation | 20% |

For A&E procurements, price cannot be used as an evaluation factor pursuant to state and federal law. The evaluation criteria are appropriate and consistent with criteria developed for similar design and engineering services procurements. Several factors were considered in developing these weights, giving the greatest importance to the degree of skills and experience of the team.

Of the four proposals received, one was deemed non-responsive for failure to provide valid joint venture and pre-qualification documentation as required by the RFP.

On June 11, 2015, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the three responsive proposals to initiate the evaluation phase. Evaluations were conducted from June 11, 2015 through June 29, 2015.

On June 29, 2015, the PET reconvened and determined that all three firms, listed in alphabetical order below, were within the competitive range:

1. Owen Group Inc.
2. RAW International
3. RNL Interplan Inc.

On July 9, 2015, proposers in the competitive range were invited to make oral presentations. The project manager and key team members of each firm presented their team's qualifications, experience with required tasks, and responded to the evaluation committee's questions.

At the conclusion of the evaluation process, including oral presentations, RNL Interplan, Inc. was determined to be the highest technically qualified firm in support of this project.

The following is a summary of PET scores:

	FIRM	Weighted Average Score	Factor Weight	Average Score	Rank
1	RNL Interplan, Inc.				
2	Degree of Skills and Experience of the Team	85.38	40%	34.15	
3	Experience and Capabilities of Personnel on the Contractor's Team	88.38	20%	17.68	
4	Management Plan	89.50	20%	17.90	
5	Understanding of Work and Approach for Implementation	87.00	20%	17.40	
6	Total			87.13	1
7	RAW International				
8	Degree of Skills and Experience of the Team	78.19	40%	31.28	
9	Experience and Capabilities of Personnel on the Contractor's Team	85.88	20%	17.18	
10	Management Plan	84.00	20%	16.80	
11	Understanding of Work and Approach for Implementation	83.88	20%	16.78	
12	Total			82.04	2
13	Owen Group, Inc.				
14	Degree of Skills and Experience of the Team	79.19	40%	31.68	
15	Experience and Capabilities of Personnel on the Contractor's Team	79.38	20%	15.88	
16	Management Plan	79.50	20%	15.90	
17	Understanding of Work and Approach for Implementation	83.00	20%	16.60	
18	Total			80.06	3

Qualifications Summary of Recommended Firm:

RNL Interplan, Inc.

The recommended firm, RNL Interplan, Inc. (RNL), is a multi-disciplined architecture, interior design and engineering firm. The firm's local office in Los Angeles, California, specializes in

transit facility design, with emphasis on blending transit into Transit Oriented Development (TOD) settings. Over the past 40 years, RNL has built a transportation practice with experience on over 20 TOD and intermodal transit centers and over 150 operations and maintenance facilities, all with sensitive issues in designing facilities that enhance community development.

The RNL team is composed of transit and building design experts with deep understanding of the community and experience in working with Metro and other local, regional and national transit agencies. RNL has staffed the project with specific expertise necessary to deliver a high-functioning and pedestrian friendly transit station. RNL’s strengths were in their depth of expertise and experience in the design and architecture of multi-modal transit facilities, experience working with transit agencies, proposed management plan, strong key personnel, project delivery techniques, and a clear understanding of the statement of work. Their expertise in sustainable design as well as their experience with the LEED rating system provides additional insight to this project.

C. Cost Analysis

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

The primary basis for the decrease in the proposal amount is the reduction of project community outreach efforts since this work is anticipated to be performed by either Metro or the future construction contractor. In addition, costs were significantly reduced by clarifying the nature of design administration support required during construction.

The negotiated amount includes labor escalation over the term of the contract, additional insurance coverage required by Metro due to the complexity of the project, and project management and coordination with subcontractors. These costs were not considered in the development of Metro’s independent cost estimate, thus resulting in a higher negotiated price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
RNL Interplan, Inc.	\$8,956,824	\$5,239,898	\$5,756,068

D. Background on Recommended Contractor

RNL, in business for 59 years, is an international architecture, interior design, landscape architecture, and planning firm headquartered in Denver, Colorado with offices in Los Angeles, Denver, Phoenix, Washington D.C., and Abu Dhabi.

RNL’s project manager has more than 33 years of experience as an architect and has been involved in the planning and design of transit facilities for over 25 years. He has extensive experience working on complex projects that require coordination between multiple stakeholders.

RNL has partnered with Metro for over 15 years. It was the design architect and owner’s representative for Metro’s El Monte Transit Station, completed in 2012. RNL is currently

working on the Division 13 Bus Operations and Maintenance Facility and the Expo Line Light Rail Maintenance Facility. RNL's performance on Metro projects has been satisfactory.

DEOD SUMMARY

Willowbrook/Rosa Parks Station Improvement Project / AE11791

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% Disadvantaged Business Enterprise (DBE) goal for this solicitation. RNL Interplan, Inc. exceeded the goal by making a 28.45% Race Conscious (RC) DBE and 4.85% Race Neutral (RN) DBE commitment.

SMALL BUSINESS GOAL	23% DBE	SMALL BUSINESS COMMITMENT	28.45% RC DBE 4.85% RN DBE
----------------------------	----------------	----------------------------------	---------------------------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	AHBE Landscape Architects (RC)	Asian Pac American	2.77%
2.	Base Architects (RC)	African American	3.74%
3.	Coast Surveying, Inc. (RC)	Hispanic American	2.37%
4.	Diaz Yourman & Associates (RC)	Hispanic American	0.93%
5.	PBS Engineering (RC)	Sub-Asian American	5.47%
6.	SKA Design (RC)	Hispanic American	0.87%
7.	The Robert Group (RC)	African American	1.63%
8.	W2 Design (RC)	Asian Pac American	6.30%
9.	Pac Rim Engineering (RC)	Asian Pac American	4.37%
Total RC DBE			28.45%
10.	Lenax Construction Services (RN)	Non-Minority Female	3.74%
11.	Pacific Railway (RN)	Non-Minority Female	1.11%
Total RN DBE			4.85%

B. Living Wage Service Contract Worker Policy

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

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).

Willowbrook/Rosa Parks Station Improvement Project

Architecture & Engineering Contract and Preliminary Funding Plan

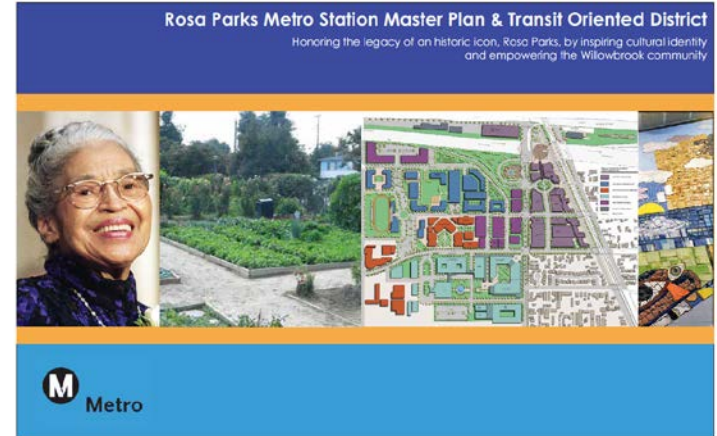
Planning and Programming Committee - October 14, 2015



Metro

Project Milestones

- February 2011 – The Metro Board adopted the Rosa Parks/Willowbrook Metro Station Master Plan.
- September 2014 – **\$10.25 million** in TIGER VI funding announced
- June 2015 – **\$38.5 million** in funding from the California Transit and Intercity Rail Capital Program (“Cap and Trade”) announced for Willowbrook/Rosa Parks and Metro Blue Line Improvements
- August 2015 – Initial Design Concept and CEQA and NEPA Completed
- September 2015 – **\$2.9 million** California Active Transportation Program (ATP) grant recommendation



Project Goals

1. Expand Station capacity
2. Improve multi – modal connections
3. Address safety and security concerns
4. Enhance connections to the surrounding community



Transit Plaza



Metro

Transit Hall



Mobility Hub and Customer Service Center



Preliminary Funding Plan

Local - Preliminary Engineering (April 2014 Board approval)	\$ 4.00
Federal (TIGER)	\$10.25
Local (TIGER Match)	\$16.00
Local and/or State TIRCP (Cap and Trade)	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind land value)	<u>\$ 0.75</u>
TOTAL PROJECT COST:	\$66.70



Schedule

- Community outreach (Early 2016, ongoing)
- Site Acquisition (Spring 2016)
- Complete Engineering/Final Design (Late 2016)
- Begin Construction (Mid-2017)
- Completion (2019)

**Board Report**

File #: 2015-1437, **File Type:** Program**Agenda Number:** 63.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
OCTOBER 15, 2015****SUBJECT: PROPOSED NEW PILOT EXPRESS BUS SERVICE FROM PASADENA GOLD LINE
TO THE NORTH HOLLYWOOD ORANGE/RED LINE STATIONS****ACTION: APPROVE NEW PILOT LINE FOR 180 DAY PERIOD****RECOMMENDATION**

SYSTEM SAFETY, SECURITY AND OPERATIONS RECOMMENDED (3-0):

- A. APPROVING proposed **180 day new pilot bus service to operate from the Metro Gold Line in Pasadena to the North Hollywood Red/Orange Line Stations**; and
- B. REVISING the FY16 budget \$784,000 to fund the FY16 portion of this 180 day pilot program.

ISSUE

The Board approved Motion 40 (Attachment A) by Director Najarian in November 2014, directing staff to explore establishing a new bus service between the Burbank Airport and the Metro Gold Line in Pasadena with stops at the North Hollywood Orange/Red Line Stations, Burbank Media District, and Glendale. This would provide new transit service that would mitigate some of the impact to travel in this region caused by the Interstate 5 construction project, as well as connect residents of the San Gabriel Valley to the San Fernando Valley rail and BRT systems. Subsequent to Motion 40, Metro staff gave a preliminary report to the Metro Board in January 2015 outlining planning efforts and budget impacts of the proposed line. In that document, staff outlined work with Caltrans to modify the HOV lane entrance and exit points, as well as bus on shoulder running. Caltrans has modified the HOV entrance and exit points and has developed rough estimates of improvements, including freeway widening to accommodate bus on shoulder running.

Our current report contains a final proposed route, implementation plan, impact on bus equipment and estimated marginal operating costs associated with proposed pilot service.

DISCUSSION

If this proposed service is approved by the Metro Board and service could start with the opening of passenger service on the Foothill Extension of the Gold Line. Following initiation of this new express bus service, staff will arrange for public hearings at the San Fernando Valley and San Gabriel Valley

Service Councils in April 2016. During the first two months of operation, staff will also complete the Title VI and Environmental Impact reports for this new service. The findings from these evaluations will be brought back to the Metro Board for action in June or July 2016.

Staff has researched and analyzed different routing options that would provide an efficient and productive operation. Attachment B depicts staff's final recommended route configuration. Metro staff has scheduled regular meetings with many interested groups including Cities of Burbank and Pasadena, LADOT, Caltrans, Bob Hope Airport and others. The recommended route and bus layover locations were determined after meeting with Cities of Pasadena and Burbank. The proposed route will depart the North Hollywood Station bus plaza and utilize the SR-134 Freeway towards Pasadena, making limited stops connecting with the Burbank Bus and Glendale Bee Line systems.

Staff has worked very closely with LADOT Transit staff as Commuter Express Line 549 duplicates much of this same corridor (map and schedule shown in Attachment C) from the Lake Ave Metro Gold Line Station to the North Hollywood Metro Red Line Station, then continuing to Encino. This service operates Monday through Friday, rush hours only, in both directions, every 30 minutes. Daily ridership averages 430 boarding passengers, or approximately 21 patrons per one-way bus trip.

LADOT and Metro staff worked on options that included incorporating LADOT service into the proposed NoHo - Pasadena Gold Line express service. This could have included alternating trips during weekday peaks, using the same route, stops and fare structure. The aim was to develop a seamless combined service to minimize passenger confusion and to reduce Metro operating costs. Another option explored was for LADOT to expand their existing service to also operate during weekday mid-day and weekends. This would have required them to adjust their route, stops and fares to expedite travel times and ease transfers to/from Metro Gold, Orange and Red lines. This became a difficult effort to accomplish in a relatively short period of time, and LADOT has indicated it is not interested in assuming more service to operate at this time. They will continue to operate Commuter Express Line 549 and Metro would provide all of the new NoHo - Pasadena Gold Line service. Metro will ensure that the LADOT and Metro bus trip times will be staggered so as to provide better service to our customers.

The City of Burbank currently operates Burbank Bus' NoHo to Airport route connecting North Hollywood Station with destinations along Burbank's Empire Center and Bob Hope Airport. The City was recently able to obtain I-5 mitigation funds to improve bus service. In June of 2015, NoHo to Airport route extended span of service from peak hour only, to all day, seven days a week service including evenings (map and schedule shown in Attachment D). The fare is \$1, and Metrolink patrons are able to ride for free.

As result of the enhanced service currently linking Bob Hope Airport with the North Hollywood Red/Orange Line Station, the proposed route in Attachment A was revised to terminate at North Hollywood Station with a convenient transfer to Burbank Bus. Metro's proposed headway will be similar to Burbank Bus' headway to ensure proper connectivity between the two services.

DETERMINATION OF SAFETY IMPACT

As ridership increases on the proposed pilot line, more vehicles will be removed from the freeways, potentially reducing accidents and regional emissions of greenhouse gases.

FINANCIAL IMPACT

Based on the service parameters required to operate this line, resource requirements are as follows:

	Directly Operated	Contracted Service
Frequency	Weekday -15 min peak/30 min base	
	Weekend - 30 min all day	
180 Day Pilot Period RSH	13,005	
Annual RSH	26,370	
# of Buses	8 + 2 spares	
180 Day Pilot Marginal Operating Cost	\$1,341,000	\$1,176,000
Annual Marginal Operating Cost	\$2,720,000	\$2,386,000

The marginal cost estimates shown reflect Metro directly operated or contracted costs. As this would be a new bus service that does not duplicate or replace existing Metro operated bus lines, it could be operated under contract by a private operator. Under that scenario, with service beginning no earlier than March 1, 2016, the marginal cost for 180 days would be \$1,176,000 while the cost incurred during the last four months of FY16 would be \$784,000. The annual cost estimate for this service, based on FY16 contract cost rates, would be \$2.386 million.

The performance of the new express line should at least 25 passengers per revenue bus hour, which is half of the Metro system average of 50 passengers per revenue bus hour. At the rate of 25 passengers per bus hour, this line should attract 1,750 riders each week day. This performance should be achieved by the end of the 180 day pilot period. If not, corrective actions will be undertaken to improve the attractiveness of the line or tailor the service to better match ridership patterns.

If this new express line achieves the target ridership levels, passenger revenue would achieve a 21% marginal cost recovery ratio.

Metro maintains a bus fleet with a 20% spare ratio. There are no additional spare buses to be used for the new pilot service. Providing ten additional buses to our contract service providers will require that the Metro bus spare ratio be reduced from 20% to 19.8%. This may have a negative impact on meeting our service needs on some days.

Given the scenario of a contract service provider operating this line, the total cost of the pilot program is \$1,176,000. The FY16 portion of this pilot program is \$784,000. Budget will be added to cost center 3590 - Contract Services, Account 50801 - Purchased Transportation.

IMPACT TO BUDGET

The source of funds for this effort is Bus eligible operating funds. No other funding has been considered because these funds are directly designated for this use.

ALTERNATIVES CONSIDERED

The LADOT Commuter Express service currently operated over a similar route (Line 549) could be expanded to provide the pilot service. However, LADOT has indicated at this time resources are not available to expand the Commuter Express program.

NEXT STEPS

If the Pilot Line is approved by the Metro Board, service planning staff will initiate an implementation process for the new express service including a marketing campaign. Implementation date would mirror Gold Line's Foothill Extension's initiation of service.

Prior to the conclusion of the initial 180 day pilot period, staff will return to the Board with a performance report for the line, with a recommendation to either continue, modify, or discontinue the service. This will be based on service performance that will include passenger demand and impacts to LADOT Commuter Express Line 549. The evaluation will also provide the results of a public hearing and a Title VI and Environment Justice report.

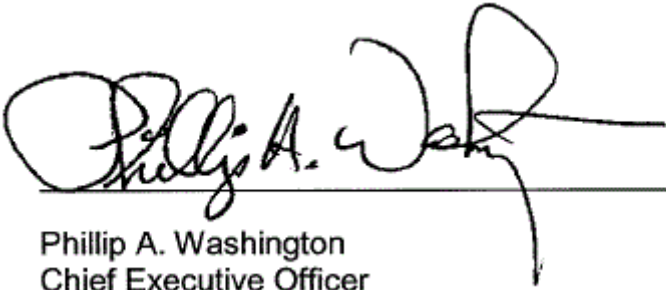
ATTACHMENTS

- Attachment A - Motion 40: I-5 North Construction Mitigation Transit Service
- Attachment B - Metro Routing Map
- Attachment C - LADOT Commuter Express Line 549 Map and Schedule
- Attachment D - Burbank Bus NoHo to Airport Map and Schedule

Prepared by: Scott Page, Service Planning Director, (213) 922-1228
Israel Marin, Transportation Planner, (213) 922-6903

Questions: Christopher Reyes, Transportation Planning Manager III,
(213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

REVISED MOTION BY DIRECTOR ARA NAJARIAN

Construction Committee

November 6, 2014

I-5 North Construction Mitigation Transit Service

This motion is ~~requesting~~ directs the CEO to explore ~~new services from North Hollywood Station to Burbank Airport to~~ establishing new bus service between the North Hollywood Red/Orange Line Stations, through Bob Hope Airport, and the Lake Avenue Pasadena Gold Line Station.

The \$26 million allocated to the I-5 North Construction Mitigation cannot be used for transit service. There is a need for service to the MTA NOHO Orange/Red Lines during the construction of the I-5 North carpool lanes. The construction project will interrupt service to the Burbank Airport from major transit hubs and new transit funds will be necessary to provide service to this important destination.

WE I THEREFORE MOVE that the CEO direct staff to explore new service and report back at ~~November's~~ the January Board Meeting on the proposed route; and

WE ~~THEREFORE~~ I FURTHER MOVE that the CEO explore funding sources, including but not limited to Congestion Mitigation and Air Quality Improvement (**CMAQ**) Program with startup service beginning in ~~January~~ February 2015.

Pasadena to North Hollywood Route



TO BURBANK/GLENDALE/PASADENA

Encino Park & Ride	Sepulveda & Ventura	Burbank & Fulton	Metro Orange/Red Line Station	Alameda & Pass	Sanchez & Brand	Glendale Park & Ride	Walnut & Garfield	Lake Metro Gold Line Station
A	B	C	D	E	F	H	I	J
5:55	6:00	6:10	6:17	6:25	6:37	6:40	6:47	6:56
6:20	6:25	6:35	6:43	6:51	7:03	7:06	7:15	7:28
6:45	6:52	7:04	7:13	7:22	7:35	7:39	7:48	8:00
7:15	7:22	7:34	7:44	7:55	8:09	8:13	8:23	8:35
7:45	7:53	8:06	8:16	8:27	8:41	8:44	8:53	9:07
3:45	3:53	4:06	4:13	4:23	4:45	4:50	5:00	5:12
4:15	4:23	4:37	4:44	4:54	5:16	5:20	5:29	5:42
4:45	4:54	5:09	5:17	5:28	5:50	5:54	6:03	6:15
5:20	5:31	5:46	5:54	6:05	6:27	6:32	6:43	6:54
5:55	6:06	6:20	6:27	6:37	6:58	7:02	7:12	7:21

PM times are indicated in bold type.

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.

TO GLENDALE/BURBANK/ENCINO

Lake Metro Gold Line Station	Walnut & Garfield	Glendale Park & Ride	Goode & Brand	Alameda & Pass	Metro Orange/Red Line Station	Burbank & Fulton	Ventura & Sepulveda	Encino Park & Ride
J	I	H	G	E	D	C	B	A
6:00	6:08	6:17	6:22	6:34	6:42	6:48	6:59	7:09
6:20	6:28	6:38	6:44	6:57	7:05	7:13	7:27	7:37
6:50	6:59	7:09	7:15	7:29	7:37	7:45	8:00	8:09
7:15	7:25	7:35	7:43	7:59	8:08	8:17	8:35	8:44
7:35	7:46	7:58	8:06	8:22	8:31	8:38	8:53	9:01
4:00	4:11	4:22	4:28	4:42	4:52	5:01	5:15	5:24
4:30	4:40	4:51	4:57	5:14	5:25	5:35	5:50	5:59
5:00	5:13	5:26	5:33	5:50	6:02	6:12	6:26	6:32
5:35	5:47	5:58	6:05	6:21	6:33	6:42	6:55	7:01
6:05	6:15	6:26	6:32	6:48	6:59	7:07	7:14	7:18

PM times are indicated in bold type.

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.

SAN FERNANDO VALLEY/BURBANK MEDIA DISTRICT/GLENDALE/PASADENA



	Commuter Express Route 549		Bus Stop
	Commuter Express Route 549 Turn-around		Points of Interest
	Commuter Express Route 409		Park & Ride Lot
	Commuter Express Route 423		Time Point
	Commuter Express Route 573		Transfer Point
	Commuter Express Route 574		Metro Red Line
			Metro Orange Line
			Metro Gold Line
			DASH Van Nuys/Studio City Route

PARK & RIDE LOCATIONS

Encino Park & Ride
5174 Hayvenhurst Ave.,
Encino

Glendale Park & Ride
1553 E. Wilson Ave.,
Glendale



burbankbus ⇨

effective June 15, 2015/efectivo 15 de Junio 2015

noho → airport

points of interest/puntos de interés:

- Burbank Bob Hope Airport
- Bob Hope Airport Metrolink Station
- North Hollywood Station
- Metro Red Line
- Metro Orange Line

Service: Monday - Friday
service hours: 5:30 am - 10:30 pm

www.burbankbus.org



how to ride/como viajar

hours of operation

The NoHo-Airport route operates from 5:30 am to 10:37 pm Monday-Friday. All other BurbankBus routes operate during morning and afternoon/evening peak hours, Monday-Friday.

BurbankBus does not operate on the following holidays: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

fares

BurbankBus costs \$1.00 for each ride. Riders may pay in cash or through stored-value on their Metro TAP Card.

BurbankBus is free for riders who have the following:

- Metro EZ Transit Pass
- All Metrolink Tickets and Passes
- Access Transit TAP Card.
- Burbank Senior Activity Card

transfers

To/from Metro Red and Orange Line

- Free transfer with Metro EZ Pass
- Purchase Metro-to-Muni Transfer

To/from other BurbankBus Routes

- Free BurbankBus transfer slip (request at time of first boarding)
- Valid for up to 60 minutes

To/from Metrolink

- Free with any same-day Metrolink Ticket

free trip planning assistance available:
www.burbankbus.org or call 818.246.4258

burbankbus ⇨

horas de servicio

La ruta NoHo-Airport opera entre de 5:30 am a 10:37 pm de lunes a viernes. Todas las demás rutas de BurbankBus operan durante la mañana y tarde, de lunes a viernes.

BurbankBus no funciona en los siguientes días festivos: Día de Año Nuevo, Día de Conmemoración a los Caídos, Día de la Independencia, Día del Trabajo, Día de Acción de Gracias, y en Navidad.

tarifas

BurbankBus cuesta \$1.00 por cada viaje.

Los pasajeros pueden pagar en efectivo o a través de valor almacenado en su tarjeta TAP Metro (Metro TAP Card).

BurbankBus es gratis para pasajeros que cuentan con lo siguiente:

- Pase de tránsito Metro EZ
- Todos los boletos y pases de Metrolink
- Tarjeta TAP de Access Transit
- Tarjeta de actividad de Burbank para personas de la tercera edad

transferencias

Hacia/desde la línea de Metro Rojo y Naranja

- Servicio de transbordo gratuito con el pase fácil de tránsito (Metro EZ Pass)

• Compra el transbordo de Metro-a-Muni

Hacia/desde otras rutas de BurbankBus

- Tarjeta de transbordo de BurbankBus gratuita (pídelo en el primer abordaje)

* Válido hasta por 60 minutos

Hacia/desde Metrolink

- Gratis con cualquier ticket de Metrolink del mismo día

get connected with burbankbus

connections

The NoHo-Airport route connects the Metro Orange Line and Metro Red Line to the Burbank Bob Hope Airport Regional Intermodal Transportation Center (RITC) with frequent, all-day service. It also offers connections to other local and regional transit services, including other BurbankBus routes (Empire-Downtown and NoHo-Media District), Metro bus, LADOT Commuter Express, Santa Clarita Transit, and Metrolink/Amtrak rail service at the Airport RITC. For regional information, call 5-1-1 or 323.GO.METRO (323-466-3876) or visit go511.com.

Conexiones

La ruta NoHo-Airport conecta la Línea de Metro Naranja y La Línea de Metro Rojo hasta el Regional Centro de Transporte Intermodal del Aeropuerto Bob Hope de Burbank (RITC) con servicio frecuente durante todo el día. También ofrece conexiones a otros servicios de tránsito locales y regionales, incluyendo otras rutas de BurbankBus (Empire-Downtown y NoHo-Media District), autobuses Metro, LADOT Commuter Express, Santa Clarita Transit y servicios ferroviarios Metrolink Amtrak en el RITC del Aeropuerto. Para obtener información regional, llame 5-1-1 o 323.GO.METRO (323-466-3876) o visite go511.com.

going places ⇨



burbankbus ⇨

Questions or comments about BurbankBus?
¿Preguntas o comentarios sobre BurbankBus?
contact us/contacte nos:

BurbankBus customer service representatives are available from 5:30 am to 10:30 pm, Monday through Friday. Call: 818.246.4258

BurbankBus representatives may be reached at contact@burbankbus.org

City of Burbank
Community Development Department
Transportation Section
P.O. Box 6459
Burbank, CA 91510-6459

Receive updates regarding route and schedule information at www.twitter.com/burbankbus

Additional route and schedule information is available online at www.burbankbus.org



area transportation services/servicios de transporte de área

Senior & Disabled Services 818.238.5360
Access Services, Inc. 800.827.0829

BurbankBus also provides Senior & Disabled services. For program information visit www.burbankbus.org

noho → airport



burbankbus

Only published time-points are listed. BurbankBus also stops at locations along the route path between published time-points. All bus stops are shown on the route map.

early morning (15-minute service)

Depart NoHo Station	Burbank/Hollywood	Buena Vista/Victory	Thornton/Ontario	Bob Hope Airport RTIC	Hollywood/Victory	Burbank/Pass	Arrive NoHo Station
5:30 AM	5:38 AM	5:42 AM	5:47 AM	5:53 AM	5:58 AM	6:02 AM	6:07 AM
6:15 AM	6:23 AM	6:27 AM	6:32 AM	6:38 AM	6:43 AM	6:47 AM	6:52 AM
6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:58 AM	7:02 AM	7:07 AM
6:45 AM	6:53 AM	6:57 AM	7:02 AM	7:08 AM	7:13 AM	7:17 AM	7:22 AM
7:00 AM	7:08 AM	7:12 AM	7:17 AM	7:23 AM	7:28 AM	7:32 AM	7:37 AM
7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:43 AM	7:47 AM	7:52 AM
7:30 AM	7:38 AM	7:42 AM	7:47 AM	7:53 AM	7:58 AM	8:02 AM	8:07 AM
7:45 AM	7:53 AM	7:57 AM	8:02 AM	8:08 AM	8:13 AM	8:17 AM	8:22 AM
8:00 AM	8:08 AM	8:12 AM	8:17 AM	8:23 AM	8:28 AM	8:32 AM	8:37 AM
8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:43 AM	8:47 AM	8:52 AM
8:30 AM	8:38 AM	8:42 AM	8:47 AM	8:53 AM	8:58 AM	9:02 AM	9:07 AM
8:45 AM	8:53 AM	8:57 AM	9:02 AM	9:08 AM	9:13 AM	9:17 AM	9:22 AM
9:00 AM	9:08 AM	9:12 AM	9:17 AM	9:23 AM	9:28 AM	9:32 AM	9:37 AM
9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:43 AM	9:47 AM	9:52 AM

midday (20-minute service)

Depart NoHo Station	Burbank/Hollywood	Buena Vista/Victory	Thornton/Ontario	Bob Hope Airport RTIC	Hollywood/Victory	Burbank/Pass	Arrive NoHo Station
9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	10:03 AM	10:07 AM	10:12 AM
9:55 AM	10:03 AM	10:07 AM	10:12 AM	10:18 AM	10:23 AM	10:27 AM	10:32 AM
10:15 AM	10:23 AM	10:27 AM	10:32 AM	10:38 AM	10:43 AM	10:47 AM	10:52 AM
10:35 AM	10:43 AM	10:47 AM	10:52 AM	10:58 AM	11:03 AM	11:07 AM	11:12 AM
10:55 AM	11:03 AM	11:07 AM	11:12 AM	11:18 AM	11:23 AM	11:27 AM	11:32 AM
11:15 AM	11:23 AM	11:27 AM	11:32 AM	11:38 AM	11:43 AM	11:47 AM	11:52 AM
11:35 AM	11:43 AM	11:47 AM	11:52 AM	11:58 AM	12:03 PM	12:07 PM	12:12 PM
11:55 AM	12:03 PM	12:07 PM	12:12 PM	12:18 PM	12:23 PM	12:27 PM	12:32 PM
12:15 PM	12:23 PM	12:27 PM	12:32 PM	12:38 PM	12:43 PM	12:47 PM	12:52 PM
12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	1:03 PM	1:07 PM	1:12 PM
12:55 PM	1:03 PM	1:07 PM	1:12 PM	1:18 PM	1:23 PM	1:27 PM	1:32 PM
1:15 PM	1:23 PM	1:27 PM	1:32 PM	1:38 PM	1:43 PM	1:47 PM	1:52 PM
1:35 PM	1:43 PM	1:47 PM	1:52 PM	1:58 PM	2:03 PM	2:07 PM	2:12 PM
1:55 PM	2:03 PM	2:07 PM	2:12 PM	2:18 PM	2:23 PM	2:27 PM	2:32 PM
2:15 PM	2:23 PM	2:27 PM	2:32 PM	2:38 PM	2:43 PM	2:47 PM	2:52 PM

afternoon/early evening (15-minute service)

Depart NoHo Station	Burbank/Hollywood	Buena Vista/Victory	Thornton/Ontario	Bob Hope Airport RTIC	Hollywood/Victory	Burbank/Pass	Arrive NoHo Station
2:30 PM	2:38 PM	2:42 PM	2:47 PM	2:53 PM	2:58 PM	3:02 PM	3:07 PM
2:45 PM	2:53 PM	2:57 PM	3:02 PM	3:08 PM	3:13 PM	3:17 PM	3:22 PM
3:00 PM	3:08 PM	3:12 PM	3:17 PM	3:23 PM	3:28 PM	3:32 PM	3:37 PM
3:15 PM	3:23 PM	3:27 PM	3:32 PM	3:38 PM	3:43 PM	3:47 PM	3:52 PM
3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:58 PM	4:02 PM	4:07 PM
3:45 PM	3:53 PM	3:57 PM	4:02 PM	4:08 PM	4:13 PM	4:17 PM	4:22 PM
4:00 PM	4:08 PM	4:12 PM	4:17 PM	4:23 PM	4:28 PM	4:32 PM	4:37 PM
4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:43 PM	4:47 PM	4:52 PM
4:30 PM	4:38 PM	4:42 PM	4:47 PM	4:53 PM	4:58 PM	5:02 PM	5:07 PM
4:45 PM	4:53 PM	4:57 PM	5:02 PM	5:08 PM	5:13 PM	5:17 PM	5:22 PM
5:00 PM	5:08 PM	5:12 PM	5:17 PM	5:23 PM	5:28 PM	5:32 PM	5:37 PM
5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:43 PM	5:47 PM	5:52 PM
5:30 PM	5:38 PM	5:42 PM	5:47 PM	5:53 PM	5:58 PM	6:02 PM	6:07 PM
5:45 PM	5:53 PM	5:57 PM	6:02 PM	6:08 PM	6:13 PM	6:17 PM	6:22 PM
6:00 PM	6:08 PM	6:12 PM	6:17 PM	6:23 PM	6:28 PM	6:32 PM	6:37 PM
6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:43 PM	6:47 PM	6:52 PM
6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:58 PM	7:02 PM	7:07 PM
6:45 PM	6:53 PM	6:57 PM	7:02 PM	7:08 PM	7:13 PM	7:17 PM	7:22 PM
7:00 PM	7:08 PM	7:12 PM	7:17 PM	7:23 PM	7:28 PM	7:32 PM	7:37 PM

late evening (45-minute service)

Depart NoHo Station	Burbank/Hollywood	Buena Vista/Victory	Thornton/Ontario	Bob Hope Airport RTIC	Hollywood/Victory	Burbank/Pass	Arrive NoHo Station
7:45 PM	7:53 PM	7:57 PM	8:02 PM	8:08 PM	8:13 PM	8:17 PM	8:22 PM
8:30 PM	8:38 PM	8:42 PM	8:47 PM	8:53 PM	8:58 PM	9:02 PM	9:07 PM
9:15 PM	9:23 PM	9:27 PM	9:32 PM	9:38 PM	9:43 PM	9:47 PM	9:52 PM
10:00 PM	10:08 PM	10:12 PM	10:17 PM	10:23 PM	10:28 PM	10:32 PM	10:37 PM

title vi

If you feel you have been excluded from participation, been denied the benefits of, or been subjected to discrimination on the basis of race, color, or national origin in the level and/or quality of transportation services and/or transit-related benefits you have received, you may file a complaint with the City of Burbank. Visit www.burbankbus.org for the City's Title VI policy and complaint procedure.

titulo vi

Si siente que se le ha excluido de participar, se le han negado los beneficios o ha sido objeto de discriminación por motivos de raza, color o nacionalidad con respecto al nivel y/o calidad de los servicios de transporte y/o beneficios que haya recibido relacionados al transporte, usted puede presentar una queja con la ciudad de Burbank. Visite www.burbankbus.org para leer de la póliza del Título VI de la ciudad y enterarse como procesar su queja.



Board Report

File #: 2015-1286, **File Type:** Informational Report

Agenda Number: 14.

**FINANCE, BUDGET AND AUDIT COMMITTEE
OCTOBER 14, 2015**

SUBJECT: RESPONSE TO BOARD MOTION 6.1 (JUNE 2015) RELATED TO COMMUTER RAIL FUNDING IN LOS ANGELES COUNTY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE:

- A) staff response to Board Motion 6.1 (Attachment A) related to **Commuter Rail Funding in Los Angeles County** adopted at the June 2015 Board meeting.
- B) status of \$18 million loan to Metrolink for rolling stock approved in FY11

ISSUE

Response to June 2015 Board Motion 6.1

As a part of the Board's consideration of staff's recommendation on Metrolink's FY16 budget request, the Board adopted Motion 6.1 directing the CEO to:

- 1) Develop a policy on the use of Metrolink-dedicated sources of funding; and
- 2) Work with Metrolink to identify projected Operating and Maintenance expenses through FY20; and
- 3) Request from Metrolink:
 - A. A current inventory and status of all New Capital, Capital Rehabilitation, and State of Good Repair projects; and
 - B. New projects expected over the next five fiscal years (through FY20); and
 - C. An inventory of all currently unfunded State of Good Repair and safety improvement needs for the Metrolink system within Los Angeles County; and
- 4) Provide a full accounting of all Regional Rail capital projects managed by Metro; and
- 5) Develop an ongoing short-range Metrolink program that plans out five years of funding commitments for Metrolink operations, maintenance, capital and state of good repair; and
- 6) Evaluate whether Metro or Metrolink should procure Architectural and Engineering (A&E) contracts.

An additional item within the motion instructed staff to defer, with limited exception, inclusion of

Proposition C 10% funding within the Call For Projects until the plans and policies referenced above have been reviewed and approved by Metro's Board of Directors.

This item addresses items 1 through 6 above and updates the Board on the status of a previous loan made to Metrolink. Staff has compiled the Board requested information as discussed below, summarized in Attachment B, and detailed in Attachments C (Metrolink's response), D (Regional Rail projects), and F (Metrolink item seeking the transfer of Regional Rail Projects to Metrolink).

DISCUSSION

1, 5) Policy on the Allocation of Metrolink Eligible Funding/Five Year Plan

Items 1 and 5 identify the Board's priority to initiate resource allocation policies and the planning and funding requirements to address the core Metrolink needs of Operations and Maintenance, Capital Rehabilitation/State of Good Repair, and Capital expansion.

Staff is currently developing a policy to address the various demands on Metrolink eligible funding in Los Angeles County. As directed by Metro's Board, this policy is being structured to specifically identify and estimate the availability of resources and identify Metrolink's core operating, safety, and State of Good Repair functions as the priority application of those resources.

As a member partner within the Joint Exercise of Powers Authority (JPA), Metro's Regional Rail staff is reaching out to Metrolink and the other member agencies to collaboratively address the provision of commuter rail services in Southern California. Regional Rail staff anticipates returning to the Board in the December/January time frame with a five-year outlook of expected demands on available resources including Metrolink Operating costs and service levels, Capital Expansion requirements, and Rehabilitation/State of Good Repair needs.

2) Five-Year Projections - Operating and Maintenance Expenses

Metrolink's Operating Budget projections for the next five years indicate a potential funding shortfall in the availability of operating funds from Proposition C 10% totaling approximately \$9.9 million, or 2% of Metro's estimated operating subsidy requirement. Metrolink included costs for both current and expanded levels of service. For illustration, summary data included in Attachment B reflects *current baseline service* levels excluding expansion.

Since FY12, Metro's budgeted operating subsidy contribution to Metrolink commuter rail service has increased a total of 63%, while service (as measured by train miles operated in Los Angeles County) has increased by approximately 7% over the same period. Operating expenses have increased by 27%, including the implementation of Positive Train Control (PTC), and revenues have grown very slowly as ridership has remained largely unchanged.

Metro and Metrolink staff have identified this growth in subsidy requirements as a priority issue, requiring continued discussions among Metro, Metrolink and our member agency partners as part of

the development of the FY17 Budget, and prior to any service expansion.

**3A) Inventory and Status of Metrolink Current Budget Authority:
Rehabilitation/State of Good Repair and Capital Expansion Projects**

	Budget (\$ in millions)	Expended	Balance
Rehabilitation/State of Good Repair	\$ 60.5	\$ 25.4	\$ 35.1
Rotem Settlement/Reimbursement	12.6	1.4	11.2
Capital Expansion	39.6	21.9	17.7
	<u>\$ 112.7</u>	<u>\$ 48.7</u>	<u>\$ 64.0</u>

- **Rehabilitation/State of Good Repair**

The current budget authority for Metrolink’s Rehabilitation/State of Good Repair program is \$60.5 million (as approved by Metro’s Board over several years through FY15). A total of \$25.4 million (42%) is expected to be invoiced to Metro for work completed through June 30, 2015. The remaining Metro approved balance of \$35.1 (58%) million for Rehabilitation/State of Good Repair projects continues to remain available for drawdown.

Metrolink is in the process of reviewing their current portfolio of projects, prioritizing current budget authority to their highest priority projects and continues to work with Metro and the other member agencies to evaluate possible alternatives to address funding requirements

Through this process of re-prioritization Metrolink has identified locomotives as their highest priority need. Rather than attempt to rehabilitate older locomotives, Metrolink has indicated that because of the advanced age and heavy usage of the equipment, the purchase of new locomotives is the most efficient method of moving forward to ensure the safety and service reliability of their fleet.

To date, Metrolink has indicated that through the process of reviewing the remaining \$35.1 million discussed above, they have identified reprogramming opportunities that have resulted in approximately half (\$7.5 million) of Metro’s required net contribution to the proposed locomotive purchase. However, Metro staff has not been apprised of the details of Metrolink’s proposed reprogramming actions including specific project recommendations or the financial implications. We are also seeking clarity of the values reflected in Metrolink’s FY14 Financial Statements regarding the makeup of \$11.7 million in Deferred (Unearned) Revenue attributed to Metro.

Finally, Metrolink has submitted a request to Metro seeking an additional \$7.25 million (Attachment E) in new funding to fund the balance of Metro’s share of the procurement. Prior to any recommendation to Metro’s Board, staff continues to seek further re-programming information, clarification, and input into the process to ensure only the highest priority projects are funded from current resources.

Staff continues to believe that the most prudent course of action remains to support the Board’s action to defer Metrolink’s FY16 Rehabilitation/State of Good Repair request of \$20 million based on

the current outstanding backlog of previously approved budget requests. For example, according to data received from Metrolink, of the \$16.4 million in the FY15 Metro Board approved budget authority, approximately \$66 thousand, or 0.4% has been committed to projects through the award of a contract.

As Metrolink continues to complete this process of re-evaluation and re-prioritization, and as approved projects demonstrate progress towards completion and delivery, Metro staff is committed to partner with Metrolink and the other member agencies and return to Metro's Board to identify additional resource requirements either through the FY17 budget or earlier, as appropriate.

Metrolink has indicated that they will provide Metro a detailed analysis over the next several weeks identifying the projects and funds they intend to seek authority to reprogram. Metrolink is also preparing for their board a detailed analysis of all member agencies proposed reprogramming actions.

- **Rotem Settlement/Reimbursement**

The Orange County Transportation Authority (OCTA) optioned the purchase of 22 Rotem rail cars for inter-county service which were later incorporated in the system-wide fleet. The member agencies reached an agreement that OCTA would be compensated for those cars used on a system-wide basis. Rather than a direct cash payment to OCTA, reimbursements were to be applied over five years towards OCTA's Rehabilitation/State of Good Repair contributions. Metro's total commitment for reimbursement equals \$19.9 million and through FY15 (Year 3), \$12.2 million has been allocated to Metrolink through Metro's budget process. Per data supplied by Metrolink, a total of \$1.4 million has been invoiced to date.

- **Capital Expansion**

The current budget authority for Metro's share of Metrolink's Capital Expansion program is \$39.6 million. A total of \$21.9 million (55%) has been invoiced. The remaining Metro approved balance of \$17.7 million is encumbered against existing and active projects, including Positive Train Control (PTC) and Vincent Siding and 2nd Platform.

3B) New Projects Expected over the next five fiscal years

Metrolink estimates Capital and Rehabilitation/State of Good Repair funding requirements of \$163.5 and \$135.6, respectively, for a total of almost \$300 million over the next five years, FY16-FY20. See Attachment B for a summary of the funding requirements and detailed listing of Metrolink's response in Attachment C.

3C) An Inventory of Unfunded Rehabilitation/State of Good Repair and safety improvements

Metrolink submitted an estimate of Unfunded Rehabilitation/State of Good Repair and safety improvement projects within Los Angeles County totaling \$149.4 million. According to Metrolink's submittal, some projects included in this estimate are also represented in the five-year projections

referenced above. See Attachment B for a summary and Attachment C for project details.

4) Regional Rail Capital Projects Managed by Metro

Metro's Regional Rail group manages Metro's relationship with Metrolink, the California High Speed Rail Authority, the LOSSAN Board of Directors, and implements projects designed to further those collective objectives.

The current budget authority for Regional Rail projects managed by Metro is \$906.5 million. The funding sources for these projects include:

- Local sales tax (primarily Measure R): \$83.0 million, and
- State, Federal and other sources: \$823.5 million

An additional contingency of \$11.2 million in State allocated funds remains to be formally applied to their corresponding eligible projects.

See Attachment B for a summary of the projects and Attachment D for more detailed information regarding each of the projects managed by Metro's Regional Rail group.

6) Evaluate whether Metro or Metrolink should procure Architectural and Engineering (A&E) contracts for commuter rail related projects in Los Angeles County

At its meeting of September 25, 2015, the Metrolink Board approved an item (Attachment F) that directed Metrolink staff to work with Metro staff to develop plans to transfer the management of commuter rail related capital projects currently under the management of Metro's Regional Rail group to the management of Metrolink.

Should both Metro and Metrolink Boards agree to the proposed transfer, staff will begin a transition plan through a Master Cooperative Agreement (MCA) for Metro Board review and potential approval that will address the means and methods that the two agencies will use to develop capital projects. The MCA will specifically identify, among other issues, the following:

- A transition plan for projects currently underway; and
- Communication protocols between the two agencies; and
- The funding responsibilities of Metro and the assignment of financial resources to Metrolink; and
- The financial obligations of Metrolink; and
- A plan for the cooperative oversight by both Metro and Metrolink on all approved capital improvement projects; and
- The coordinated interface of Metro and Metrolink with the California High Speed Rail Authority (CHSRA); and
- Necessary indemnifications; and
- Right-of-way (ROW) or other maintenance requirements subsequent to project completion.

Other Issues

Status of \$18 million loan to Metrolink

In October 2010, Metro's Board approved an urgency motion to loan up to \$18 million to Metrolink to finance the purchase of 20 additional Rotem commuter rail passenger cars. The terms of the agreement were that Metro would loan Metrolink up to \$18 million to provide working capital in order to secure a favorably priced contract option for additional vehicles. Thereafter, Metrolink would repay the loan to Metro, plus interest of 3.52% annually, using its eligible annual appropriation of Proposition 1B California Transportation Security Grant Program (CTSGP) funds received under a Letter Of No Prejudice (LONP). The terms stipulate that the loan will be repaid on or before June 30, 2017.

To date, through FY15 year end, Metrolink has made interest only payments to Metro totaling \$2.3 million. Staff has been working with Metrolink to establish a specific timetable and reimbursement plan. Please see Attachment G for Promissory Note.

FINANCIAL IMPACT

There is no current financial impact should the Board choose to Receive and File this report.

NEXT STEPS

Metro staff will continue to work with Metrolink to assess the funding needs, evaluate their budget requests, and identify additional funding, if needed. Metro staff continues to develop for Board review and approval a clear policy on the use of Metrolink-dedicated funds that will prioritize the use of funds for core Metrolink functions and determine the appropriate use of debt.

The following are key steps that staff will continue over the next several months:

- Continue to work with Metrolink and our partner member agencies to identify potential re-programming opportunities of previously approved yet unexpended funds
- Identify any potential funding gaps and possible alternative strategies
- Develop for Board approval a specific allocation policy of Metrolink eligible resources
- Work with Metrolink and our partner member agencies, to identify for Metro's Board, the five year requirements and resource availability for Metro's contributions to Metrolink Operations, Capital, and Rehabilitation/State of Good Repair needs
- Work with Metrolink to update the Board on a quarterly basis based on Board direction
- Work with Metrolink to identify a specific timetable and reimbursement plan to ensure the outstanding loan of \$18 million is repaid prior to its due date of June 30, 2017.

ATTACHMENTS

Attachment A - Board Motion 6.1 (As Amended)

Attachment B - Summarized information provided by Metrolink and Metro Regional Rail

Attachment C - Detailed Metrolink response to Metro's request for information

Attachment D - Detailed information of Metro Regional Rail Group

Attachment E - September 10, 2015 letter from Metrolink; re: Locomotive request for additional funding

Attachment F - Metrolink September 25, 2015 Board Item # 9 RE: Transferal of Specific Capital Projects in Los Angeles County

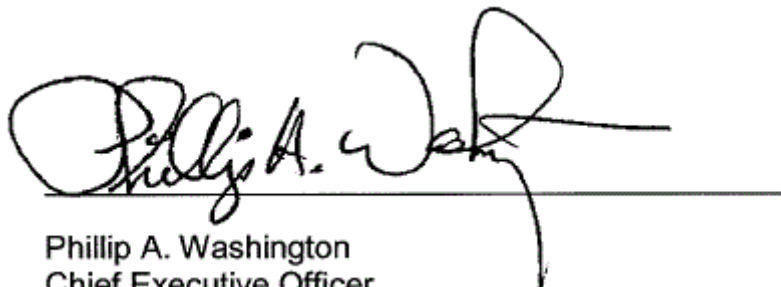
Attachment G - Promissory Note - Metrolink Rolling Stock Loan

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Phillip A. Washington
Chief Executive Officer



Board Report

File #:2015-0973, File Type:Motion / Motion
Response

Agenda Number:6.1.

**REGULAR BOARD MEETING
JUNE 25, 2015**

Motion by:

**Directors Antonovich, Knabe, Solis and Najarian
Amended by Dupont-Walker**

June 25, 2015

**Relating to Item 6, File ID 2015-0259
Metrolink/Regional Rail Fiscal Accountability**

The Southern California Regional Rail Authority (Metrolink), comprising five member County Regional Transportation Agencies, provides a vital regional commuter rail service that connects the residents, businesses, and attractions of Los Angeles County to those of Ventura, San Bernardino, Riverside, Orange, and San Diego Counties.

Los Angeles County Metro (Metro) is the largest agency in the Metrolink system by all measurements - service area, number of stations, ridership, and annual subsidy to support Metrolink's annual operating budget.

As the majority contributor to Metrolink's annual operating budget (51%), Los Angeles County plays an essential role in funding the operations, maintenance, and State of Good Repair of the capital-intensive Metrolink system to provide a safe, reliable, and efficient transit alternative for the people of Los Angeles County.

In support of this mission, Metro programs and provides funding to Metrolink through Proposition C 10% and Measure R 3%. **Combined, these funding categories will provide approximately \$96 million in Fiscal Year 2016 (FY16).**

The demand for these finite funds continues to grow with increasing requests from Metrolink and Metro departments. Metrolink, for example, has requested approximately \$107.5 million for FY16, including:

- \$65.5 million operating subsidy
- \$20.0 million for new Capital Rehabilitation programs
- \$13.0 million to acquire new Ticket Vending Machines (TVMs) to replace the antiquated, unreliable 20-year-old TVMs
- \$5.8 million for Crash Energy Management passenger railcars to provide greater safety for our

customers

- \$2.6 million for Right of Way (ROW) Security
- \$0.5 million in various other programs
- \$0.1 million for one-time special events

Meanwhile, Metro staff has requested \$10.2 million between FY17 and FY21 in Proposition C 10% funding to be issued as debt to support the Call for Projects (Item #15). Additionally, Metro Regional Rail has requested \$40 million in Metrolink-eligible funding in FY16 to support ongoing capital projects it manages.

As demand begins to oversubscribe funding capacity, Metro must develop a clear policy that prioritizes the use of these funds for vital needs-operations, maintenance, safety improvements and State of Good Repair-over subordinate ones (i.e., debt issued for Call for Projects) to fulfill our primary goal to provide safe, reliable and efficient commuter rail service in Los Angeles County.

In addition to this policy, Metro must also ensure that the funding it does provide for Metrolink and Regional Rail programs is being used in a timely and cost-efficient manner so that scarce Proposition C 10% and Measure R 3% funds are used as effectively as possible.

For example, Metro staff has identified an ongoing problem with Metrolink's Capital Rehabilitation program, whereby \$40 million of previously programmed and budgeted rehabilitation funds from Metro for Metrolink remain unspent. Consequently, Metro staff has recommended (Item #6C) that Metro withhold the \$20 million in Metrolink-requested funds for FY16 until which time Metrolink staff can account for the prior unspent funds and develop a complete inventory of current and future needs that draw down upon these funding sources. This problem signifies not just a budgetary issue, but also a safety culture issue, as rehabilitation and state of good repair projects need to be implemented as soon as possible to preserve the safety of the commuter rail system.

Additionally, Metro programs funding to construct Regional Rail capital projects that are in support of Metrolink and other Regional Rail operations in Los Angeles County. These projects also require a full accounting to ensure that their Life-of-Project budgets, costs, cashflows, and timelines are clearly defined and maintained to foster accountability and safeguard these limited funding sources from additional burdens caused by delay, cost overruns, and unnecessary project scope.

To protect the safe and robust operation of Metrolink in Los Angeles County, it is incumbent upon the Metro Board to reconcile all demands for Metrolink-eligible funding, prioritize the programming of funds, and review the implementation of all Metro Regional Rail and Metrolink capital projects using this funding to protect against project cost overruns, delays, and excessive scope.

APPROVED Antonovich, Knabe, Solis and Najarian Motion as amended by Dupont-Walker that the Board directs the CEO to develop a policy on the use of Metrolink-dedicated sources of funding (Proposition C 10% and Measure R 3%) that embodies at minimum the following principles.

- A. The first priority for the use of these funding categories is for Metrolink core functions of operations, maintenance, safety and rehabilitation capital improvements, and State of Good Repair projects;
- B. All subordinate demands for these sources of funding shall not draw down funding from nor encumber debt upon these funding sources that are necessary to support the projected demands of Metrolink core functions unless sufficient capacity for future years can be demonstrated; and
- C. A quarterly written report shall be presented to the Board that reviews and tracks at minimum the project implementation timelines, cashflow, costs, and Life-of-Project budget for Metrolink (Los Angeles County) and Metro Regional Rail programs and projects.

WE FURTHER MOVE that the Board directs the CEO to work with Metrolink to identify projected Operating and Maintenance expenses over the next five Fiscal Years (through FY20), with a report back to the Board within 90 days.

WE ALSO MOVE that the Board (1) supports the staff recommendation for Item #6C to defer Metro's share of the Metrolink FY16 Renovation and Rehabilitation budget and (2) directs the CEO to request from Metrolink within 30 days a full accounting of its Capital and State of Good Repair needs, including but not limited to the following:

- A. A current inventory and status of all New Capital, Capital Rehabilitation, and State of Good Repair projects, including at minimum the following elements:
 - 1. Year of original Metro fund allocation to these projects;
 - 2. Life-of-Project budgets;
 - 3. Project implementation timelines and progress to date;
 - 4. Percent completion of each project versus percent of funds spent;
 - 5. All unspent funds;
 - 6. Reasons for any delay in project implementation;
 - 7. Estimated cashflow requirements for each project over the next five Fiscal Years (through FY20);
- B. New projects expected over the next five Fiscal Years (through FY20); and
- C. An inventory of all currently unfunded State of Good Repair and safety improvement needs for the Metrolink system within Los Angeles County.

WE FURTHER MOVE that the Board directs the CEO to provide within 60 days a full accounting of all Regional Rail capital projects managed by Metro, including but not limited to the following elements:

- A. Life-of-Project budgets;
- B. Project implementation timelines;
- C. Cashflow needs;
- D. An accounting of all project delays and cost increases over the past three years; and
- E. A review of project scope for extraneous or deferrable elements to relieve demand upon Metrolink-eligible funding.

WE ALSO MOVE that the Board directs the CEO to develop within 120 days for the Board an ongoing short-range Metrolink program (Program) that plans out five years of funding commitments for Metrolink operations, maintenance, capital, and state of good repair.

- This Program will reconcile and prioritize the various demands on Metrolink-eligible funding and instill accountability and discipline for how Metro spends its Metrolink-eligible funding, with the possibility that Metro could provide multiyear funding commitments to Metrolink to reduce risk and costs for multiyear Metrolink programs and projects resulting from Metro's year-to-year annual budget process.

WE FURTHER MOVE that the Board defer approving the inclusion and/or debt encumbrance of Proposition C 10% as a funding source for the 2015 Call for Projects, except for projects which have a clear and direct nexus to a current or planned Metrolink station as determined by the CEO, until which time the Program is completed and capacity for Proposition C 10% is determined to be available.

- Should such Proposition C 10% capacity not be available, the Board directs the CEO to provide an alternative funding plan, excluding funding eligible for Metrolink and Metro bus and rail operations, for projects that would no longer have Proposition C 10% available as a funding source.

AMENDMENT by Dupont-Walker that the CEO evaluate whether Metro or Metrolink should procure Architectural and Engineering contracts.

Summary of
Los Angeles County Commuter Rail Information

**2. Projected Operating and Maintenance Expenses
FY's 2016 to 2020**

As requested by Metro's Board of Directors, Metrolink provided estimated Operating and Maintenance Expenses for the fiscal years 2016 to 2020 with and without new service expansion. Due to anticipated constraints on Metro's funding, the table below reflects cost estimates reflecting current base service levels. The inclusion of these services would increase Metro's total 5 year estimated operating contributions by approximately \$9.6 million. Metro Staff has estimated those requirements for funds utilizing the same source of potential funds – Proposition C 10% funds. For detail information, please see Attachment C.

Metrolink Operating Expenses/Use of Proposition C 10%
(Excludes New Service)

Metrolink Operating Expenses/Use of Proposition C 10%						
EXCLUDES NEW SERVICE						
(\$ in thousands)	FY16	FY17	FY18	FY19	FY20	5-YR TOTAL
Metrolink Operations & Maintenance <i>(excludes New Service)</i>	\$ 65,482	\$ 66,152	\$ 67,888	\$ 70,485	\$ 73,171	\$ 343,178
Supp Secrty on Los Angeles ROW	2,351	2,398	2,446	2,495	2,545	12,235
Special Trains	100	100	100	100	100	500
Special Appropriations	4,200	-	-	-	-	4,200
Metro Debt Service	13,370	13,313	12,870	10,750	10,671	60,973
Other Metro *	1,500	500	500	500	500	3,500
TOTAL USES	\$ 87,003	\$ 82,463	\$ 83,804	\$ 84,330	\$ 86,987	\$ 424,586
Beginning Fund Balance *	13,341					13,341
Prop C 10% Revenues *	75,205	77,837	80,327	82,737	85,220	401,326
AVAILABLE RESOURCES	\$ 88,546	\$ 77,837	\$ 80,327	\$ 82,737	\$ 85,220	\$ 414,667
EST. ANNUAL FUNDING GAP **	\$ 1,543	\$ (4,626)	\$ (3,477)	\$ (1,593)	\$ (1,767)	\$ (9,919)

* Estimated by Metro Staff

** Surplus/ (Shortfall)

3A. Current inventory and status of all New Capital, Capital Rehabilitation, and State of Good Repair projects

Metrolink provided detailed information on the progress across all Capital Expansion and Rehabilitation/State of Good Repair projects funded by Metro in previous periods as requested by Metro’s Board of Directors. For specific detail, please see Attachment C.

As summarized below, Metrolink has indicated that of \$112 million budgeted for Capital and Rehabilitation/State of Good Repair projects over the last 6 years. Only \$48.6 million (43%) has been billed to Metro-to-date, and \$64.0 million (57%) in project activity, including project surpluses, expects to be completed and drawn down within 3 fiscal years.

Budget Period (\$ in thousands)	Budget	Billed-to-date*	% Billed	Project (Over)/ Under-runs	Expected Drawdowns			Combined Under- Runs/ Expected Drawdowns
					FY16	FY17	FY18	
FY10 or Earlier	595	-	0%	(182)	777	-	-	595
FY11	8,000	6,973	87%	19	1,008	-	-	1,027
FY12	7,892	5,910	75%	627	492	28	-	1,147
FY13	11,612	9,372	81%	186	1,652	1,237	-	3,075
FY14	16,006	3,116	19%	2	9,610	3,278	-	12,890
FY15	16,375	12	0%	-	6,076	7,306	2,981	16,363
Subtotal - Rehab/SGR	60,480	25,383	42%	652	19,615	11,850	2,981	35,098
Rotem Settlement	12,600	1,393	11%	11	3,099	4,321	3,775	11,207
Capital Expansion	39,572	21,878	55%	-	16,641	553	500	17,694
TOTAL	112,652	48,654	43%	663	39,355	16,724	7,257	63,998

* Includes remaining FY15 billings for fiscal year-end closing June 30, 2015 (\$1.6M).

3B. Estimated New Capital and Rehabilitation/SGR Projects (FY16 – FY20)

In response to the Board’s request, Metrolink has provided an initial estimate of their Capital Expansion and Rehabilitation/State of Good Repair requirements, totaling just under \$300 million for FY16-FY20, as reflected below.

Five-Year Projections for Capital and Rehabilitation

LA Metro Share in Constant Dollars

Program (\$ in thousands)	FY16*	FY17	FY18	FY19	FY20	Total
<u>CAPITAL EXPANSION</u>						
Capacity Expansion – Track**	\$ 8,000	\$ 33,230	\$ 33,230	\$ 33,230	\$ 33,230	\$ 140,920
Incremental Rolling Stock	2,151	-	-	-	-	2,151
TVM**	12,984	-	-	-	-	12,984
Facilities	-	60	60	60	60	240
Project Evaluation/Prelim Engineering**	475	475	475	475	475	2,375
Grade Crossings	-	1,215	1,215	1,215	1,215	4,860
Capital Expansion Total	\$ 23,610	\$ 34,980	\$ 34,980	\$ 34,980	\$ 34,980	\$ 163,530
<u>REHABILITATION/SGR</u>						
Communications	\$ 153	\$ 504	\$ 504	\$ 504	\$ 811	\$ 2,476
Facilities	171	2,320	913	919	688	5,011
Vehicles (non-revenue)	314	190	190	190	190	1,074
Rolling Stock – Locomotives	3,499	570	3,117	2,072	2,380	11,638
Rolling Stock – Passenger Cars	7,874	1,654	1,654	1,654	1,462	14,298
Train Signaling	2,428	4,198	4,428	4,198	5,081	20,333
Stations	67	67	67	67	67	335
Structures (Bridges/Culverts)	1,968	10,427	6,826	7,712	7,259	34,192
Track	3,527	10,448	10,413	11,287	10,579	46,254
Rehabilitation/SGR Total	\$ 20,001	\$ 30,378	\$ 28,112	\$ 28,603	\$ 28,517	\$ 135,611
TOTAL	\$ 43,611	\$ 65,358	\$ 63,092	\$ 63,583	\$ 63,497	\$ 299,141

* FY16 includes Metrolink's requested budget. This figure was deferred, pending further consideration, by Metro's Board on June 26, 2015.

** FY16 Capital Expansion items have been approved by the Board as part of the FY16 Budget adoption.

3C. Estimated Inventory of Unfunded Rehabilitation/SGR Requirements

In response to the Board's request, Metrolink submitted the following estimate of currently unfunded Rehabilitation and State of Good Repair projects totaling \$149 million. Per Metrolink's submittal, some projects included in the categories below are also represented in their 5 year outlook referenced above. For detail, please see Attachment C.

Backlog of State of Good Repair Needs

Unfunded Rehabilitation/SGR Projects (\$ in thousands)	Est. Total
Communications	\$ 2,316
Facilities	884
Vehicles (non-Rev)	801
Rolling Stock – Locomotives	1,045
Rolling Stock – Passenger Cars	60,009
Train Signaling	17,405
Structures (Bridges/Culverts)	32,803
Tracks	34,092
Total	\$ 149,355

4. Regional Rail Capital Projects managed by Metro

The Regional Rail group at Metro manages a variety of capital projects related to Commuter Rail, High Speed Rail, and the LOSSAN Corridor. As requested by the Board, the following table represents a current estimate of Metro managed projects. Current project authority totals \$906.5 million, of which \$823.5, or 91% is funded through non-MTA resources.

REGIONAL RAIL CAPITAL PROJECTS

PROJECT NAME (\$ 000's)	FY16	FY17	FY18	FY19	FY20	MTA FUNDS	NON MTA	LIFE OF	CNTGNCY - ADDNL
							FUNDS	PROJECT BUDGET	NON MTA FUNDS
Bob Hope Airport Metrolink Station	2,129					5,369	2,586	7,955	
Bob Hope Airport Pedestrian Bridge	1,859	1,641				3,500	12,375	15,875	
Brighton to Roxford Double Track		1,500	1,500			3,000	107,000	110,000	
Doran St Grade Separation	767	2,500	1,433			6,600	77,100	83,700	
L.A. County Grade Crossings	2,000	2,500				4,500		4,500	
L.A. County Metrolink Station Needs Assessme	350	150				500		500	
Lone Hill to White - Env & 30% Design	553	1,291	1,156			3,000	69,000	72,000	
Raymer/Bernsen Double Track	391					391	104,025	104,416	8,339
Rosecrans Marquardt Grade Separation*	1,295	2,367	2,000	24,633	4,705	35,000	75,000	110,000	
SCRIP	15,500					21,000	344,000	365,000	
Van Nuys North Platform	200					200	32,398	32,598	2,902
TOTAL	\$ 25,044	\$ 11,949	\$ 6,089	\$24,633	\$4,705	\$ 83,060	\$ 823,484	\$ 906,544	\$ 11,241

* The Rosecrans/Marquardt Grade Separation local funding is Measure R 25% Highway Funds.

August 20, 2015

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Phil:

Your letter dated July 8, 2015 requests a set of information from the Southern California Regional Rail Authority (Metrolink), pursuant to the Los Angeles County Metropolitan Transportation Authority's (Metro) June 25, 2015 Board Agenda Item 6 and Motion 6.1. Specifically, you requested that we address two main items – (1) Operating and Maintenance expenses over the next five fiscal years and (2) a full accounting of Metrolink Capital and State of Good Repair needs.

Our analysis indicates several important findings:

- Operating and Maintenance Expenses – With Metro requests for forecasted additional service (on the Antelope Valley and Ventura County Lines), the Metro local operating subsidy is expected to increase from \$65.5 million in FY 2016 to \$77.8 million in FY 2020 – an average increase of 3.8% per year (Attachment 1).
- Current Inventory and Status of All New Capital, Capital Rehabilitation/State of Good Repair Of the \$60.5 million LACMTA portion of the rehabilitation budget for the period, about 45% has been expended, leaving \$35.6 million remaining to be billed. Of the \$39.6 million budgeted for new capital, 65% has been expended. The remainder, \$17.7 million is encumbered against existing and active projects, including Positive Train Control (PTC) and Vincent Siding and 2nd Platform.

Funds for projects programmed FY13 and before are largely committed and are anticipated to be drawn down significantly within FY16 with trailing expenses in FY17. FY14 and FY15 projects do still have large unspent budget amounts. However, significant orders of materials and parts and advancement of contracts is leading to secure commitments to draw down funds in the Capital Rehabilitation and the New Capital Categories according to the schedule presented (Attachment 2, Item A1). Project level detail is also included (Attachment 2, Item 2A).



Page Two
Letter to Phil Washington

Some of the delay is due to normal project schedule timing. Also, the PTC, which is our highest safety priority project, has required project management resources for a longer period of time than originally anticipated, slowing the implementation of other projects. Finally, there was a significant delay in the receipt of FY15 funds.

It is important to note that we are already in the process of reprogramming funds for the projects which have now been identified as no longer moving forward.

- Metrolink Capital and State of Good Repair Needs: There are significant Capital Rehabilitation/State of Good Repair needs which represent SCRRA's highest priority projects. The expected new project list for rehabilitation is significant and is necessary to limit the growth of the backlog of state of good repair projects. Nonetheless, if limited by the anticipated contribution levels in the range of \$20 - \$30 million per year (as presented in Attachment 2, Item B1), the backlog of projects will continue to grow.
- Metrolink New Capital Projects. Requests for new service by member agencies would require investment in new capital projects to add capacity to our largely single-track system and to grow the fleet, which has reached its limits (Attachment 2, Item B2).
- Inventory of Currently Unfunded State of Good Repair and Safety Improvements: To meet State of Good Repair requirements, investment for rail infrastructure in Los Angeles County is estimated to exceed \$50 million per year. This anticipated need is substantially higher than current funding levels, and may necessitate an expanded approach to funding Metrolink state of good repair projects. (Attachment 2, Items C1-C3). Needs for safety-specific projects such as grade crossing treatments (as vetted with federal and state safety and security authorities) are similarly widespread and significant, totaling \$1.3 billion (Attachment 2, Item C4).

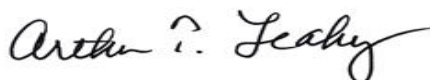
These inputs have all been developed in collaboration and with input from your staff. The Finance and Regional Rail departments have been especially helpful and we look forward to reviewing the the material provided here with your staff. On a go forward basis, Metrolink staff will continue to work closely with Metro staff on identifying the potential for reprogramming the balance of unspent and uncommitted Metro funds to the highest priority projects in Los Angeles County, including the purchase of new locomotives. Discussions with Metro staff will also need to address funding constraints that your staff has brought to our attention.



Page Three
Letter to Phil Washington

I understand that there have been issues regarding project delays and the use of programmed funding. We look forward to working with you to resolve such issues. If you have any questions, please contact Roderick Diaz, Director, Planning and Development at diazr@scrra.net or 213-452-0455.

Sincerely,



Arthur T. Leahy
Chief Executive Officer

cc: Nalini Ahuja, Metro
Don Sepulveda, Metro

SUMMARY OF ATTACHMENTS:

- *Attachment 1, The Operational Income Statement Summary*
- *Attachment 1A, Projected Operational and Maintenance Expenses*
- *Attachment 1B, Projected Operational and Maintenance Expenses With and Without New Service*
- *Attachment 2, Item A1 – Status of Current Capital Rehabilitation and New Capital Projects*
- *Attachment 2, Item A2 – Backup Project Level Data for Active Capital Rehabilitation and New Capital Projects*
- *Attachment 2, Item B1 – Summary of Expected 5-Year Projects for Capital Rehabilitation/State of Good Repair*
- *Attachment 2, Item B2 – Summary of Expected 5-Year New Capital Projects*
- *Attachment 2, Items C1 through C3 – State of Good Repair Needs Summary*
 - *Item C1 – Metrolink Backlog of State of Good Repair Needs_* – a list of all overdue rehabilitation needs is currently estimated at \$149M
 - *Item C2 – Metrolink 5-Year Rehabilitation Forecast - Constrained by Safety Priority* -- a list constrained (at \$20M/year as recommended by LACMTA staff) by safety priority
 - *Item C3 -- Metrolink 5-Year Rehabilitation Forecast - Unconstrained* – a list based of forecasted needs based on the condition of the assets (Item C3).
- *Attachment 2, Item C4 – Safety Needs Summary*



ATTACHMENT 1

**Projected Operating and Maintenance Expenses FY16-FY20
Adopted and Forecasted Metrolink Budget Requests from METRO
By Major Cost Component**

(\$000s)

	FY15-16 Adopted Budget	FY16-17 Forecast Budget	FY17-18 Forecast Budget	FY18-19 Forecast Budget	FY19-20 Forecast Budget
EXPENSES	119,017	122,063	124,560	132,858	138,845
REVENUES	53,535	55,034	56,108	58,851	61,023
NET LOCAL SUBSIDY	65,482	67,029	68,452	74,006	77,822

OPERATIONS

Revenues					
Farebox Revenue	42,879	44,184	45,127	47,651	49,599
Dispatching	1,355	1,373	1,385	1,413	1,441
Other Revenues	-				
MOW Revenues	9,301	9,477	9,595	9,787	9,983
Operation Revenue Subtotal	53,535	55,034	56,108	58,851	61,023
Member Agency Revenues	55,855	56,867	58,754	64,017	67,533
Total Revenues	109,390	111,901	114,862	122,868	128,556
Operations & Services					
Train Operations	23,949	24,046	25,569	27,984	29,335
Equipment Maintenance	14,805	15,076	14,994	17,160	18,358
Contingency (Train Ops)	-				
Fuel	11,934	12,102	12,070	13,364	14,203
Non-Scheduled Rolling Stock Repairs	124	129	125	129	133
Operating Facilities Maintenance	629	733	716	738	760
Other Operating Train Services	271	284	303	312	321
Rolling Stock Lease	304	119	119	122	126
Security - Sheriff	3,073	3,250	3,275	3,373	3,474
Security - Guards	961	989	1,019	1,050	1,081
Supplemental Additional Security	350	348	356	366	377
Public Safety Program	124	121	121	125	129
Passenger Relations	964	914	931	959	987
Holiday Trains	-				
TVM Maintenance/Revenue Collection	2,769	2,909	3,041	3,132	3,226
Marketing	535	477	485	500	515
Media & External Communications	204	204	204	210	216
Utilities/Leases	1,279	1,322	1,373	1,414	1,456
Transfers to Other Operators	4,132	4,325	4,542	4,678	4,818
Amtrak Transfers	446	540	635	654	674
Station Maintenance	872	1,196	1,165	1,199	1,235
Rail Agreements	1,797	1,852	1,870	2,191	2,625
Subtotal Operations & Services	69,523	70,938	72,911	79,659	84,051
Maintenance-of-Way					
MoW - Line Segments	23,054	23,886	24,517	25,252	26,010
MoW - Extraordinary Maintenance	707	737	762	785	808
Subtotal Maintenance-of-Way	23,760	24,623	25,278	26,037	26,818
Administration & Services					
Staff					
Ops Salaries & Fringe Benefits	5,537	5,585	5,723	5,895	6,072
Ops Non-Labor Expenses	2,449	2,535	2,559	2,635	2,714
Indirect Administrative Expenses	6,510	6,660	6,808	7,012	7,222
Ops Professional Services	1,372	1,313	1,329	1,368	1,409
Subtotal Administration & Services	15,868	16,093	16,418	16,910	17,418
Contingency (Non-Train Ops)	239	247	254	262	269
Total Expenses Including MoW	109,390	111,901	114,862	122,868	128,556

RISK MANAGEMENT

Revenues					
Member Agency Revenues	9,627	10,162	9,698	9,989	10,289
PL/PD Revenues					
Total Revenues	9,627	10,162	9,698	9,989	10,289
Insurance					
Liability/Property/Auto	6,859	7,511	7,647	7,877	8,113
Claims / SI	2,130	1,944	1,346	1,387	1,428
Claims Administration	638	708	704	726	747
Subtotal Insurance	9,627	10,162	9,698	9,989	10,289
Total Insurance / SIR Expenses	9,627	10,162	9,698	9,989	10,289

ATTACHMENT 1A

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By Major Cost Component**

(\$000s)

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Claims Administration	638	708	704	726	747
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ATTACHMENT 1B

Adopted Budget FY16 Comparison of Forecasted Budgets FY17 through FY20 With NewTrain Service and Without New Train Service

Metro

FY15-16 Adopted Budget		65,482
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FY16-17 with new Service		67,029
FY16-17 without new Service		66,152
Increase (Decrease) in Subsidy without new service		(876)

FY17-18 with new Service		68,452
FY17-18 without new Service		67,888
Increase (Decrease) in Subsidy without new service		(564)

FY18-19 with new Service		74,006
FY18-19 without new Service		70,485
Increase (Decrease) in Subsidy without new service		(3,522)

FY19-20 with new Service		77,822
FY19-20 without new Service		73,171
Increase (Decrease) in Subsidy without new service		(4,651)

FY17 - FY20 Cumulative change in Subsidy without new Service (9,614)

**ATTACHMENT 2, ITEM A1
LACMTA FY 2011 to FY 2015 CASH FLOW PROJECTION
ESTIMATED BILLINGS BY FISCAL YEAR**

CURRENT APPROVED BUDGET	Budget	Expended	Already Billed	Total Remaining Billings	Estimated Remaining Billings FY14-15	FY 15-16	FY 16-17	FY 17-18	Budget Under-Run/ (Over-Run)
Prior Projects (Project 508090, Project 509092)	594,577	747,718	-	776,936	-	776,936	-	-	(182,359)
FY 2011 Budget	8,000,000	7,876,332	6,972,544	1,008,129	-	1,008,129	-	-	19,326
FY 2012 Budget	7,891,893	4,874,032	5,909,683	520,430	-	491,980	28,451	-	626,873
FY 2013 Budget	11,612,304	9,256,399	8,767,116	3,493,905	605,361	1,651,641	1,236,902	-	186,189
FY 2014 Budget	16,006,500	4,774,280	2,584,544	13,420,387	531,827	9,610,384	3,278,176	-	1,568
FY 2015 Budget:									
Measure R	8,375,000	6,450	-	8,375,000	683	3,925,069	4,148,258	300,990	-
Prop C-10%	6,300,000		-	6,300,000	11,000	1,626,332	1,982,282	2,680,386	-
PTMISEA	1,700,000		-	1,700,000	-	524,172	1,175,828	-	-
TOTAL	16,375,000	6,450	-	16,375,000	11,683	6,075,573	7,306,368	2,981,376	-
Total Rehab. Projects	60,480,274	27,535,211	24,233,888	35,594,788	1,148,871	19,614,644	11,849,897	2,981,376	651,598
Rotem Settlement	12,600,000	2,240,103	910,857	11,677,859	482,121	3,099,350	4,321,275	3,775,113	11,284
New Capital	39,571,550	25,409,774	21,877,936	17,693,614	-	16,640,930	552,584	500,100	-

Footnotes:

1) Total Rehab. Projects: Additional \$4.7 million has been committed against the total remaining billings of \$33.4 million. To redirect \$28.7 million, it would affect systemwide projects and potentially impact other members' funding availability. 50% of the FY 2015 budgeted funds were approved at the end of the fiscal year.

2) Rotem Settlement: These funds are for OCTA's share of Systemwide rehab projects and are approved in MOU MRROTEMSET. \$7.5M is allocated to projects through FY 15. \$5.8M is planned for FY 16, \$5.1M is planned for FY 17, and \$1.5M is planned for FY 18. Total Rotem Settlement is \$19.9M. Redirecting settlement funds would affect systemwide projects and potentially impact other members' funding availability.

3) New Capital: \$17.7 million is encumbered against existing and active projects, which are PTC (\$7.7M), Vincent Siding (\$8.2M), and 3rd party projects including Branford (\$0.3M) & LACMTA I-5N Enhancement (\$1.5M)

**Southern California Regional Rail Authority
Active Rehabilitation Project Status Report
Only Active Projects, Reflects Total Project Value (Includes All Member Contributions)
Thru Jun-2015 (\$K)**

**Attachment 2, Item A2
Backup Project Level Data**

A	B = H / I	C	D = G / I	E	F	G	H	I	J = I - H	K = F - I	L	M	N	O	P	Q	R	S
Project Number	Expended % Complete	Estimated Incurred % Complete	Committed % Complete	Available Funds	Current Budget	Committed To Date	Expended To Date	Current EAC	ETC	Budget/EAC Variance	Subdivision	Current Start	Current Finish	VCTC Swap	Project Manager	Project Description	Reprogram	Reason for Delay
506085	95.60%	100.00%	99.22%	3,433	3,432	3,406	3,281	3,433	151	(0)	Systemwide	04/11/2011	12/05/2014	Y	Hurst, Jerone	CIS (Customer Information System)		Project in closeout pending PBR.
508090/Signage	91.83%	99.00%	95.88%	1,829	1,829	1,754	1,680	1,829	150	(0)	Systemwide	04/11/2011	10/05/2014	Y	Maxe, Darrell	Passenger Signage Rehab Program		Change in CIS vendor, funds being transferred
512013	61.47%	95.00%	96.10%	269	269	259	166	270	104	(1)	Ventura (LA Co)	03/28/2014	07/31/2015	Y	Mullins, Ken	Ventura Sub Signal Rehab (LA)		Delayed due to fabrication and delivery delays.
512014	69.36%	60.00%	78.24%	508	508	397	352	508	156	-	Ventura (LA Co)	02/24/2013	04/30/2015		Quirk, David	Ventura Sub Comm Rehab (LA)		Not complete; funding is expired - therefore undergoing
512083	67.69%	80.00%	67.79%	176	176	119	119	176	57	-	Systemwide	11/05/2012	10/27/2015		Hurst, Jerone	U/G NAS Monitor System & Transitn to MPLS		Delayed two months due to PTC resource depletion.
5	90.07%	95.65%	95.50%	6,214	6,214	5,936	5,598	6,215	617	(1)								
513010	38.85%	75.00%	98.13%	543	543	533	211	543	332	-	Ventura (LA Co)	01/17/2013	03/16/2015	Y	Harris, Tim	Woodman, Bernson & Raymer Turnouts		Turnout installations will be completed August 2015
513012	62.78%	80.00%	76.62%	593	593	454	372	593	221	-	Ventura (LA Co)	01/20/2014	02/15/2016	Y	Soghomonian, Stev	Cable Renewal, Swtch Machine Conversn/Renewl		1- Initial CTOs Materials delay
513013	14.84%	80.00%	16.72%	400	400	67	59	400	341	(1)	Ventura (LA Co)	01/06/2014	12/25/2015	Y	Hurst, Jerone	Wayside Comm & Remote Monitors - VN Sub (LA)	X	Recommend Reprogram
513016	63.51%	65.00%	84.62%	693	693	586	440	693	253	-	Valley	03/25/2014	07/22/2015	Y	Soghomonian, Stev	Rehab 4 M23A switches at CP Taylor.		1- Two parts--a) replacement in kind four dual control switch
513017	79.09%	100.00%	88.34%	497	497	439	393	497	104	-	San Gabriel	02/01/2013	08/18/2015	Y	Harris, Tim	Transition Rails & Insulated Joints.		On Schedule.
513018	84.97%	70.00%	97.98%	1,252	1,252	1,227	1,064	1,252	188	-	San Gabriel	01/20/2014	09/30/2015		Mullins, Ken	Electrologic CP Marengo & CP Vista		On Schedule.
513019	49.38%	90.00%	97.20%	776	776	754	383	776	393	-	San Gabriel	04/28/2014	05/09/2016	Y	Hurst, Jerone	SG Sub Comm Equip & Wayside Comm Sites		On Schedule.
513027	76.45%	100.00%	81.25%	351	350	285	268	351	83	(1)	River	01/17/2013	05/03/2014	Y	Harris, Tim	Transition Rails & Insulated Jnts. Rehab Trnouts		On Schedule.
513028	52.25%	100.00%	79.85%	155	155	124	81	156	74	(0)	River	03/01/2013	03/09/2015	Y	Chuck, Stuart	Bridge/Culvert Ratngs, ROW Gradng		Final invoice has been received and paid.
513030	29.33%	30.00%	61.25%	455	455	279	134	455	322	-	River	02/10/2014	12/18/2015	Y	Conley, DeAndre	Comm Path Diversity at CP Locations		Trouble obtaining material; working on procuring, once
513031	36.79%	40.00%	80.77%	1,507	1,507	1,165	531	1,442	911	65	Systemwide	06/25/2013	09/30/2015	Y	Harrington, Greg	Upgrade Grnd Pwr & Fuel Mgmt System at CMF		Unforeseen site conditions. Work complete Sept 2015.
513033	1.17%	-	1.17%	90	90	1	1	90	89	-	Systemwide	07/01/2013		Y	Chakladar, Arun	Customer Relations Mgmt System	X	Recommend Reprogram
513034	0.07%	-	64.92%	583	583	378	0	583	582	-	Systemwide			Y	Chakladar, Arun	Data Warehouse Phase 2	X	Recommend Reprogram
513036	92.58%	100.00%	92.58%	621	621	575	575	621	46	-	Systemwide	06/09/2014	06/30/2015	Y	Chakladar, Arun	Disaster Recovery system		Work Complete
513039	78.19%	90.00%	83.87%	311	310	255	238	304	66	6	Systemwide	04/01/2013	06/30/2015		Soghomonian, Stev	F550 Hyrail Bucket Trcks, Brush Truck Generatrs		1- design and ordering custom parts to the two brush trucks.
513042	89.81%	100.00%	95.03%	550	550	523	494	550	56	-	Systemwide	11/15/2013	05/21/2015		Mullins, Ken	Install Signal Heads & Signal Equip		On Schedule.
513045	90.40%	100.00%	95.68%	764	764	731	691	764	73	(1)	Systemwide	07/25/2014	06/30/2015	7	Case, Russell	TVM Upgrades		On Schedule.
513048	23.31%	95.00%	95.42%	142	142	135	33	142	109	-	Systemwide	10/30/2014	03/15/2015		Cook, Mike	SCRRA Fleet Plan		Project to be completed by Sept 2015
17	58.45%	71.36%	83.36%	10,283	10,280	8,512	5,968	10,212	4,243	69								
514001	56.05%	100.00%	86.52%	397	397	343	222	396	174	0	Systemwide	03/21/2014	06/10/2015		Campbell, John	Montebello & Norwalk CMS/PA. Integ w/ BO Svr		On Schedule.
514012	1.12%	40.00%	2.36%	746	746	18	8	746	737	-	Pasadena	11/15/2014	01/12/2016		Azevedo, Aaron	Pasadena Sub: Repl Timber Crossties		Tie JOC sent to Contracts in February. Currently out to bid.
514013	0.23%	-	0.23%	500	500	1	1	500	499	-	San Gabriel	01/00/1900			Hurst, Jerone	Comm SG Sub, Incl DOC & MOC Paths	X	Going to Board 9/11/15. Recommend Reprogram
514014	49.72%	60.00%	67.73%	65	65	44	32	65	33	-	San Gabriel	06/06/2014	02/18/2016		Harris, Tim	Fncng Fntana-Beech; ROW Grdng/Dtchnng/Fncng		On Schedule. Awaiting new fence JOC (expect Jan 2016)
514015	54.41%	50.00%	72.18%	729	720	520	392	720	328	-	San Gabriel	03/21/2014	04/14/2015		Campbell, John	CMS & PA @ 4 Stns on SG Sub. Integ w/ BO		On Schedule.
514016	9.76%	10.00%	43.89%	888	887	389	87	887	800	-	San Gabriel	12/01/2014	06/01/2016		Mullins, Ken	FY14 San Gabriel Sub Signal Rehab		On schedule CTO's prpared and submitted.
514017	4.61%	40.00%	54.52%	1,200	1,200	654	55	1,200	1,145	-	San Gabriel	09/01/2015	04/05/2016	Y	Azevedo, Aaron	Curves on the San Gabriel Sub		Rail prouement started in Fall. Rail delivery expected late August.
514018	25.04%	25.00%	28.30%	700	700	198	175	700	525	-	Valley	10/20/2014	03/22/2016	Y	Meza, Jose	Comm Systms Valley Sub, Incl DOC & MOC Paths	X	Recommend Reprogram
514019	-	-	-	300	300	-	-	300	300	-	Valley				Jackson, Fred	Improve Pedestrian Crossing at the Burbank Station		Recommend Reprogram-Not enough funds to do project
514020	10.43%	70.00%	74.22%	200	200	148	21	200	179	-	Valley	06/04/2014	03/22/2016	Y	Harris, Tim	Fncng Install; Vacum Trnls, ROW Grdng/Dtchnng/Fncng		Awaiting new fence JOC (expect Jan 2016)
514021	21.01%	35.00%	95.11%	678	628	597	132	628	496	-	Valley	03/21/2014	05/01/2015	Y	Campbell, John	CMS/PA AV Line. Integ w/ BO Svr.		Complete by 8/28/15. Sign protocol issues.
514022	27.58%	33.00%	77.63%	297	297	231	82	297	215	-	Valley	12/01/2014	08/12/2015	Y	Soghomonian, Stev	Valley Sub Signal Rehab: 1 Electrologic Location and Other Xing Work		Delays in receiving 100% of materials then start construction
514023	35.52%	80.00%	78.30%	350	350	274	124	350	226	-	Valley	08/18/2014	09/07/2015	Y	Lun, Elizabeth	Culvrt/Brdge Des Anlysis/Hydrlygy Stdy/Plns for Brdge Rpl		On Schedule. Finalizing design. To be constructed Sept 2015
514024	5.69%	40.00%	54.68%	1,225	1,225	670	70	1,225	1,155	-	Valley	08/03/2015	06/19/2015	Y	Azevedo, Aaron	Rail Replace & Rehab Curves on Valley Sub		Rail prouement started in Fall. Rail delivery expected late August.
514025	13.92%	14.00%	17.47%	400	400	70	56	400	344	-	Ventura (LA Co)	12/01/2014	03/30/2015	Y	Rivera, Ferdinand	Rehab Comm VN Sub, Incl DOC & MOC Pathways	X	Recommend Reprogram - MEC waiting for parts from their vendors and material acquisition to continue with the project. 1- Delays in receiving 100% of materials then start construction. 2- Additional funding availability; generating new CTO's for Design, Support, and Construction
514027	28.88%	30.00%	53.68%	531	531	285	153	531	378	-	Ventura (LA Co)	10/27/2014	08/15/2015	Y	Soghomonian, Stev	VN Sub Sgnl Rehab (LA) & Replacmnt of 8 Xings		Awaiting new fence JOC (expect Jan 2016)
514028	10.17%	25.00%	43.87%	60	60	26	6	60	54	-	Ventura (LA Co)	06/06/2014	04/22/2016	Y	Harris, Tim	ROW Grdng/Dtchnng/Fncng Install VN Sub (LA)		On Schedule.
514029	9.85%	50.00%	9.85%	19	19	2	2	19	17	-	Ventura (LA Co)	11/15/2014	04/05/2016		Azevedo, Aaron	Insulated Joints VN Sub (LA)		Constructed w/ Rail projects due to budget constraints. Rail prouement started in Fall. Rail delivery expected late August.
514030	6.05%	40.00%	55.18%	100	100	55	6	100	93	1	Ventura (LA Co)	11/15/2014	04/05/2016	Y	Azevedo, Aaron	Repl Rail on Curve 130, (MT 2) on VN Sub (LA)		Recommend Reprogram
514037	1.14%	-	1.14%	400	400	5	5	400	395	-	River			Y	Conley, DeAndre	Renew Comm Systms Along Rivr Sub Incl DOC, MOC & LAUS	X	Awaiting new fence JOC (expect Jan 2016)
514038	20.00%	20.00%	20.00%	125	125	25	25	125	100	-	River	05/12/2014	05/25/2016		Harris, Tim	Fncng near 9th St on Rivr Sub; ROW Grdng/Dtchnng/Fncng		On schedule charter approved and CTO written.
514039	7.41%	25.00%	64.60%	430	430	278	32	430	398	-	River	12/05/2014	12/31/2015		Mullins, Ken	River Sub Signal Rehab		PTC Critical upgrades
514040	2.26%	10.00%	86.18%	300	300	259	7	300	293	-	Systemwide	11/01/2014	12/31/2015		Peterson, Jay	Renew/Replace Support Systems at MOC & DOC		PTC Critical upgrades
514041	9.94%	10.00%	32.56%	1,500	1,500	488	149	1,500	1,351	-	Systemwide	11/01/2014	12/31/2015		Peterson, Jay	Comm Systems Upgrade at DOC and MOC.		One contract awarded, the other in progress (expect Oct award)
514042	2.99%	5.00%	2.99%	947	947	28	28	947	919	-	Systemwide	08/25/2014	06/30/2016		Harrington, Greg	Drop Table and Wheel True Machine		

Southern California Regional Rail Authority

Active Rehabilitation Project Status Report

Only Active Projects, Reflects Total Project Value (Includes All Member Contributions)

Thru Jun-2015 (\$K)

Attachment 2, Item A2

Backup Project Level Data

A	B=H/I	C	D=G/I	E	F	G	H	I	J=I-H	K=F-I	L	M	N	O	P	Q	R	S
Project Number	Expended % Complete	Estimated Incurred % Complete	Committed % Complete	Available Funds	Current Budget	Committed To Date	Expended To Date	Current EAC	ETC	Budget/EAC Variance	Subdivision	Current Start	Current Finish	VCTC Swap	Project Manager	Project Description	Reprogram	Reason for Delay
514043	0.20%	40.00%	0.20%	150	150	0	0	150	150	-	Systemwide	05/26/2015	12/23/2015		Harrington, Greg	Fuel Tanker Truck Repairs		Awaiting PBR. Previously scoped for repairs.
514044	2.03%	-	2.03%	120	120	2	2	120	118	-	Systemwide	04/06/2015	06/30/2016		Harrington, Greg	Fueling System Improvement		Advertising IFB.
514046	0.11%	50.00%	68.86%	1,600	1,600	1,102	2	1,600	1,598	-	Systemwide	09/01/2014	09/30/2015		Case, Russell	Electronic Ticketing System		Implementation in process.
514047	65.77%	66.00%	88.30%	150	150	132	99	150	51	-	Systemwide	12/15/2015	09/31/2015		Chakladar, Arun	Data Warehouse		On Schedule.
514048	11.98%	40.00%	79.17%	381	381	301	46	381	335	-	Systemwide	06/09/2014	03/31/2016		Sakoda, Karen	TAM Plan & System for FTA MAP-21 Compliance		On Schedule.
514049	-	-	-	200	200	-	-	200	200	-	Systemwide	-	-		Case, Russell	Design/Analysis for Repl of Current TVM's	X	Recommend Reprogram
514050	100.00%	100.00%	100.00%	500	500	500	500	500	-	-	Systemwide	07/18/2014	05/27/2016		Chakladar, Arun	FIS Phase 2		Work Complete
514055	29.90%	30.00%	38.24%	375	375	143	112	375	263	-	Systemwide	10/15/2014	10/30/2015		Mullins, Ken	Dwarf Sgnl Hds; Remote Card Readers; Vid Cameras		Delayed due to material lead time.
514057	79.57%	100.00%	90.04%	720	720	648	573	720	147	-	Systemwide	08/15/2015	08/15/2015		Harris, Tim	System Rail Grndng & Ultrasonic Rail Testng		On Schedule.
514058	23.17%	95.00%	78.66%	75	75	59	17	75	58	0	Systemwide	11/14/2014	08/26/2015		Harrington, Greg	Rubber Tire Vehicle (Non-Fed) - 3 Pool Veh		3rd vehicle ordered. Remaining funds to be PBR'd.
514061	2.16%	40.00%	2.16%	100	100	2	2	100	98	-	San Gabriel	11/15/2014	06/30/2016	Y	Azevedo, Aaron	Transition Rails & Insulated Joints on SG Sub		Constructed w/ Rail projects due to budget constraints.
514062	34.55%	100.00%	96.15%	450	450	432	155	450	294	-	River	05/01/2015	06/15/2015		Azevedo, Aaron	Insulated Jnts and Repl Turnout on the River Sub		Project Complete. Waiting invoicing.
514065	17.88%	-	17.88%	595	595	106	106	595	489	-	Systemwide	02/03/2015	01/07/2016		Doran, William	FY14 Track Measurement Systems		Work planned in November 2015
37	18.90%	36.38%	49.01%	18,501	18,441	9,037	3,485	18,440	14,955	1								

515001	46.65%	100.00%	46.65%	21	21	9	9	19	10	2	Valley	12/22/2014	01/30/2015		Chan, Kim	Broadway/Brazil Pedestrian Flasher		On Schedule.
515109	-	-	-	100	100	-	-	100	100	-	Pasadena	-	-		Chapdelaine, James	Pasadena Sub Signal Rehab		On Schedule.
515112	-	30.00%	-	375	375	-	-	375	375	-	Pasadena	06/25/2015	09/30/2016		Azevedo, Aaron	Pasadena Sub Grade Xing Rehab		On Schedule.
515114	-	-	-	238	238	-	-	238	238	-	San Gabriel	-	-		Maxey, Darrell	San Gabriel Sub Comm System Rehab		Refining Scope and Charter. Assigning PM. On Schedule.
515115	-	2.00%	-	2,000	2,000	-	-	2,000	2,000	-	San Gabriel	01/00/1900	01/00/1900		Mullins, Ken	San Gabriel Sub Signal Rehab		On Schedule.
515116	-	15.00%	-	80	80	-	-	80	80	-	San Gabriel	06/25/2015	12/31/2016		Azevedo, Aaron	San Gabriel Sub ROW Maintenance		On Schedule.
515117	0.09%	-	0.09%	65	65	0	0	65	65	-	San Gabriel	01/12/2015	01/07/2016		Doran, William	San Gabriel Sub Ground Penetrating Radar		Work planned in November 2015
515118	-	30.00%	-	883	883	-	-	883	883	-	San Gabriel	06/25/2015	05/30/2016		Azevedo, Aaron	San Gabriel Sub Track Rehab		On Schedule.
515121	0.02%	-	0.02%	200	200	0	0	200	200	-	Valley	-	-		Maxey, Darrell	Valley Sub Comm System Rehab		Refining Scope and Charter. Assigning PM. On Schedule.
515122	-	-	-	100	100	-	-	100	100	-	Valley	-	-		Soghomonian, Steve	Valley Sub Signal Rehab		On Schedule.
515123	-	1.00%	-	1,558	1,558	-	-	1,558	1,558	-	Valley	08/18/2014	09/07/2015		Lun, Elizabeth	Valley Sub Bridge & Culvert Repl-Design & Const		On Schedule. Contractor providing estimates. To be constructed Sept 2015
515124	-	15.00%	-	80	80	-	-	80	80	-	Valley	06/25/2015	12/31/2016		Azevedo, Aaron	Valley Sub ROW Maintenance		On Schedule.
515126	0.07%	-	0.07%	82	82	0	0	82	82	-	Valley	01/12/2015	01/07/2016		Doran, William	Valley Sub Ground Penetrating Radar		Work planned in November 2015
515127	-	-	-	187	187	-	-	187	187	-	Ventura (LA Co)	-	-		Maxey, Darrell	VN Sub (LA Co) Comm System Rehab		Refining Scope and Charter. Assigning PM. On Schedule.
515128	-	-	-	400	400	-	-	400	400	-	Ventura (LA Co)	-	-		Soghomonian, Steve	VN Sub (LA Co) Signal Rehab		On Schedule.
515129	-	1.00%	-	417	417	-	-	417	417	-	Ventura (LA Co)	07/28/2015	12/27/2015		Lun, Elizabeth	VN Sub (LA Co) Bridge Repair - Design & Const		On Schedule. RFP has been issued to designer.
515131	-	15.00%	-	81	81	-	-	81	81	-	Ventura (LA Co)	06/25/2015	12/31/2016		Azevedo, Aaron	VN Sub (LA Co) ROW Maintenance		On Schedule.
515132	0.23%	-	0.23%	26	26	0	0	26	26	-	Ventura (LA Co)	01/12/2015	01/07/2016		Doran, William	VN Sub (LA) Ground Penetrating Radar		Work planned in November 2015
515138	-	-	-	200	200	-	-	200	200	-	River	-	-		Maxey, Darrell	River Sub Comm System Rehab		Refining Scope and Charter. Assigning PM. On Schedule.
515139	-	5.00%	-	100	100	-	-	100	100	-	River	01/01/2016	03/30/2016		Mullins, Ken	River Sub Cable Replacement		On Schedule.
515141	-	15.00%	-	77	77	-	-	77	77	-	River	06/25/2015	12/31/2016		Azevedo, Aaron	River Sub ROW Maintenance		On Schedule.
515142	0.79%	-	0.79%	40	68	1	1	68	68	-	River	01/12/2015	01/07/2016	Y	Doran, William	River Sub Ground Penetrating Radar		Work planned in November 2015
515143	-	30.00%	-	174	174	-	-	174	174	-	River	06/25/2015	09/30/2016		Azevedo, Aaron	River Sub Rail Replacement		On Schedule.
515144	-	5.00%	-	3,409	3,409	-	-	3,409	3,409	-	River East Bank	-	-		Azevedo, Aaron	Rehab Rail & Ties on River Sub East Bank		On Schedule. Requires UPRR agreement for 2/3 funding.
515145	-	-	-	2,200	2,200	-	-	2,200	2,200	-	Systemwide	05/29/2015	10/09/2015		Harrington, Greg	Upgrade Sanding System at CMF		On Schedule.
515146	-	-	-	1,035	1,035	-	-	1,035	1,035	-	Systemwide	-	-		Chakladar, Arun	FIS - Phase 2	X	Recommend Reprogram
515147	0.09%	-	0.75%	15,951	15,951	120	14	15,951	15,937	-	Systemwide	-	-		Kakaris, Telis	PH/PHI Locomotive Overhaul	X	Recommend Reprogram to Locomotive Procurement
515148	-	-	-	572	572	-	-	572	572	-	Systemwide	-	-		Kakaris, Telis	Battery Change Out (Gen 3 and Rotem Cars)		On Schedule.
515150	-	-	-	1,800	1,800	-	-	1,800	1,800	-	Systemwide	-	-		Thompson, Gary	Locomotive Component PM		On Schedule.
515151	-	-	-	1,202	1,202	-	-	1,202	1,202	-	Systemwide	-	-		Kakaris, Telis	Gen 1 Rail Car Overhaul		On Schedule.
515152	-	-	-	1,100	1,100	-	-	1,100	1,100	-	Systemwide	-	-	Y	Maxey, Darrell	PTC Comm and Signal Systemwide Rehab	X	Recommend Reprogram - Required PTC Software and Hardware to Maintain Interoperability.
515153	-	-	-	500	500	-	-	500	500	-	Systemwide	-	-		Jackson, Fred	Procure Lex-Ray System	X	Recommend Reprogram
515154	0.04%	-	0.04%	300	300	0	0	300	300	-	Systemwide	01/12/2015	01/07/2016	Y	Doran, William	Track Measurement & Testing		On Schedule.
515155	-	20.00%	-	500	500	-	-	500	500	-	Systemwide	06/25/2015	12/31/2015		Azevedo, Aaron	Systemwide Rail Grinding		On Schedule.
33	0.07%	2.30%	0.36%	36,053	36,081	130	23	36,078	36,055	2								

92	21.25%	29.28%	33.28%	71,051	71,016	23,614	15,075	70,945	55,870	71								
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Total Recommend Reprogram Projects																		
13	1.40%	2.49%	3.79%	22,159	22,158	840	311	22,158	21,847	(1)							X	Recommend Reprogram

**Southern California Regional Rail Authority
New Capital Project Status Report**

**Only Active Projects, Reflects Total Project Value (Includes All Member Contributions)
Thru Jun-2015 (\$K)**

A	B = H / I	C	D = G / I	E	F	G	H	I	J = I - H	K = F - I	L	M	N	O	P	Q	R
Project Number	Expended % Complete	Estimated Incurred % Complete	Committed % Complete	Available Funds	Current Budget	Committed To Date	Expended To Date	Current EAC	ETC	Budget/EAC Variance	Subdivision	Current Start	Current Finish	VCTC Swap	Project Manager	Project Description	Reason for Delay
604001/RotemProd	96.70%	100.00%	100.18%	217,745	238,370	238,798	230,499	238,370	7,871	-	Systemwide	04/13/2006	04/30/2012		Tripoli, Richard	Hyundai-Rotem Rail Car Procurement	Complete
608003	52.17%	75.00%	78.08%	2,500	2,500	1,952	1,304	2,500	1,196	-	Systemwide	01/00/1900	06/30/2012		Thompson, Gary	Purchase Rolling Stock Spare Parts	0
608004/RotemProd	97.69%	100.00%	90.47%	5,500	5,500	4,976	5,373	5,500	127	-	Systemwide	04/13/2006	04/30/2012		Tripoli, Richard	Hyundai-Rotem Rail Car Procurement (SANBAG)	Complete
409004/PTC	98.81%	99.00%	97.10%	59,319	59,319	57,619	58,635	59,342	707	(23)	Systemwide	01/00/1900	08/21/2015		Maxey, Darrell	PTC - Systemwide Indirect	PTC more complex & difficult than originally envisioned in 2009. Industry delays. Major PTC System-wide milestone payment in-process, on-going efforts for spectrum, documentation, warranty, upgrades, close-out
409006	59.49%	48.00%	75.65%	22,498	21,881	16,552	13,018	21,881	8,863	-	Valley	10/01/2008	10/31/2016		Althorp, Andrew	Empire Avenue - I-5 HOV Lanes	Caltrans suspended Contractor for 14 months and issued CCOs to add a further 8 months to schedule. SCRRA and supporting CM Team have continued to provide support throughout delay period, increasing expenditure v original budget
610001/RotemProd	-	100.00%	-	-	-	-	-	-	-	-	Systemwide	04/13/2006	04/30/2012		Tripoli, Richard	Rotem Option 3	Complete
611001/RotemProd	103.11%	100.00%	101.63%	35,333	31,671	31,256	31,710	30,754	(956)	917	Systemwide	05/13/2006	02/01/2013		Tripoli, Richard	Rotem Option 4	Complete
7	95.03%	96.48%	97.99%	342,895	359,241	351,153	340,540	358,347	17,808	894							
613001/EMD_F125	13.92%	14.00%	29.87%	10,474	10,474	3,128	1,458	10,474	9,016	(0)	Systemwide	12/01/2011	05/30/2017		Cook, Mike	Loco Tier 4 - Staff Oversight and Prof Svcs	On Schedule
613002/EMD_F125	100.00%	23.25%	100.00%	12,307	12,307	12,307	12,307	12,307	-	-	Systemwide	04/02/2012	05/17/2017		Cook, Mike	Loco Tier 4 - EMD Design/Construct Diesel Engine	On Schedule.
613003/EMD_F125	4.03%	4.00%	4.03%	12,404	12,404	500	500	12,404	11,904	-	Systemwide	05/01/2012	05/17/2017		Cook, Mike	Locomotive Tier 4 - EMD System Support	On Schedule
613005/EMD_F125	14.93%	23.25%	14.93%	113,593	113,593	16,965	16,965	113,593	96,628	-	Systemwide	04/02/2012	05/17/2017		Cook, Mike	Loco Tier 4 - EMD Design/Construct Diesel Engine	On Schedule.
613006	9.28%	25.00%	12.49%	1,606	1,606	201	149	1,606	1,457	-	Systemwide	07/01/2014	07/15/2016		Patel, Naresh	Locomotive Tier 4 - Urea Dispensing System	Delayed -the process to obtain DBE goal from the Consultant took a few weeks more than expected. This project was also combined with Sanding Facility at CMF and required three additional weeks. Currently design 100% complete. IFB is out.
5	20.87%	21.04%	22.01%	150,384	150,384	33,101	31,379	150,384	119,005	(0)							
414002	0.29%	1.00%	3.05%	17,227	17,227	526	50	17,227	17,178	(0)	Valley	02/02/2015	09/29/2016		Lun, Elizabeth	Vincnt Siding & Vincnt/Acton Stn 2nd Platf Const	On Schedule. Construction NTP to be issued end of July 2015.
1	0.29%	1.00%	3.05%	17,227	17,227	526	50	17,227	17,178	(0)							
450010/PTC	89.59%	95.00%	91.47%	1,182	1,182	1,081	1,059	1,182	123	-	Systemwide	08/18/2009	10/30/2013		Maxey, Darrell	Signal Relocations	Signal work associated with PTC is substantially complete.
450015/PTC	102.27%	100.00%	102.47%	1,518	1,518	1,555	1,552	1,518	(34)	-	Systemwide	07/31/2009	12/31/2012		Maxey, Darrell	WIU's, Track Systems & Other Signal Mods	On Schedule.
450020/PTC	37.75%	40.00%	45.43%	11,508	11,508	5,228	4,344	11,508	7,164	-	Systemwide	05/28/2010	01/31/2014		Maxey, Darrell	Comm Backhaul - Systemwide	Communications backhaul portion complete, utilizing a portion of this funding for on-going PTC consultant efforts and awaiting FCC action on spectrum acquisition for balance of budget
450040/PTC	50.22%	50.00%	50.22%	10	10	5	5	10	5	(0)	Systemwide	01/04/2010	09/26/2013		Maxey, Darrell	RR's & Other Outside Agency Work Orders	Minor buget item held for interoperability costs with freights, Amtrak
450050/PTC	101.43%	100.00%	100.08%	14,731	14,731	14,686	14,883	14,673	(209)	57	Systemwide	06/10/2009	10/31/2014		Maxey, Darrell	Construct DOC & MOC Mods	On Schedule.
450051/PTC	33.83%	50.00%	33.83%	398	398	135	135	398	264	-	Systemwide				Maxey, Darrell	DOC Data Center	Data center-related work at new PTC Dispatch Facility (DOC) expenditures in-process
450090/PTC	90.52%	90.00%	99.82%	120,488	120,488	120,265	109,065	120,488	11,422	-	Systemwide	01/00/1900	08/21/2015		Maxey, Darrell	PTC Vendor/Integrator	Major PTC System-wide milestone payment in-process, on-going efforts for interoperable testing, documentation, warranty, upgrades, close-out
450095/PTC	83.94%	83.00%	85.84%	5,153	5,153	4,423	4,325	5,153	828	-	Systemwide	10/16/2010	08/21/2015		Maxey, Darrell	Wabtec TMDS CAD/BOS for PTC	Major PTC System-wide milestone payment in-process, on-going efforts for industry-driven IC3 component, upgrades & close-out
450096/PTC	23.31%	50.00%	99.96%	2,180	2,180	2,179	508	2,180	1,671	-	Systemwide	10/16/2010	08/21/2015		Maxey, Darrell	Wabtec TMDS CAD/BOS for PTC	Major PTC System-wide milestone payment in-process, on-going efforts for industry-driven IC3 component, upgrades & close-out
450097/PTC	53.01%	25.00%	75.27%	382	382	287	202	382	179	-	Systemwide				Maxey, Darrell	Customer Information System (CIS)	New CIS deployment underway
450098/PTC	65.56%	60.00%	99.17%	5,453	4,096	4,062	2,686	4,096	1,411	-	Systemwide				Maxey, Darrell	PTC - Systemwide	PTC on-going staff and consultant support for spectrum, documentation, warranty, upgrades, close-out; delayed by industry.
11	85.88%	85.70%	95.25%	163,001	161,644	153,906	138,764	161,587	22,823	57							
24	74.28%	75.06%	78.35%	673,508	688,497	538,686	510,732	687,546	176,814	951							

METROLINK EXPECTED 5-YEAR PROJECTS for REHABILITATION
CONSTRAINED to \$30M PER YEAR
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)

Attachment 2

Item B.1

Project Type	REHABILITATION PROJECT DESCRIPTION	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
		(Yr-1 Budget)	(Yr-2)	(Yr-3)	(Yr-4)	(Yr-5)	5-Years
Communications	Comm system rehab SG, Valley, Ven-LA and River sub (Constrained)	\$153	\$504	\$504	\$504	\$811	\$2,476
Facilities	Facilities maintenance (Partially constrained)	\$171	\$2,320	\$913	\$919	\$688	\$5,011
Vehicles	MOW & field vehicle replacement (Constrained - Metro share only)	\$314	\$190	\$190	\$190	\$190	\$1,074
Rolling Stock - Locomotives	Member share of locomotives in FY 16 & 18, and Lifecycle OH of F125s (Metro share only)	\$3,499	\$570	\$3,117	\$2,072	\$2,380	\$11,638
Rolling Stock - Rail Cars	Overhaul 30 Gen-1 Rail Cars in FY 16, and routine rail car rehab.	\$7,874	\$1,654	\$1,654	\$1,654	\$1,462	\$14,298
Train Control signal	Wayside signal maint, PTC system upgrades, including Pasadena sub cables, and cable & electrologic rehab on Valley, Ventura, SG and River subs. (Partially constrained).	\$2,428	\$4,198	\$4,428	\$4,198	\$5,081	\$20,333
Stations	Station signage rehab in FY 16	\$67	\$67	\$67	\$67	\$67	\$335
Structures	Valley, SG ,Ventura-LA, River and Pasadena sub bridges/culverts. Constrained by year.	\$1,968	\$10,427	\$6,826	\$7,712	\$7,259	\$34,192
Track	Rail grinding, rail/ties/crossings, tunnel 25 rehab. Restore partial track rehab on Valley, Ven-LA, and River subs. (Partially constrained).	\$3,527	\$10,448	\$10,413	\$11,287	\$10,579	\$46,253
	TOTAL	\$20,000	\$30,378	\$28,113	\$28,603	\$28,516	\$135,610

Note:

1) Under this scenario, the backlog of unmet State of Good Repair needs continues to grow.

**METROLINK EXPECTED 5-YEAR NEW CAPITAL PROJECTS
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)**

Attachment 2

Item B.2

47.5%

Item #	Project Type	Subdivision	NEW CAPITAL PROJECT DESCRIPTION	FY 2016 (Yr-1 Budget)	FY 2017 (Yr-2)	FY 2018 (Yr-3)	FY 2019 (Yr-4)	FY 2020 (Yr-5)	TOTAL
1	Studies	Ventura Sub, Valley, San Gabriel, East and West Bank	New Capital Project Studies	\$475	\$475	\$475	\$475	\$475	\$2,375
2	Rolling Stock	Valley, Ventura and Systemwide	Up to Three Expansion Locomotives	\$2,151					\$2,151
3	Track	AV Line	San Bernardino Line Grade Xing Improvements Ramona (Baldwin Pk) and Citrus (Covina) and Speed Increases at CP Soledad	\$8,000					\$8,000
4		Valley, Ventura, SB and Systemwide	Procure and install 58 ticket vending machines in LA County	\$12,984					\$12,984
5	Track	Valley Sub	Santa Clarita to Newhall Double Track, 4.2 miles		\$10,050	\$10,050	\$10,050	\$10,050	\$40,200
6	Track	Valley Sub	Track Modifications (Tunnels 18&19), MP 45.9-456.9 Track Shift 1750 ft and MP 46.9-47.1, 1000 ft track shift		\$180	\$180	\$180	\$180	\$720
7	Maintenance & Layover Facility	Valley Sub	New layover facility in Palmdale - build out 5 tracks, fuel, lighting, sewer connections, safety features, and potable water		\$60	\$60	\$60	\$60	\$238
8	Track	San Gab Sub - LA Share Only 47.5% Shown Here	EMF Additional Storage Tracks		\$470	\$470	\$470	\$470	\$1,880
9	Track	San Gab Sub - LA Share Only 47.5% Shown Here	EMF SKI Tracks- add 2 SKI tracks at EMF, install dump stations and potable water		\$705	\$705	\$705	\$705	\$2,820
10	Track	Valley Sub	Palmdale Passing Siding between MP 69.3 and MP 69.9		\$1,750	\$1,750	\$1,750	\$1,750	\$7,000
11	Track	Ventura	Burbank Junction Track Realignment- realignment and hi-speed switches at juntio used by Metrolink, Surfliner and Amtrak long distance trains		\$2,250	\$2,250	\$2,250	\$2,250	\$9,000
12	Track	Valley Sub	Glendale Slide relocation - relocated existing UPRR storage. Slide relocation to support HSR.		\$825	\$825	\$825	\$825	\$3,300

**METROLINK EXPECTED 5-YEAR NEW CAPITAL PROJECTS
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)**

Attachment 2

Item B.2

47.5%

Item #	Project Type	Subdivision	NEW CAPITAL PROJECT DESCRIPTION	FY 2016 (Yr-1 Budget)	FY 2017 (Yr-2)	FY 2018 (Yr-3)	FY 2019 (Yr-4)	FY 2020 (Yr-5)	TOTAL
13	Track	San Gab Sub - LA Share Only 47.5% Shown Here	Lone Hill to CP White Double Track - MP 26.54 to MP 30.3		\$17,000	\$17,000	\$17,000	\$17,000	\$68,000
14	Grade Crossings	San Gab Sub - LA Share Only 47.5% Shown Here	Station Signage and Ped Gates, including El Monte and Covina		\$1,215	\$1,215	\$1,215	\$1,215	\$4,860
			TOTAL	\$23,610	\$34,980	\$34,980	\$34,980	\$34,980	\$163,528

Cameras at Stations in LA County Not Included as funds are SCRRA Prop 1B CTS GP. Total cost is estimated to be \$2.8 million

**METROLINK BACKLOG of STATE OF GOOD REPAIR NEEDS
ESTIMATED BACKLOG (\$K)**

**Attachment 2
Item C.1**

Line	Project Type	Subdivision	Rehabilitation Project Description	Action	Cost Estimate
1	Signal	Pasadena	Install direct buried cable to replace dilapidated pole line. Pole line is being vandalized to the point of disrepair. Upgrade grade crossing predictor units, coded track and AC meter services at selected locations.	Delete undergrounding project. Repair as needed in maintenance budget. Future incremental rehab in 10-yr forecast.	\$6,471
2	Signal	Pasadena	Install signal replacement h/w and s/w for wayside signals, CPs and crossings, gate savers, and backup battery banks.	Partially funded in FY 13 and 15. Balance is backlog. Future years in 10-yr forecast.	\$850
3	Structures	Pasadena	Replace rail top bridge at 108.92 and steel through girder at 112.5	Bridges are in 10-yr forecast in FY17 & 18.	\$2,620
4	Structures	Pasadena	Replace wood box and brea pipe culverts.	Culverts are in 10-yr forecast in FY17 and future.	\$1,250
5	Track	Pasadena	Replace timber crossies - 6,000 ties (3,000 per year). Defer 3,000 ties to FY 14-15	50% of project moved to FY 15, then not funded and carried as backlog. Annual tie replacement included in 10-yr forecast.	\$750
6	Comm	San Gabriel	Comm system h/w and s/w to keep wayside and mountain-top systems in a state of good repair, including design and engineering.	Funded in FY 16. Comm system Included in 10-yr forecast. Daktronic/PA in 10-yr unconstrained fcst.	\$315
7	Signal	San Gabriel	Install signal replacement h/w and s/w for wayside signals, CPs and crossings, gate savers, and backup battery banks.	Partially funded in FY 15 and 16. Balance is backlog. Future years in 10-yr forecast.	\$1,230
8	Structures	San Gabriel	Replace high-priority bridge on the San Gabriel sub in LA County at MP 20.096. Focus in on aging rail-top bridges.	Bridge not funded in prior years. Included in 10-yr forecast in FY19.	\$770
9	Track	San Gabriel	Rehab rail on curves 7 (2.45-2.7), 12 (4.05-4.15), 15 (6.0-6.25), 16 (6.3-6.4), 23 (11.75-11.95) in 15/16. Annual replacement of rail, ties, turnouts, crossings, and rail grinding in backlog.	\$883K of curve repl funded in FY 15. Rail rehab partially funded in FY16. Future annual rail replacement included in 10-yr forecast.	\$2,239
10	Comm	Valley	Comm system h/w and s/w to keep wayside and mountain-top systems in a state of good repair, including design and engineering. Rehab Daktronic and PA at 1 station/yr.	Funded in FY 16. Comm system Included in 10-yr forecast. Daktronic/PA in 10-yr unconstrained fcst.	\$1,200

**METROLINK BACKLOG of STATE OF GOOD REPAIR NEEDS
ESTIMATED BACKLOG (\$K)**

**Attachment 2
Item C.1**

Line	Project Type	Subdivision	Rehabilitation Project Description	Action	Cost Estimate
11	Signal	Valley	Rehab HB/HW/DE/combo AEI wayside detectors. Install comm link to MOC dispatch. Install signal replacement h/w and s/w for wayside signals, CPs and crossings. Rehab gate savers, and backup battery banks.	Partially funded in FY13 through 16. Balance is backlog. Future years Included in 10-year forecast.	\$4,117
12	Structures	Valley	Replace high-priority bridges on the Valley sub at MP 10.63, 25.71, 48.21, 50.51, 50.64, 47.03, 50.77, 47.33, 48.08, 44.38, 54.05, 8.41, 52.66, 47.45, 55.19, 46.91, 8.12, 47.83. Focus is on aging rail-top bridges.	Bridge 26.42 funded FY 15, 35.75 & 50.46 funded in FY 16. Remaining bridges in 10-Yr forecast in FY17 thru 20.	\$15,630
13	Structures	Valley	Replace high-priority culverts on the Valley sub, with a focus on replacement of aging wood box, corrugated pipe and cast iron pipe.	3 culverts in FY 14, 2 in FY 15. Remaining culverts in 10-Yr rehab forecast in FY 17 thru 20	\$6,620
14	Track	Valley	MoW Replace 17 miles aged rail and rehab ties (MPs 2.1-4.9, 6.2-10.7, 24.7-26.3, 33.4-34.7, 35-35.7, 36.2-36.5, 40.6-41.4, 41.7-43.5, 49.7-52.5), plus curves 135 (58.55-58.85) and 150 (63.8-64.4).	Rail & tie replacement to be funded in annual increments as funds are available. Track rehab included in 10-yr forecast.	\$21,000
15	Track	Valley	Rehab crossings @ Sierra Hwy, Astoria, Drayton, & Brand.	Originally requested in FY 14. Deferred to future FYs, then not funded. Crossing rehab included in 10-yr forecast.	\$1,200
16	Track	Valley	Tunnel 25: install new ties, new drainage, new ballast, major drainage modifications and additional rock bolts.	Tunnel trackbed has been maintained by vacuuming every other year . Trackwork and drainage mods in 10-yr forecast in FY17.	\$3,500
17	Comm	Ventura LA	Comm system h/w and s/w to keep wayside and mountain-top systems in a state of good repair, including design and engineering. Rehab Daktronic and PA at 1 station/yr.	Funded in FY 16. Comm system Included in 10-yr forecast. Daktronic/PA in 10-yr unconstrained fcst.	\$713
18	Signal	Ventura LA	Rehab existsting wayside detectors. Install comm link to MOC/dispatch. Install signal replacement h/w and s/w for wayside signals, CPs and crossings. Rehab gate savers and backup battery banks.	Partially funded in FY13 through 16. Balance is backlog. Future years Included in 10-year forecast.	\$2,927
19	Structures	Ventura LA	Replace high-priority bridges on the Ventura sub in LA County at 452.1, 458.71, 457.6, 458.57.	Bridges are in 10-yr rehab forecast in FY17 & 19.	\$4,520
20	Structures	Ventura LA	Replace culvert 443.77 .	Culvert is in 10-yr rehab forecast in FY19.	\$490

**METROLINK BACKLOG of STATE OF GOOD REPAIR NEEDS
ESTIMATED BACKLOG (\$K)**

**Attachment 2
Item C.1**

Line	Project Type	Subdivision	Rehabilitation Project Description	Action	Cost Estimate
21	Track	Ventura LA	Replace crossties - (LA County)	No tie work funded FY 12-13 through FY 15-16. Rail/ties included in 10-yr forecast.	\$2,051
22	Track	Ventura LA	Replace rail on curves 130 & 221,222,223 - (LA County). Replace turnouts @ Woodman, Bernson, Raymer (FY 15)	Curve 130 budgeted FY 14. Other rail rehab not funded. Included in 10-yr forecast.	\$875
23	Comm	zRiver	Comm system h/w and s/w to keep wayside and mountain-top systems in a state of good repair, including design and engineering. (Metro's share only).	Funded in FY 16. Comm system Included in 10-yr forecast.	\$88
24	Signal	zRiver	Rehab CP First St, and upgrade electrocode (13-14). Selectively rehab Electrologic w/ VHLC, Battery Replacement, Cable renewal, Gate Savers, EC4 to EC5, rehab M23A switches, and gate rehabilitation. (Metro's share only).	Partially funded in FY13 through 16. Balance is backlog. Future years Included in 10-year forecast.	\$1,810
25	Structures	zRiver	Paint thru truss bridge at 0.81, and repair bridge at 480.82. (Funding is Metro's share only).	Bridges are in 10-yr rehab forecast in FY19 & 20..	\$903
26	Track	zRiver	Rehab turnouts @ E. Bank, Capitol, Ormiston. Annual replacement of rail, ties, turnouts, crossings and rail grinding in backlog (Metro's share only).	Turnout rehab E.Bank, Capitol, Ormiston not funded. Future annual rail replacement included in 10-yr forecast.	\$1,739
27	Track	zRiver	East Bank - Relay worn rail & crossties (delta between original ask and FY 15 budget, Metro's share only).	Original request \$6.3M. Funded \$3.4M in FY 15. Rehab included in 10-yr forecast.	\$618
28	Vehicles	zSystemwide	Replace high-mileage MOW and field vehicles (Metro share only).	FY13 partially funded, FY 14 funded. FY 15 and 16 not funded and carried in backlog.	\$472
29	Vehicles	zSystemwide	Replace hyrail and boom lift, replace (2) manlifts (Metro share only).	In 10-yr forecast FY17 and FY18.	\$329
30	Facilities	zSystemwide	Replace CMF compressed air system, rehab CMF elevator, rehab MOW building HVAC, replace CMF 25 ton car jacks, upgrade welfare facilities at CMF, rehab control center systems at DOC, MOC & Melbourne (Metro share only)	In 10-yr forecast FY17 and FY18.	\$884

**METROLINK BACKLOG of STATE OF GOOD REPAIR NEEDS
ESTIMATED BACKLOG (\$K)**

**Attachment 2
Item C.1**

Line	Project Type	Subdivision	Rehabilitation Project Description	Action	Cost Estimate
31	Rolling Stock - Locomotives	zSystemwide	Overhaul 7 EMD F59 PHR units (3 in 17, 4 in 18) and upgrade to Tier-4. (\$4.4M/unit). Top deck, wheel/axel, traction motor, and other rehab starts in 2020. TO BE APPLIED TO NEW LOCOMOTIVE PURCHASE (Metro's share only)	Budgeted in FY 16, remaining balance in 10-yr forecast FY18.	\$1,045
32	Rolling Stock - Rail Cars	zSystemwide	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (88 cars @ \$1.35M/car). (Metro share only).	Overhaul of 30 cars budgeted in FY 16. Remaining 58 cars in 10-yr forecast FY 17 & 18.	\$37,193
33	Rolling Stock - Rail Cars	zSystemwide	Complete Overhaul of 7 Gen-2 Bombardier rail cars (7 cars @ \$1.35M/car). (Metro share only).	In 10-yr forecast FY19.	\$4,489
34	Rolling Stock - Rail Cars	zSystemwide	Complete Overhaul of 26 Gen-3 Bombardier rail cars (26 cars @ \$1.35M/car). (Metro share only).	In 10-yr forecast FYs 20 & 21..	\$16,673
35	Rolling Stock - Rail Cars	zSystemwide	Overhaul Bombardier car door motors, batteries, trucks, HVAC, and window gaskets. (Metro share only).	In 10-yr forecast FYs 17, 18, 19.	\$1,654
36	Track	zSystemwide	Rehabilitate ped crossings at 52 stations. (Metro share only).	In 10-yr forecast FY 17.	\$120
			TOTAL ESTIMATED BACKLOG - LA		\$149,351

Notes:

- 1) This Backlog estimate represents currently unfunded rehabilitation work needed to maintain assets in at State of Good Repair.
- 2) The Backlog estimate contains rehabilitation work in Los Angeles County, and LACMTA's share of Systemwide projects.
- 3) Projects on the Backlog list also appear on the Metrolink Unconstrained 5-Year Rehabilitation Forecast. In many cases, these projects will also appear on the Metrolink Financially Constrained 5-Year Rehabilitation Forecast.
- 4) This Backlog estimate assumes LACMTA funds the FY 2016 Rehabilitation budget @ \$20M.

METROLINK 5-YEAR REHABILITATION FORECAST
CONSTRAINED by SAFETY PRIORITY
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)

Attachment 2
 Item C.2

Project Type	REHABILITATION PROJECT DESCRIPTION	FY 2016 (Yr-1 Budget)	FY 2017 (Yr-2)	FY 2018 (Yr-3)	FY 2019 (Yr-4)	FY 2020 (Yr-5)	TOTAL 5-Years
Communications	Comm system rehab SG, Valley, Ven-LA and River sub	\$153	\$504	\$504	\$504	\$811	\$2,476
Facilities	Facilities maint (mimumum level)	\$171	\$318	\$318	\$214	\$214	\$1,235
Vehicles	MOW & field vehicle replacement	\$314	\$190	\$190	\$190	\$190	\$1,074
Rolling Stock - Locomotives	Member share of locomotives in FY 16 & 18, and minimal annual maintenance	\$3,499	\$570	\$1,615	\$570	\$570	\$6,824
Rolling Stock - Rail Cars	Overhaul 30 Gen-1 rail cars - FY 16	\$7,874	\$0	\$0	\$0	\$0	\$7,874
Train Control Signal	Wayside signal rehab & PTC upgrades	\$2,428	\$1,717	\$1,947	\$1,717	\$2,600	\$10,409
Stations	Station signage rehab - FY 16	\$67	\$0	\$0	\$0	\$0	\$67
Structures	Valley, San Gabriel, Ventura-LA, River sub bridges/culvert rehab	\$1,968	\$9,077	\$6,726	\$6,847	\$7,159	\$31,777
Track	Rail grinding, rail/ties/crossings, tunnel 25 rehab	\$3,527	\$7,624	\$8,771	\$10,012	\$8,456	\$38,389
	TOTAL FINANCIALLY CONSTRAINED	\$20,000	\$20,000	\$20,072	\$20,053	\$20,000	\$100,125

	UNCONSTRAINED BALANCE	\$0	\$39,346	\$33,377	\$34,170	\$34,763	\$141,655
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	GRAND TOTAL (CONSTRAINED + UNCONSTRAINED)	\$20,000	\$59,346	\$53,448	\$54,223	\$54,763	\$241,780
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Notes:

- 1) Highest project priority: Locomotives and structure (bridges & culverts), followed by track and signal, constrained at \$20M/year.
- 2) For this forecast, Metro's share of Systemwide projects is based on the existing All-Share formula (47.5%). Metro's percentage will likely decline when the All-Share formula is revised to include PVL.
- 3) This forecast includes estimated requirements for Metro funding. Funding from other Member Agencies, and other grantors is not included.

METROLINK 5-YEAR REHABILITATION FORECAST - UNCONSTRAINED
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)

Attachment 2
 Item C.3

Project Type	REHABILITATION PROJECT DESCRIPTION	FY 2016 (Yr-1 Budget)	FY 2017 (Yr-2)	FY 2018 (Yr-3)	FY 2019 (Yr-4)	FY 2020 (Yr-5)	TOTAL 5-Years
Communications	Comm system rehab SG, Valley, Ven-LA and River sub	\$153	\$804	\$804	\$804	\$1,111	\$3,676
Engineering	Planning SOGR projects from concept to 5-20% design.	\$0	\$238	\$238	\$238	\$238	\$950
Vehicles	MOW & Field vehicles, MOW on-track equipment	\$314	\$836	\$836	\$421	\$516	\$2,924
Facilities	Facilities and equipment rehab and replacement	\$171	\$5,354	\$3,763	\$919	\$668	\$10,875
Fare Collection	Fare Collection system upgrades to maintain system reliability & SOGR.	\$0	\$100	\$100	\$100	\$100	\$399
Information Tech	Transit Asset system upgrades, Oracle upgrades	\$0	\$998	\$523	\$48	\$48	\$1,615
Rolling Stock - Locomotives	LA Share of new locomotives & ongoing locomotive rehab	\$3,499	\$570	\$3,118	\$3,576	\$3,883	\$14,646
Rolling Stock - Rail Cars	Overhaul all Gen-1, Gen-2 & Gen-3 rail cars, & ongoing rehab car rehab	\$7,874	\$11,273	\$13,005	\$17,570	\$20,484	\$70,206
Safety	Rehab ped crossings at stations, replace "No Trespassing" signs	\$0	\$191	\$71	\$71	\$71	\$405
Train Control Signal	Wayside signal maint & PTC system upgrades	\$2,428	\$7,101	\$9,612	\$7,101	\$5,458	\$31,700
Stations	Station signage repair	\$67	\$67	\$67	\$67	\$67	\$333
Structures	Valley, San Gabriel, Ventura-LA, River & Pasadena sub bridges/culvert rehab	\$1,968	\$10,427	\$6,826	\$7,712	\$7,259	\$34,192
Track	Rail grinding, rail/ties/crossings, tunnel 25 rehab	\$3,527	\$21,388	\$14,487	\$15,597	\$14,862	\$69,861
	TOTAL UNCONSTRAINED	\$20,000	\$59,346	\$53,448	\$54,223	\$54,763	\$241,780

METROLINK 5-YEAR SAFETY NEEDS SUMMARY
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)

Attachment 2

Item C.4

Item #	Project Type	Subdivision	SAFETY PROJECT DESCRIPTION	FY 2016 (Yr-1 Budget)	FY 2017 (Yr-2)	FY 2018 (Yr-3)	FY 2019 (Yr-4)	FY 2020 (Yr-5)	TOTAL
1	Hard Fencing	Ventura Sub (LA Co only)	8.61 miles of welded wire mesh right-of-way fencing		\$575	\$575	\$575	\$575	\$2,300
2	Hard Fencing	Valley Sub	36.12 miles of welded wire mesh right-of-way fencing		\$2,325	\$2,325	\$2,325	\$2,325	\$9,300
3	Hard Fencing	San Gabriel - (LA Co only)	2.45 miles of welded wire mesh right-of-way fencing		\$188	\$188	\$188	\$188	\$750
4	Hard Fencing	East and West Banks (LA Share - 47.5% shown here)	1.25 miles of welded wire mesh right-of-way fencing		\$60	\$60	\$60	\$60	\$238
5	Virtual Fencing	Ventura Sub (LA Co only)	2.87 miles of intrusion detection equipment for right-of way		\$1,500	\$1,500	\$1,500	\$1,500	\$6,000
6	Virtual Fencing	Valley Sub	12.04 miles of intrusion detection equipment for right-of way		\$6,250	\$6,250	\$6,250	\$6,250	\$25,000
7	Virtual Fencing	San Gabriel - LA (60%)	0.82 miles of intrusion detection equipment for right-of way		\$425	\$425	\$425	\$425	\$1,700
8	Virtual Fencing	East and West Banks (LA Share - 47.5% shown here)	0.42 miles of intrusion detection equipment for right-of way		\$119	\$119	\$119	\$119	\$475
9	Cameras in Passenger Cars	Systemwide (LA Share 47.5% shown here)	Cameras in passenger cars: four cameras per passenger car, all current 224 passenger cars outfitted		\$3,086	\$3,086	\$3,086	\$3,086	\$12,342
10	Grade Crossings	Ventura Sub (LA Co only)	29 Sealed Corridor grade xing improvements and cameras and license plate readers and 7 grade separations with cameras		\$123,750	\$123,750	\$123,750	\$123,750	\$495,000
11	Grade Crossings	Valley Sub	26 Sealed Corridor grade xing improvements and cameras and license plate readers and 4 grade separations with cameras		\$82,500	\$82,500	\$82,500	\$82,500	\$330,000
12	Grade Crossings	San Gabriel - (LA Share only)	44 Sealed Corridor grade xing improvements and cameras and license plate readers and 3 grade separation with cameras		\$92,500	\$92,500	\$92,500	\$92,500	\$370,000
13	Layover Facility	Valley Sub	Lang Layover facility enhancements including automated driveway gate with access controls, video camera monitoring system, lighting improvements and perimeter enclosure		\$225	\$225	\$225	\$225	\$900
14	Layover Facility	San Gabriel - LA Share -Only - All Share - 47.5% shown here	Garey Street Track Maintenance facility enhancements including automated driveway gate with access controls, video camera monitoring system, lighting improvements and perimeter enclosure		\$238	\$238	\$238	\$238	\$950

METROLINK 5-YEAR SAFETY NEEDS SUMMARY
LA METRO SHARE in CONSTANT 2015 DOLLARS (\$K)

Attachment 2
 Item C.4

Item #	Project Type	Subdivision	SAFETY PROJECT DESCRIPTION	FY 2016 (Yr-1 Budget)	FY 2017 (Yr-2)	FY 2018 (Yr-3)	FY 2019 (Yr-4)	FY 2020 (Yr-5)	TOTAL
15	Maintenace & Layover Facility	SB Shortway - LA Share Only - All Share 47.5% shown here	EMF enhancements including automated driveway gate with access controls, video camera monitoring system, lighting improvements and perimeter enclosure		\$188	\$188	\$188	\$188	\$750
16	Maintenace & Layover Facility	East and West Banks LA Only - All Share - 47.5% shown here	CMF, Keller and Day Yard Facilities enhancements including automated driveway gate with access controls, video camera monitoring system, lighting improvements and perimeter enclosure		\$327	\$327	\$327	\$327	\$1,306
17	Tunnels	Ventura Sub (LA Co only)	Video camera monitoring system for each end of Tunnels 18&19		\$8	\$8	\$8	\$8	\$30
18	Tunnels	Valley Sub	Video camera monitoring system for each end of Tunnels 28		\$150	\$150	\$150	\$150	\$600
			TOTAL		\$314,410	\$314,410	\$314,410	\$314,410	\$1,257,641

REGIONAL RAIL PROJECT BUDGET REPORT
AS OF OCTOBER 15, 2015

PROJECT NAME	LIFE OF PROJECT BUDGET	FUND SOURCES	FUND AMOUNT	CASH FLOW												
				FY13		FY14		FY15		FY16		FY16	FY17	FY18	FY19	FY20
				BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL					
Antelope Valley Line Study	1,000	MR 3%	1,000	1,000	618	-	18	-	85	-	-	-	-	-	-	
Bob Hope Airport Metrolink Station	7,955	MR 3%	5,369	2,000	1,367	2,000	1,089	2,600	784	2,015	2,129	-	-	-	-	
		STURRA	2,586													
Bob Hope Airport Pedestrian Bridge	15,875	MR 3%	3,500					5,150	1	3,500	1,859	1,641	-	-	-	
		PROP 1B PTMISEA	5,375													
		ITIP	7,000													
Brighton to Roxford Double Track	110,000	MR 3%	3,000					1,500	9	3,750	-	1,500	1,500	-	-	
		PROP 1A	55,000													
		CHSRA	52,000													
Doran St Grade Separation	83,700	MR 3%	6,600	6,600		1,000	1,054	8,000	890	2,509	767	2,500	1,433	-	-	
		PROP 1A	45,000													
		CHSRA	19,600													
		TBD	12,500													
L.A. County Grade Crossings	4,500	MR 3%	4,500					3,000	-	1,110	2,000	2,500	-	-	-	
L.A. County Metrolink Station Needs Assessment	500	MR 3%	500					500	-	-	350	150	-	-	-	
Lone Hill to White - Env & 30 % Design	72,000	MR 3%	3,000					175	-	400	553	1,291	1,156	-	-	
		TBD	69,000													
Raymer/Bernsen Double Track	104,416	MR 3%	391			2,000	1,846	6,500	4,280	6,424	391	-	-	-	-	
		STIP	63,500				Reimbursed		Reimbursed	Advance \$ and get reimbursed						
		PROP 1B	16,800													
		FRA	1,564													
		TBD	30,109													
Rosecrans Marquardt Grade Separation	110,000	MR 25%	35,000					1,000	9	3,000	1,295	2,367	2,000	24,633	4,705	
		PROP 1A	53,000													
		SECTION 190	15,000													
		BNSF	7,000													
San Bernardino Line Study	1,000	MR 3%	1,000	1,000		7,500	669	-	103	-	-	-	-	-	-	
SCRIP	365,000	MR 3%	21,000	4,000		4,000	55	9,000	5,454	13,535	15,500	-	-	-	-	
		PROP 1A	175,000													
		ARRA	32,000													
		CHSRA	137,000													
Van Nuys North Platform	32,598	MR 3%	200			1,000	742	3,000	1,718	2,924	200	-	-	-	-	
		PROP 1B	34,500							Advance \$ and get reimbursed						
		FRA	800													
	908,544			14,600	1,985	17,500	5,473	40,425	13,333	39,167	25,044	11,949	6,089	24,633	4,705	

**REGIONAL RAIL PROJECT STATUS REPORT
AS OF OCTOBER 15, 2015**

PROJECT NAME	BOARD APPROVED	SENT TO PROCUREMENT	RFP ISSUED	PROJECT AWARDED	PROJECT STATUS	PROJECT START DATE	PROJECT COMPLETION	DELAYS/COST INCREASE EXPLANATION
Antelope Valley Line Study	APR 2011	JUL 2011	BENCH	OCT 2011	Completed	NOV 2011	SEP 2014	
Bob Hope Airport Metrolink Station	JUL 2012 MAY 2013 JUL 2014	JUN 2013	BENCH	AUG 2013	Construction	AUG 2013	AUG 2015	Cost increase due to adding parking lot that the Airport was originally to build. Additional cost increases are due to additional work requested by Metrolink, as well as other costs, that were not part of the original cost estimate. The original cost estimate included station construction costs only and did not include other soft costs for Metrolink involvement and construction management.
Bob Hope Airport Pedestrian Bridge	JUN 2014	OCT 2014	JAN 2015	MAR 2015	Design	MAY 2015	JUN 2016	Project was delayed in procurement.
Brighton to Roxford Double Track	JUL 2012	JUL 2014	SEP 2014	Not yet	Environmental	SEP 2015	MAY 2020	Project was delayed in procurement.
Doran St Grade Separation	MAY 2011	NOV 2012	DEC 2012	JUL 2013	Engineering	JUL 2013	JUN 2019	The Alternative Analysis completion was delayed based on issues raised during outreach to the public.
L.A. County Grade Crossings	JUL 2012	NOV 2014	MAR 2015	Not yet	In procurement	OCT 2015	TBD	Project was delayed in procurement.
L.A. County Metrolink Station Needs Assessment	JUL 2012	NOV 2014	BENCH	Not yet	In procurement	SEP 2015	JUN 2016	Delayed due to staffing and other high priority projects
Lone Hill to White - Env & 30 % Design	OCT 2013	MAY 2015	Not yet	Not yet	In procurement	JAN 2016	DEC 2016	Delayed due to staffing and other high priority projects
Raymer/Bernsen Double Track	JAN 2014	JAN 2014	JUN 2014	AUG 2014	Engineering	AUG 2014	MAR 2018	
Rosecrans Marquardt Grade Separation	MR LIST	AUG 2014	OCT 2014	APR 2015	Environmental	APR 2015	APR 2020	
San Bernardino Line Study	JUL 2012	OCT 2012	FEB 2013	APR 2013	Completed	MAY 2013	SEP 2014	
SCRIP	JUL 2012	AUG 2013	OCT 2013	AUG 2014	ON HOLD	NOV 2014	TBD	Project cost and timeline will increase to include Union Station Master Plan and CHSRA project requirements.
Van Nuys North Platform	JAN 2014	JAN 2014	FEB 2014	JUN 2014	Engineering	JUL 2014	JAN 2018	

September 10, 2015

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Phil:

In a follow-up to our letter on August 20, 2015, the Southern California Regional Rail Authority (SCRRA) is requesting that Metro continue to support and fund our FY 16 Locomotive Procurement program that is currently underway. SCRRA staff discussed these locomotive funding needs with staff from the Metro Finance and Regional Rail departments over the past several months, culminating in a discussion on August 20, 2015 in which Metro staff indicated they could support SCRRA's board adopted authorization to procure up to 20 new locomotives. To fulfill this procurement, we are requesting a commitment from Metro of \$7.25 million before October 15, 2015.

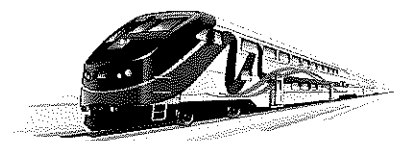
As background, the Metrolink Board awarded a contract to Electro-Motive Diesel (EMD) in December 2012 for a base order of up to 20 new Tier 4 locomotives with an option to purchase an additional 20 locomotives. The first 20 are in production and are scheduled to start arriving this winter. SCRRA has determined that it is essential for our safe and quality operations to exercise the option for up to another 20 locomotives. This option is set to expire on the above referenced date, October 15, 2015.

The requested total of \$7.25 million is made up of the following components:

1. \$3.5 million from the SCRRA FY16 Rehabilitation Budget to cover Metro's share of the locomotive procurement. The other members have agreed to contribute a collective \$3.9 million, making the total system-wide contribution from all five counties a total of \$7.4 million. These funds will be used to contribute to the replacement of 17 existing locomotives.
2. An additional \$3.75 million to cover Metro's share of two locomotives that Metro will use for expanded service on the Antelope Valley and Ventura County Lines. These funds are the local match to the state cap and trade funds that were awarded for these two expansion locomotives. The State's contribution to these two units is \$9.15 million.

If we do not receive Metro's commitment for the funding in the amount of \$7.25 million before October 15, 2015, the order may not be able to be fulfilled as Metro's share is interdependent with the member and state funds, and is required to place the order of 17 replacement units and two expansion units.

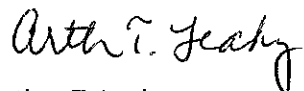
We look forward to working with your staff to provide any information needed to secure the requested commitment for the 19 locomotives before October 15, 2015. Separate from this request, we are developing a financial plan for the 20th locomotive and will present it to Metro when it is complete.



Thank you for your assistance, Phil. We are hopeful that the request for the Metro contribution of \$7.25 million for the 19 locomotives can be handled expeditiously. We also continue to be optimistic that Metro will provide the remainder of its share of the Metrolink FY 16 Rehabilitation Budget.

If you have any questions, please contact Roderick Diaz, Director of Planning and Development, at diazr@scrra.net or 213-452-0455.

Sincerely,



Arthur T. Leahy
Chief Executive Officer

cc: Stephanie Wiggins
Nalini Ahuja
Don Sepulveda



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

TRANSMITTAL DATE: September 18, 2015

MEETING DATE: September 25, 2015

ITEM 9

TO: Board of Directors

FROM: Arthur T. Leahy *ATL*

SUBJECT: Transferal of Management of Specific Capital Projects in Los Angeles from Los Angeles County Metropolitan Transportation Authority to the Authority

Issue

Specific Los Angeles County capital projects on the Metrolink System need to be managed directly by the Authority, rather than Los Angeles County Metropolitan Transportation Authority (Metro), to minimize liability to the Authority and potentially reduce total project costs.

Recommendation

It is recommended that the Board direct staff to work with Metro to develop plans to transfer the management of specific capital projects currently under the management of Metro to the management of the Authority. The projects recommended for transfer are those that connect to the live track, signal and communication systems with potential to critically affect the safety and integrity of the infrastructure of the Metrolink System.

If approved staff will develop requirements for the transfer of specific projects and return to the Board with a plan that identifies the resources needed for the transfer.

Alternatives

The Board may reject staff's recommendation and continue with the implementation of capital projects by Metro on the Metrolink System.

Background

Over the years, various approaches have been used to implement capital construction projects on the Metrolink System. More recently, member agencies have lead the management of capital projects on the Metrolink System, including line extensions, grade separations, highway-rail at-grade-crossing improvements and station construction projects. Member agencies have hired contractors to perform design and construction of the projects under their procurement policies and procedures, which are established for highway, bus, and light-rail transit projects.

Metrolink projects are different than member-agency projects because they are on an open 512-mile heavy-rail system under the jurisdiction of the Federal Railroad Administration (FRA) across a six-county region operating on shared corridors with freight and intercity rail service. The contractors and vendors who provide the services needed for the Metrolink projects comply with a different set of government regulations and operating requirements.

Staff believes the Authority should be the lead agency in managing the following types of projects on the Metrolink System:

- New track construction that ties into existing system
- New sidings and siding track extensions
- Signal, PTC, Train Control and closely related systems work.
- Improvements at highway-rail at-grade crossings
- Addition of control points and track crossovers

Currently, Metro has plans to implement eleven rail projects on the Metrolink System identified on Attachment A, Los Angeles County Regional Rail Projects. These projects are in various stages of progress and one of them, Vincent Siding, is already under the Authority's management. Projects on the list that the Authority recommends for transfer are:

- Raymer to Bernson Second Track
- Van Nuys Second Platform
- Bob Hope Airport Station Pedestrian Overpass
- CP White to Lone Hill Environmental
- Brighton to Roxford Double Track
- LA County Grade Crossing Improvements

Next Steps

Once approved by the Board, the Authority will work with Metro in developing a plan to transfer the management of specific capital projects. Staff will return to the Board to present the transition plan and any associated costs and resources required created by accepting this responsibility.

Metrolink will work with Metro to exercise a Master Cooperative Agreement (MCA) to implement this action and address specific issues related to a transition plan for projects currently underway and planned, communications protocols between the two agencies, funding, Metro's and Metrolink's interface with California High Speed Rail, oversight of projects by both agencies and funding of Metrolink resources to implement and manage the projects.

Budget Impact

There would be an impact to budget if approved by the Board. At that time, staff will commence discussions with Metro on how such project transfers might be accomplished in an orderly fashion and how the project management will be funded.

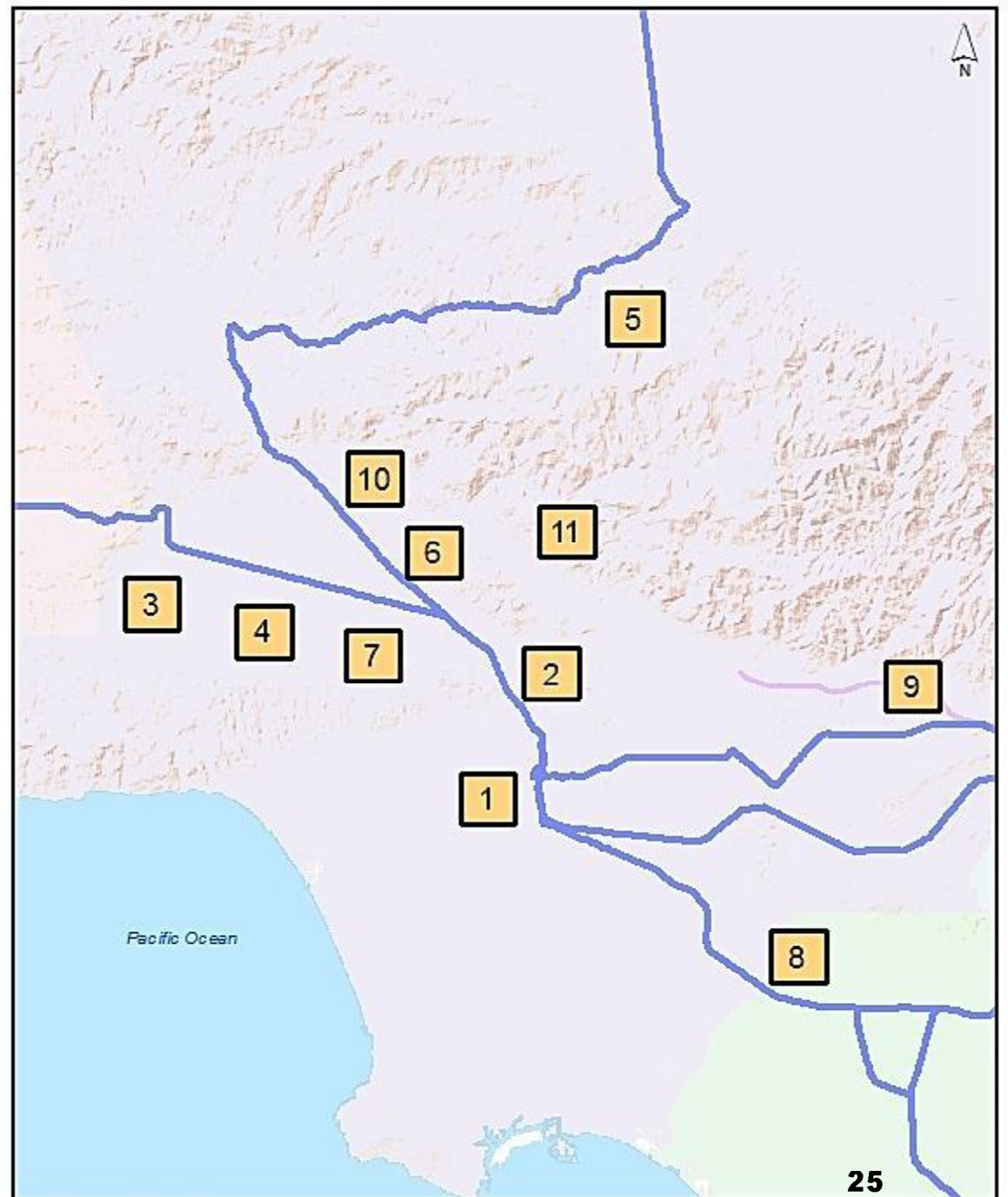
Prepared by: Patricia Watkins, Director of Engineering and Construction



Gary Lettengarver
Chief Operating Officer

L.A. County Regional Rail Projects

1. SCRIP
 2. Doran St. Grade Separation
 3. Raymer to Bernson Second Track
 4. Van Nuys Second Platform
 5. Vincent Grade Siding and Platform
 6. Bob Hope Airport / Hollywood Way Station
 7. Bob Hope Airport Station Pedestrian Overpass
 8. Rosecrans / Marquardt Grade Separation
 9. CP White to Lone Hill Env.
 10. Brighton to Roxford Double Track
 11. Grade Crossing Improvements
- L.A. County



PROMISSORY NOTE

For value received, this 23rd day of November, 2010, Southern California Regional Rail Authority ("SCRRA"), a public body corporate and politic ("Maker"), promises to pay to the Los Angeles County Metropolitan Transportation Authority, a California county transportation authority existing under the authority of §§ 130050.2 *et seq.* of the California Public Utilities Code, or its successors in interest (collectively, "Holder"), on or before June 30, 2017 (the "Maturity Date") the principal sum of Eighteen Million dollars (\$18,000,000) (the "Principal Amount"), with accrued interest on the Principal Amount in the manner and at the rate set forth below.

1. **Interest.** Interest (the "Interest") on the unpaid balance shall (a) commence to accrue on _____ (the "Origination Date"), the date the Loan is made, and shall continue to accrue until the entire unpaid balance (including all interest has been paid in full to Holder, (b) at the rate of 3.52% annually, (c) compound monthly, and (d) be calculated on the basis of a 365-day year and actual days elapsed.

2. **Receipt of Principal Amount.** As of the Origination Date, Maker shall have received the entirety of the Principal Amount. Maker shall use the Principal Amount for costs of its timely exercise of its Option No. 4 to Contract No. EP142-06 with Hyundai-Rotem for the purchase of 20 trailer rail cars.

3. **Repayment of Principal Amount, Interest and any Fees.** The Principal Amount and all Interest (the "Total Amount Due") shall be all due and payable by Maker to Holder on the Maturity Date. On or before the Maturity Date, Maker shall pay Holder the Total Amount Due, in lawful money of the United States of America, at One Gateway Plaza, Los Angeles, California 90012 (or at such other location as the Holder may designate in writing). All payments shall be first applied to interest and then to the outstanding balance of the Principal Amount. Maker shall use its CalEMA Proposition 1B Transit Security Grant Program Funds (the "Prop 1B Funds") to repay the Total Amount Due and if such Prop 1B Funds are not available, Maker shall use any other funds to repay the Total Amount Due.

4. **Right to Prepay.** Maker may, at its sole discretion, elect to prepay, in whole or in part, the Principal Amount and all then-accrued Interest (the "Total Amount Due") at any time prior to the Maturity Date without penalty, premium or discount.

5. **Default.** If Holder is not paid the Total Amount Due within fifteen (15) days after the Maturity Date, then Maker shall have defaulted on its obligations under this Promissory Note (a "Default").

6. **Remedies.** In the event of a Default, Holder may take any action against and pursue any remedy against Maker available to Holder under this Promissory Note, in law or equity.

7. **Waiver.** Maker hereby waives any rights of Presentment and Notice of Dishonor or any other rights requiring the provision of notice or allowing Maker to in any

way dispute its obligation to timely pay the Total Amount Due. "Presentment" means any right to require the Holder to demand payment of amounts due. "Notice of Dishonor" means any right to require the Holder to give notice to other persons that amounts due have not been paid.

8. **No Waiver.** No waiver by the Holder of any right or remedy shall be effective unless in writing and signed by the Holder, and no such waiver, on one occasion, shall be construed as a waiver on any other occasion. The acceptance of any payment hereunder that is less than the Total Amount Due shall not constitute a waiver of any of Holder's rights or Holder's exercise of those rights at such time or at any subsequent time.

9. **No Assignment by Maker.** Maker's obligations hereunder are personal to Maker and cannot be assigned by Maker or assumed by any third party.

10. **California Law.** This Promissory Note shall be construed and enforced in accordance with the laws of the State of California.

MAKER:

Southern California Regional Rail Authority

By: _____

Chief Executive Officer

Commuter Rail Funding in Los Angeles County

Staff Response to Board Motion 6.1

Board of Directors

October 22, 2015



Metro

Motion Background

- **Metro's Board adopted motion 6.1 in June 2015 sought information regarding:**
 - Reconciliation of previously approved Metro funding for Metrolink's commuter rail related Capital Rehabilitation program
 - Policy on the allocation of Metrolink eligible funding
 - Metrolink 5 year operating and capital requirements
 - Analysis of Metro's commuter rail capital program including the review of Metrolink managing A&E contracts for commuter rail infrastructure
 - Previous \$18M Metro loan to Metrolink



Metro

Next Steps

- **Staff is continuing to work with Metrolink to identify additional potential reprogramming opportunities of current and previously approved but unexpended funds**
- **Develop for Board approval a specific allocation policy of Metrolink eligible resources and a 5 year Operating and Capital plan**
- **Work with Metrolink to identify a specific timetable and reimbursement plan to ensure the outstanding loan of \$18 million is repaid prior to its due date of June 30, 2017**
- **Determine which, if any, projects are appropriate for transfer to Metrolink and seek Board approval.**
- **Continue to update the Board, and Metro's Metrolink delegation, on the status of issues as appropriate**



**Board Report**

File #: 2015-1355, **File Type:** Policy

Agenda Number: 15.

**FINANCE, BUDGET AND AUDIT COMMITTEE
OCTOBER 14, 2015**

SUBJECT: GROUP INSURANCE PLANS

ACTION: RENEW GROUP INSURANCE POLICIES

RECOMMENDATION

FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer to **renew existing group insurance policies covering Non-Contract, AFSCME, and Expo employees** for the one-year period beginning January 1, 2016 and to approve the use of a flexible spending card administered by a third-party vendor.

ISSUE

A comprehensive package of health resources provides existing employees a foundation to maintain or improve health, and helps to attract and retain qualified employees. LACMTA, including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost effective for the company and our employees.

DISCUSSION

The Non-Contact Group Insurance Plan, a flexible benefits program, was implemented in August 1994. Roughly 99% of the employees covered by the benefit plans are PTSC employees. Expo employees are also covered by our plans, providing a cost-effective means of offering benefits to this small group. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical and/or dental coverage and receive a taxable cash benefit, provided proof of other coverage is submitted. Employees may also participate in the flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis.

The overall premium increase for calendar year 2016 is 10.4%. This reflects \$2.4 million in

negotiated reductions from the initial renewal quotes. The recommended medical, dental, and vision premiums are shown on Attachment A. As previously established by the Chief Executive Officer, Non-Contract and AFSCME employees contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B. Expo employees pay a maximum of \$50 per month for medical and dental coverage as established by the Expo Board.

The following is a comparison of the monthly employer subsidy and employee contributions:

	NC/AFSCME*	SMART-TD**	ATU**	TCU**
Employee Contribution	\$ 157	\$ 100	\$ 80	\$ 60
LACMTA Subsidy	\$1,428	\$1,209	\$1,816	\$1,524
Employee Contribution as a % of Subsidy	11%	8.3%	4.4%	3.9%
Average Age of Employee	49.9	44.9	48.0	45.4

*Represents the average employee/agency contributions to Medical/Dental/Vision insurance. **Employer subsidies to union Trust Funds are those in effect as of 7/1/2015 as per the respective Collective Bargaining Agreements.

Healthcare benefits for employees represented by the SMART-TD, ATU, and TCU unions are determined by the respective Health and Welfare Trust funds, and the employer subsidy is established through contract negotiations.

Flexible Spending Accounts (FSA) are currently administered by MTA staff for approximately 450 PTSC/AFSCME/TCU employees. As administrator, staff reviews claims, processes reimbursements, tracks available funds, responds to employee inquiries, and maintains compliance with FSA regulations. Beginning with calendar year 2016 we recommend providing participants a flex spending debit card to be used at the point of sale (i.e. medical offices, pharmacies, or dependent care providers, etc.) thereby eliminating out-of-pocket expenses and manual claims processing for most reimbursements. A Third Party Administrator (TPA) specializing in flexible spending accounts will provide a single point of contact for the program at an estimated cost of \$2.85 to \$4.75 per participant/per month, or a range of \$15,000 - \$26,000 annually. The annual forfeiture of participant's unused funds, for example \$30,000 for 2014, is expected to offset most if not all of the TPA fees.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

Funding for the Non-contract and AFSCME group insurance plans is included in each department's

FY16 budget and on the balance sheet for accrued retiree medical liabilities. Based on the current employee participation by plan, estimated employer costs of \$44.0 million, an increase of \$4.4 million over 2015, are expected to be within the adopted budget of \$48.9 million. Premiums for the Expo employees are included in Expo's budget.

Beginning in 2018, as part of Health Care Reform, a 40% excise tax (Cadillac Tax) will be assessed on the cost of coverage for health plans that exceed an annual limit, currently set at \$10,200 for individual coverage and \$27,500 for family coverage. For fully-insured plans like ours, the excise tax is the responsibility of the insurance carrier, though it is anticipated that carriers may pass these costs back to the employer. The proposed 2016 renewal for the Anthem Blue Cross PPO plan currently exceeds the 2018 annual limits by approximately \$4,000 per participant. However, since the excise tax does not take effect until 2018, we will continue to evaluate our plan provisions such as copays, out-of-pocket maximums and other features in order to mitigate exposure to the excise tax.

ALTERNATIVES CONSIDERED

We considered plan design changes such as increasing office and prescription copays, annual deductibles, and out-of-pocket maximums. However, IRS and the Department of Health and Human Services (HHS) is expected to issue additional guidance within the next year which may require us to make changes in 2017 and 2018 in order to lower costs and minimize the impact of the excise tax. Therefore, it is recommended to wait for additional guidance and avoid incurring provider access/disruption for 2016.

The Board could decide to self-insure and self-administer health benefits. However, this is not recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims as well as the liability that would be assumed.

NEXT STEPS

- Conduct annual open enrollment for Non Contract, AFSCME, and EXPO employees.
- Implement elections effective January 1, 2016.

ATTACHMENTS


Attachment A - Monthly Premium Rates

Attachment B - Monthly Employee Contributions

Prepared by: Jan Olsen, Pension & Benefits Manager, 213-922-7151

Donna Mills, Treasurer, 213-922-4047

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Proposed Monthly Premium Rates

Provider	Coverage Option	CY 2015	CY 2016	%Change	Est # of Employees (1/1/16)
Blue Cross (PPO)	Single	\$994.57	\$1,113.90	12.00%	225
	Couple	\$2,002.05	\$2,242.25	12.00%	217
	Family	\$2,685.32	\$3,007.50	12.00%	266
Blue Cross (HMO)	Single	\$694.83	\$746.93	7.50%	88
	Couple	\$1,459.14	\$1,568.54	7.50%	75
	Family	\$2084.35	\$2,240.64	7.50%	165
Kaiser (HMO)	Single	\$566.24	\$643.04	13.56%	274
	Couple	\$1,132.49	\$1,286.08	13.56%	223
	Family	\$1,602.47	\$1,819.80	13.56%	351
Delta Dental (PPO)	Single	\$57.20	\$57.20	0.00%	381
	Couple	\$99.41	\$99.41	0.00%	437
	Family	\$149.37	\$149.37	0.00%	600
DeltaCare (DHMO)	Single	\$20.21	\$20.21	0.00%	75
	Couple	\$36.71	\$36.71	0.00%	54
	Family	\$54.32	\$54.32	0.00%	108
Dental Health Services (DHMO)	Single	\$16.82	\$16.82	0.00%	59
	Couple	\$32.60	\$32.60	0.00%	48
	Family	\$49.15	\$49.15	0.00%	101
Vision Service Plan	Single	\$10.15	\$10.15	0.00%	283
	Couple	\$14.68	\$14.68	0.00%	312
	Family	\$26.30	\$26.30	0.00%	439
Voluntary Waiver of Coverage:*					
Medical		\$209.00	\$230.00	11.0%	171
Dental		\$30.00	\$33.00	11.0%	87

* Waiver of Medical coverage requires proof of alternative coverage.

ATTACHMENT A

Proposed Monthly Employee Contributions

Provider	Coverage Option	NC & AFSCME Employee Contribution (Current)	NC & AFSCME Employee Contribution (Proposed) Effective 1/1/16	Change
Blue Cross (PPO)	Single	\$99.00	\$111.00	\$12.00
	Couple	\$200.00	\$224.00	\$24.00
	Family	\$269.00	\$301.00	\$32.00
Blue Cross (HMO)	Single	\$69.00	\$75.00	\$6.00
	Couple	\$146.00	\$157.00	\$11.00
	Family	\$208.00	\$224.00	\$16.00
Kaiser (HMO)	Single	\$57.00	\$64.00	\$7.00
	Couple	\$113.00	\$129.00	\$16.00
	Family	\$160.00	\$182.00	\$22.00
Delta Dental (PPO)	Single	\$6.00	\$6.00	\$0.00
	Couple	\$10.00	\$10.00	\$0.00
	Family	\$15.00	\$15.00	\$0.00
DeltaCare (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$4.00	\$4.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Dental Health Services (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$3.00	\$3.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Vision Service Plan	Single	\$1.00	\$1.00	\$0.00
	Couple	\$1.00	\$1.00	\$0.00
	Family	\$3.00	\$3.00	\$0.00

Non-Contract and AFSCME Employees contribute 10% (rounded to the nearest whole dollar) towards their individually selected plan's medical and dental premiums



Board Report

File #: 2015-1345, File Type: Contract

Agenda Number: 22.

**PLANNING & PROGRAMMING COMMITTEE
OCTOBER 14, 2015**
SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS SCOPE, BUDGET, AND SCHEDULE**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS**

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS4340-1939 with AECOM (formerly URS Corporation) to **address changes to the project alternatives for the Recirculated Draft EIR/EIS, and evaluate a Preferred Alternative for the I-710 South Corridor Project**, in an amount not to exceed \$7,012,735, increasing the total contract not-to-exceed amount from \$38,781,395 to \$45,794,130 and a contract extension of 15 months;
- B. EXECUTE Contract Modification No. 10 to Contract No. PS4340-1940 with Moore Iacofano Goltsman, Inc., for the **continued facilitation of community outreach services through the evaluation of the Preferred Alternative**, in an amount of \$616,413, increasing the total contract amount from \$3,192,312 to \$3,808,725, and a contract extension of 15 months;
- C. EXECUTE Contract Modification No. 8 to Contract No. PS4710-2647 with AECOM (I-710 South Utility Study - South Segment), for the **utilities and structural engineering efforts associated with the revised project alternatives**, in an amount not to exceed \$648,969 increasing the total contract from \$7,448,929 to \$8,097,898, and a contract extension of 15 months; and
- D. INCREASE Contract Modification Authority (CMA) specific to the three contracts to **cover the cost of any unforeseen issues that may arise during the performance of the contracts** as follows:
 - 1. Contract No. PS4340-1939 in the amount of \$1,051,910; increasing the total CMA amount from \$3,526,331 to \$4,578,241
 - 2. Contract No. PS4340-1940 in the amount of \$92,462; increasing the total CMA amount from \$177,884 to \$270,346
 - 3. Contract No. PS4710-2647 in the amount of \$97,345, increasing the total CMA amount from \$742,845 to \$840,190.

ISSUE

At the January 2013 Board meeting, staff provided a status update and recommended the re-circulation of the Draft EIR/EIS to update the traffic assumptions/forecasts and address proposed changes in the design of the alternatives required to minimize impacts. At that time, the Board approved modifications to increase funding for the I-710 Corridor Project EIR/EIS (Project) engineering and outreach contracts. The additional funds were required to continue the Project's environmental document through the final EIR/EIS and Record of Decision (ROD). However, once the traffic forecast update work got underway, it became apparent that the project alternatives needed to be re-evaluated to address public input and important changes in the base growth, goods movement and project assumptions. Most of the approved budget under the last contract modifications was therefore used to complete the revision to the alternatives.

The additional funds being requested are required to re-circulate the Draft EIR/EIS with a set of revised alternatives and to evaluate a Preferred Alternative. Metro staff developed five separate scopes of work (one for engineering/environmental, three for supporting the engineering efforts and another for outreach) and independent cost estimates to address all of the needs listed above. This request is for three of the five contracts; the other two contract modifications were approved at the September Board meeting. The contract modification scopes do not cover the entire cost to complete the Final EIR/EIS and Project Report, nor does it cover the extensive community participation effort associated with completing the Final EIR/EIS. The requested amount covers efforts to carry studies through the selection of a Preferred Alternative. Once a Preferred Alternative is recommended by the I-710 advisory committees, staff will return to the Board with a recommendation on the Preferred Alternative and a funding request for the completion of the Final EIR/EIS and ROD.

DISCUSSION

Background

The I-710 Corridor Project (I-710 South) study encompasses an 18-mile long corridor that extends from Ocean Blvd in Long Beach to State Route 60. I-710 is a vital transportation artery, linking the Ports of Los Angeles and Long Beach to Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 Freeway experiences serious congestion and safety issues. Among the major concerns in the corridor are the higher than average truck accident rates, the projected growth in the study area, which include the Ports, and effects on mobility and the quality life in the surrounding communities. The I-710 South Project alternatives seek to improve safety, air quality/public health, mobility, and accommodation for projected growth.

The Project was initiated in January 2008 by Metro and six funding partners: Caltrans, Gateway Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments (SCAG), and the I-5 Joint Powers Authority. Caltrans is the CEQA/NEPA lead agency for the project and Metro is the agency responsible for managing the consultant contracts.

The Project has advanced through a very robust community participation process. Decisions regarding analytical assumptions, project alternatives, and the scope of the environmental analysis have been made in consultation with community stakeholders through the I-710 Community Participation Framework; this framework comprises a number of advisory committees formed at the Project's inception, including: Local Advisory Committees (LAC), a Corridor Advisory Committee (CAC), a Technical Advisory Committee (TAC) and a Project Committee, which includes elected officials for each of the corridor cities as well as representatives from each of the Funding Partner agencies.

A Draft EIR/EIS was circulated on June 28, 2012. The Draft EIR/EIS evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation.

Status of Draft EIR/EIS Recirculation

During the first half of 2013, the Project Team updated the traffic forecast for the project based on the most recent regional model. Important changes in the base growth, goods movement, and project assumptions were factored in. These changes resulted in a revised No Build traffic forecast that, as compared to the previous forecast, indicated less growth in vehicular traffic and more dispersed origins and destinations for truck trips in the region. This led the Project Team to re-assess the effectiveness of the Alternatives previously evaluated in the Draft EIR/EIS. It was determined these Build Alternatives needed to be revised to better address the forecasted traffic conditions. The Project Team proceeded to evaluate various revisions to the Build alternatives.

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished so far (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By the middle of 2014, the following two Build Alternatives were presented to the 710 Committees for inclusion in the RDEIR/SDEIS:

Alternative 5C - widen to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Both alternatives include: maximum goods movement by rail, TSM/TDM/ITS improvements, transit improvements, arterial improvements, active transportation improvements, consideration of public-private partnership (P3) for financing, delivery, and operation, and lastly, support for Zero or Near Zero Emission Truck commercialization and incentive programs.

The preliminary cost estimates are \$8 billion for Alternative 7 and \$4 billion for Alternative 5C.

Since the middle of 2014, the Project Team has been completing the preliminary engineering work on these two Build Alternatives. The environmental technical studies will be completed in March 2016, in

an effort to release the recirculated Draft EIR/EIS in late 2016.

Project Expenditures

Initial funding for the environmental phase of the Project was provided by Metro and the I-710 Funding Partners (Metro, GCCOG, SCAG, Caltrans, I-5 Joint Powers Authority, Port of Long Beach, and Port of Los Angeles), with Metro taking the lead and becoming the contracting agency for the EIR/EIS. Due to extensive changes in the design of the Project throughout the environmental process, the original budget was depleted in 2012, and since then, the Board has approved additional Measure R I-710 South/Early Action Project funding to continue the EIR/EIS document. The engineering contract started off with a budget of \$23 million and has increased to \$38.8 million, while the outreach contract increased from \$2.5 million to \$3.5 million. Additionally, three separate engineering contracts (utility studies) were initiated in 2011 to supplement the utilities and structural engineering components of the Project. These studies were required to address the significant amount of potential utility impacts and to complete the structural Advance Planning Studies required by Caltrans but not included in the original scope. Three separate contracts were procured to ensure that focused and relevant technical expertise could be applied to the different engineering challenges present at the three major segments of the Project: south, central and north. These contracts amount to another \$19.4 million. The Board has also authorized \$1.5 million in third party support costs. Altogether, \$66.8 million has been authorized so far in expenditures on the Project, out of which, approximately \$55.9 million has been spent to date on the environmental phase of the Project.

Participation and support from third parties such as Caltrans, US Army Corp of Engineers, GCCOG, Gateway Cities, and SCE have been necessary for the development of the Project. Staff anticipates the continued need for this support and is recommending increasing funding to cover the remainder of the environmental phase. Caltrans funding is estimated to total \$2,500,000; GCCOG funding is estimated to increase by approximately \$300,000; SCE funding is estimated to increase by \$400,000; funding for US Army Corp of Engineers is to be determined, and Gateway Cities funding for the review of the environmental document is estimated to increase by approximately \$522,000. Final funding amounts will be negotiated with each party.

Project Schedule

The Recirculation of the Draft EIR/EIS is anticipated late 2016. A decision on a Preferred Alternative will be made post the recirculation of the Draft EIR/EIS.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor project scope, schedule, and budget revisions will have no impact to the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for these contract modifications is currently included in the \$14,009,495 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical), as well as \$19,048,000 in Cost Center 0442 (Highway

Subsidies), Account 54001 (Subsidies to others), Project 460316 (I-710 South and/or Early Action Projects). Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

Impact to Budget

The additional source of funds for this project will be from Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the contract modifications. This option is not recommended. Completing the environmental document for the project is a necessary step in developing the improvements described in Measure R for the corridor. The Board has recognized that the strength of this project has evolved around the development of community consensus throughout the corridor. Board approval would allow the project to move forward with continued community engagement and support which has been the trademark of this study.

NEXT STEPS

Upon approval by the Board, staff will execute the three contract modifications.

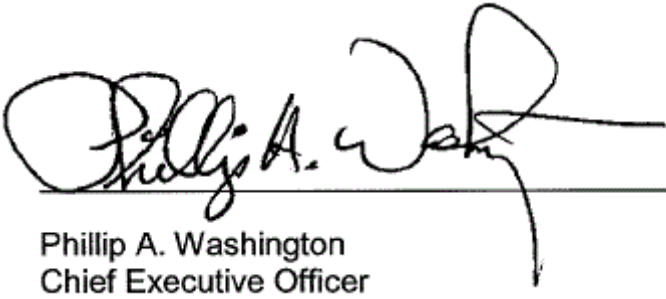
ATTACHMENTS

- Attachment A1 - Procurement Summary for PS4340-1939
- Attachment B1 - Contract Modification/Change Order Log for PS4340-1939
- Attachment C1 - DEOD Summary for PS4340-1939
- Attachment A2 - Procurement Summary for PS4340-1940
- Attachment B2 - Contract Modification/Change Order Log for PS4340-1940
- Attachment C2 - DEOD Summary for PS4340-1940
- Attachment A3 - Procurement Summary for PS4710-2647
- Attachment B3 - Contract Modification/Change Order Log for PS4710-2647
- Attachment C3 - DEOD Summary for PS4710-2647

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Transportation Planning Manager, (213) 922-7343

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383
Bryan Pennington, Deputy Executive Director, Program Management, (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
I-710 SOUTH CORRIDOR PROJECT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STUDY (EIR/EIS)
ENGINEERING/ENVIRONMENTAL COMPONENT**

1.	Contract Number: PS4340-1939 (Modification #16)		
2.	Contractor: AECOM (formerly URS Corp.)		
3.	Modification Work Description: Changes to project alternatives		
4.	Contract Work Description: EIR/EIS for the I-710 Corridor Project		
5.	The following data is current as of: September 23, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/28/08	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	01/28/08	Total of Modifications Approved: \$16,095,081
	Original Complete Date:	06/30/15	Pending Modifications (including this action): \$7,012,735
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$45,794,130
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7339
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 16 which addresses changes to the project alternatives for the re-circulated draft EIR/EIS and evaluate a preferred alternative in support of the I-710 Corridor EIR/EIS Engineering/Environmental program. The period of performance is extended for an additional 15 months for a revised completion date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is cost plus fixed fee.

A total of fifteen modifications have been executed to date. For details, please refer to Attachment B1 – 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, MASD audit, cost analysis, technical analysis, and fact finding.

Proposal Amount	Metro ICE	Modification Amount
\$7,012,735	\$7,186,014	\$7,012,735

B. Cost/Price Analysis

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

Proposal Amount	Metro ICE	Modification Amount
\$7,012,735	\$7,186,014	\$7,012,735

**PROCUREMENT SUMMARY
I-710 SOUTH CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STUDY (EIR/EIS)
COMMUNITY OUTREACH COMPONENT**

1.	Contract Number: PS4340-1940 (Modification #10)		
2.	Contractor: Moore Iacofan Goltsman, Inc. (MIG)		
3.	Mod. Work Description: Additional Community Outreach due to re-circulation of draft EIR/EIS with revised set of alternatives		
4.	Contract Work Description: Facilitation of Community Outreach		
5.	The following data is current as of: September 24, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/28/08	Contract Award Amount: \$1,778,838
	Notice to Proceed (NTP):	1/28/08	Total of Modifications Approved: \$1,413,474
	Original Complete Date:	7/15/15	Pending Modifications (including this action): \$616,413
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$3,808,725
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7339
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 10 issued in support of the I-710 Corridor Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) Facilitation of Community Outreach project. As a result of changes to the EIR/EIS project alternatives, additional community outreach notification and discussion is required to support the project initiatives. The period of performance is extended by 15 months for a revised completion date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is firm fixed price.

A total of nine modifications have been executed to date. For details, please refer to Attachment B2 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price was determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical analysis, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$822,289	\$721,485	\$616,413

PROCUREMENT SUMMARY
I-710 SOUTH UTILITY STUDY- SOUTH SEGMENT/PS4710-2647

1.	Contract Number: PS4710-2647 (Mod #8)		
2.	Contractor: AECOM		
3.	Mod. Work Description: Changes to Project Build Alternatives		
4.	Contract Work Description: I-710 South End Utility Study		
5.	The following data is current as of: September 23, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/23/11	Contract Award Amount: \$6,472,293
	Notice to Proceed (NTP):	5/23/11	Total of Modifications Approved: \$976,636
	Original Complete Date:	6/30/15	Pending Modifications (including this action): \$648,969
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$8,097,898
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7339
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 8 issued in support of the I-710 Corridor Project South End Utility Study. The I-710 South End Utility Relocation contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and extends the period of performance by 15 months for a revised end date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is a cost plus fixed fee.

A total of seven modifications have been executed to date. For details, please refer to Attachment B3 – 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, fact finding and a technical analysis.

Proposal Amount	Metro ICE	Modification Amount
\$648,969	\$772,434	\$648,969

**CONTRACT MODIFICATION/CHANGE ORDER LOG
I-710 SOUTH CORRIDOR PROJECT EIR/EIS
ENGINEERING/ENVIRONMENTAL COMPONENT/PS4340-1939**

Mod. No.	Description	Date	Amount
	Original Contract	1/28/08	\$22,686,314
1.	Added New DBE/ and updated Project Manager	5/20/08	\$0.00
2.	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	1/15/09	\$53,599
3.	Revised SOW – Utility Design	10/29/09	\$299,193
4.	Revised SOW – to include additional Traffic Studies	1/25/10	\$78,019
5.	Revised SOW – Enhanced Landscape Design Services	02/22/10	\$254,947
6.	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	10/20/10	\$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	\$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	\$1,339,228
9.	Supplemental SOW – Traffic Simulation Model	04/23/12	\$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	\$0.00
11a.	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	11/30/12	\$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	\$9,190,276
13.	Supplemental Work -Augment public officials, and staff oversight coordination	1/13/14	\$69,791
14.	Period of Performance Extension	6/29/15	\$0.00
15.	Period of Performance Extension December 31, 2015	9/21/15	\$0.00
16.	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	PENDING	\$7,012,735
	Total:		\$45,794,130

**CONTRACT MODIFICATION/CHANGE ORDER LOG
I-710 SOUTH CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STUDY (EIR/EIS)
COMMUNITY OUTREACH COMPONENT/ PS4340-1940**

Mod. No.	Description	Date	Amount
	Original Contract	1/28/08	\$1,778,838
1	Modified the Payment Schedule and revised Special Provision SP-05 Insurance, Section C, Minimum Insurance Limits of Insurance, and modified the Professional Liability Insurance provision.	10/9/08	\$0.00
2	Modified Statement of Work (SOW) to remove and include new activities and revised the Project Payment Schedule.	11/1/08	\$0.00
3	Extended the period of performance (POP) and revised the SOW to include additional facilitation and outreach.	5/16/11	\$550,446
4	POP Extension	6/06/12	\$0.00
5	Consolidated tasks, reallocated and de-scoped tasks from the SOW.	10/17/12	\$0.00
6	Revised the SOW to include additional outreach materials, facilitation and outreach.	5/16/13	\$863,028
7	POP Extension	4/29/15	\$0.00
8	POP Extension	6/25/15	\$0.00
9	POP Extension to December 31, 2015	9/9/15	\$0.00
10	Supplemental Statement of Work and POP Extension to March 31, 2017	Pending	\$616,413
	Total:		\$3,808,725

**CONTRACT MODIFICATION/CHANGE ORDER LOG
1-710 SOUTH UTILITY STUDY- SOUTH SEGMENT
PS4710-2647**

Mod. No.	Description	Date	Amount
	Original Contract	5/23/11	\$6,472,293
1	Supplemental Statement of Work and extends Period of Performance Extension	8/20/12	\$976,636
2	Period of Performance Extension	8/22/13	\$0
3	Supplemental Statement of Work	5/20/14	\$0
4	Period of Performance Extension	6/24/14	\$0
5	Period of Performance Extension	12/12/14	\$0
6	Period of Performance Extension	6/25/15	\$0
7	Period of Performance Extension to December 31, 2015	9/29/15	\$0
8	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	PENDING	\$648,969
	Total:		\$8,097,898

**DEOD SUMMARY
I-710 CORRIDOR PROJECT EIR/EIS
ENGINEERING/ENVIRONMENTAL COMPONENT**

A. Small Business Participation

AECOM/URS Corporation made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. The current DBE participation is 9.95%. Metro staff worked with contractor to exceed their 2007 DBE commitment of 9.56%.

According to AECOM/URS, they are proposing to add one additional DBE firm to the team and to expand the role of existing ones, making a 17.50% DBE commitment for Contract Modification No. 16, which will increase their projected total DBE participation to 10.61% for the remaining contract budget. Although the overall project work scope is far advanced, AECOM/URS is expected to continue to demonstrate ongoing efforts to meet and exceed their DBE commitment. Furthermore, AECOM/URS has committed to encouraging and supporting the meaningful participation of DBE firms and to provide guidance and mentorship to the DBE firms they work with on this contract. Their project budget is 96% spent.

SMALL BUSINESS COMMITMENT	DBE 9.56%	SMALL BUSINESS PARTICIPATION	DBE 9.95%
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	DBE Subcontractors	Ethnicity	% Commitment	% Current Participation¹
1.	Civil Works Engineers	Non-Minority Woman	3.11%	2.80%
2.	JMD, Inc.	African American	2.76%	1.84%
3.	Tatsumi and Partners, Inc.	Asian Pacific American	0.79%	1.23%
4.	Wagner Engineering & Survey	Non-Minority Woman	2.90%	1.80%
5.	Epic Land Solutions	Non-Minority Woman	0.0%	0.05%
6.	Wiltec	African American	0.0%	0.37%
7.	D'Leon Consulting Engineers	Hispanic American	0.0%	0.93%
8.	MBI Media	Non-Minority Woman	0.0%	0.62%
9.	Galvin Preservations	Non-Minority Woman	0.0%	0.31%
Total			9.56%	9.95%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

**DEOD SUMMARY
I-710 SOUTH CORRIDOR PROJECT EIR/EIS
COMMUNITY OUTREACH COMPONENT**

A. Small Business Participation

Moore Iacofano Goltsman, Inc (MIG) made a 16.96% Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment. MIG's current DALP participation is 4.13%, a shortfall of 12.87%. The project is 81% complete. MIG was contacted to address their current participation and indicated that in the seven years since the project was initiated, there have been both internal and external changes with the project that have triggered adjustments to the work plan, scope, budget, and schedule. Initially, the DBE firm on the MIG team was to provide community outreach and facilitation to targeted communities within the I-710 project area. The project manager confirmed that due to circumstances beyond the control of the project and consultant team, some communities did not require the level and type of outreach support originally proposed by the MIG outreach team. This resulted in the firm not expending their original budget amount at the rate committed by MIG in the original contract. Metro's project management confirmed the statements above.

With Contract Modification No. 3 (remaining contract budget) MIG has specifically redesigned the outreach approach to create greater opportunity to engage DBE firms. To this end, MIG added DBE subcontractor, The Sierra Group, to provide community outreach services. MIG made a 26.04% DALP commitment for Contract Modification No. 10, which will increase their total DALP participation to 6.87% for the remaining contract budget. MIG indicated that they will continue to work closely with their DBE subcontractors to ensure maximum DBE participation and reaching their DALP commitment. DEOD will continue to monitor MIG's efforts to meet their DALP commitment. It is expected that MIG will not meet their DALP commitment.

DALP COMMITMENT	DBE 16.96%	DALP PARTICIPATION	DBE 4.13%
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	DBE Subcontractor	Ethnicity	% Committed	Current Participation¹
1.	The Robert Group	African-American Female	16.96% (not performing)	4.13%
2.	The Sierra Group	Hispanic American	Added	0.00%
Total			16.96%	4.13%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

DEOD SUMMARY
1-710 SOUTH UTILITY STUDY- SOUTH SEGMENT/PS4710-2647

A. Small Business Participation

AECOM made a 27% Small Business Enterprise (SBE) commitment. AECOM's current SBE participation is 22.61%, a shortfall of 4.39%. The project is 80% complete. AECOM was contacted to address their current participation and indicated that two contract modifications changed the scope of work pertaining to utilities, which affected the amount of work committed to SBE subcontractors. Diaz-Yourman, Lenax Services and SafeProbe work are scheduled to perform engineering work in 2017 to make up the remaining SBE commitment 4.67% shortfall. In addition, AECOM plans to modify the scopes for BA, Inc. and Utility Specialists, for gas distribution and oil field production, to increase their overall SBE participation October 2015.

SMALL BUSINESS COMMITMENT	27% SBE	SMALL BUSINESS PARTICIPATION	22.61% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc	4.18%	3.36%
2.	Chris Nelson & Associates	2.05%	2.68%
3.	D'Leon Consulting	5.25%	4.69%
4.	Diaz Yourman	1.10%	0.98%
5.	Lenax Services. Inc	2.32%	0.17%
6.	SafeProbe	1.50%	1.43%
7.	Utility Specialist	11.30%	8.29%
	Total	27.00%	22.61%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

**Board Report**

File #: 2015-1545, **File Type:** Informational Report**Agenda Number:** 30.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015
EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2015

SUBJECT: LONG RANGE TRANSPORTATION PLAN - DRAFT POTENTIAL BALLOT MEASURE FRAMEWORK, ASSUMPTIONS, AND INPUT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE:

- A. The draft **Long Range Transportation Plan (LRTP) Potential Ballot Measure Framework** in Attachment A and draft Assumptions in Attachment B;
- B. Stakeholder Input in Attachment C, Attachment D, and Attachment E, as described below; and,
- C. The Roadmap to a Potential Ballot Measure in Attachment F.

ISSUE

Since Fall 2012, Metro has explored the feasibility of pursuing a new potential ballot measure in conjunction with updating the 2009 LRTP. By participating in over 190 meetings, Metro staff has worked with subregional representatives and other stakeholders including, but not limited to, business, public health, labor, environmental groups, Active Transportation stakeholders, and numerous other groups. These various stakeholders were asked to submit their priorities and policy input by September 1, 2015.

While all projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained or financially unconstrained. These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. The purpose of the LRTP draft Potential Ballot Measure Framework and Assumptions in Attachment A is to assess the performance metrics of major highway and transit projects for potential funding through the 2017 LRTP, which could include funding from a potential ballot initiative, if the Board decides to proceed with placing it on the November 2016 ballot and it is approved by the voters. Specifically, Attachment A describes the performance analysis for assessing highway and transit projects, including the major themes, goals, objectives, and performance

measures that will be used in assessing and scheduling major transportation projects. Attachment B describes staff assumptions used in the Stakeholder Input Process, and Attachment C describes the feedback received through the Stakeholder Input process. Attachment D summarizes the constrained subregional stakeholder priorities and Attachment E summarizes the unconstrained Regional Facilities Needs. The Roadmap in Attachment F describes the steps staff plans to take before the Metro Board considers agendizing a potential ballot measure. The Board is being asked to receive and file this information now. The draft Framework and Assumptions will be brought back for approval in December 2015.

DISCUSSION

Through various correspondences, meetings, and actions, the Metro Board directed that a proposed ballot measure follow a “bottoms-up” process that began with the Mobility Matrix process. The Mobility Matrices, as directed by the Board in February 2014, were completed in collaboration with the subregions and received by the Board in April 2015. This process identified over 2,300 projects totaling over \$273 billion in 2015 dollars. In January 2015, the Metro Board also created a Regional Facilities category that includes Burbank Bob Hope Airport, Los Angeles World Airports (LAX), Long Beach Airport, Palmdale Airport, the Ports of Long Beach and Los Angeles, and Union Station. Concurrent with the work of the subregional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns.

Proposed LRTP Performance Metrics

To balance these stakeholder concerns, the process going forward should include an analysis of projects based on the recommended LRTP draft performance metrics found in Attachment A. The LRTP draft performance metrics enable Metro staff to provide a performance-based recommendation for a potential ballot measure ordinance and expenditure plan. The authorizing legislation for the LRTP potential ballot measure, SB 767 (de León), requires that an expenditure plan be developed using a transparent process to determine the most recent cost estimates for each project and program identified in the expenditure plan. Metro’s transparent, inclusive, and bottoms-up process to date provided high and low cost estimates to aid stakeholders in making their priority setting decisions. Staff will continue to refine these costs in that same transparent manner and plans to use the draft performance metrics to guide our ultimate recommendations.

Expenditure Plan Requirements in Authorizing Legislation

SB 767 (de León) was passed on September 15, 2015 and is on the Governor’s desk as of this writing. In addition to transparent process requirements, SB 767 (de León) requires that the expenditure plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-

year range. To meet these requirements and the bottoms-up process requirements originally directed by the Metro Board, a number of assumptions must be used in developing the expenditure plan, including a tax increase, tax extension, tax sunset, project cost inflation, revenue growth, subregional revenue targets, and population and employment data as described in Attachment B, the draft Framework Assumptions.

Potential Ballot Measure Process Characteristics and Results

The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregion's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates additional revenue from other LRTP resources will be available to meet the relatively modest demand for supplemental funding. After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets earlier this year, Metro staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

As of September 1, 2015, Metro received the project priority and policy input found in Attachment C to this report. Attachments D and E contain draft Stakeholder Input project lists that staff has attempted to synthesize in order to summarize the subregional and Regional Facilities priorities. Together, these attachments complete one phase of a multi-phase stakeholder and public input process summarized in the Roadmap in Attachment F. In addition to the input identified in Attachment C, many stakeholders also provided policies for Metro's consideration going forward. These are included in Attachment C as well.

Non-Project Needs and Contingencies: The Other Half of the Pie

Further defining the other funding priorities not captured in the input process to date must now begin. This was reiterated in some of the Stakeholder Input received as part of Attachments C. These needs include, but are not limited to, transit operating and state-of-good repair needs; countywide bus system, Metrolink and paratransit services; local return, including local streets and roads and local transit; highway innovation and operating needs such as ExpressLane system improvements, highway systems and operations management, and other transportation needs not captured in any other way.

In addition to non-capital project needs, a contingency strategy will be needed to handle fluctuations in project costs and revenue forecasts that will arise over a four decade planning horizon. A reliable strategy to make allowances for variations in revenue and cost uncertainties, contingencies, escalation and assumptions in debt service costs will be developed within the recommended sequencing plan and then incorporated as necessary in the recommended Expenditure Plan to support the potential ballot measure and LRTP update.

Public Opinion Research Background

Staff embarked on general public opinion research on the region's transportation priorities to supplement information gathered from stakeholders. In February 2015, four focus groups were conducted to help shape the survey questionnaire. Some of the main points expressed by participants included that traffic congestion is considered a serious problem and that it is getting worse due to the perceived increases in population and drivers on the road. They also believed that there is a need for new funding and that the public transportation system needs to be better connected.

In March 2015, a follow-up survey of 1,400 respondents was conducted with statistically significant sub-samples representing seven county sub-areas. This was not a traditional voter poll, but a sample representative of the general public. A sub-sample of self-reported likely November 2016 voters was also analyzed. Some of the key findings included: concern over the growth in the driver population and traffic congestion; and, the belief that a transportation plan must include a package of local roads, freeways and public transit projects. The transportation improvements that resonated with respondents most included traffic congestion relief, freeway improvements, keeping fares low for seniors the disabled and students, bridge and tunnel safety improvements, and pothole repair and repaving local streets. Finally, support for a transportation ballot measure appeared relatively strong among survey respondents, slightly above the two-thirds threshold.

NEXT STEPS

Consultant support for the LRTP process was secured and kicked-off on September 15, 2015 and staff is now working on travel demand modeling and other related tasks to enable the Potential Ballot Measure Framework in Attachment A and the subsequent Expenditure Plan and Ordinance processes to be completed by June 2016. Though staff proposes a final decision by the Metro Board of Directors on whether to support the agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

1. Continue stakeholder outreach in October/November/December 2015;
2. Adopt Framework in December 2015;
3. Finalize non-project needs assessment and constraints in January 2016;
4. Conduct final needs and performance metrics and project scheduling analysis February 2016;
5. Release preliminary Expenditure Plan and Ordinance in March 2016;
6. Subregional and stakeholder outreach in April/May 2016;

7. Approve final Expenditure Plan and Ordinance in June 2016; and
8. Submit final Expenditure Plan and Ordinance to the County of Los Angeles Board of Supervisors in July/August 2016.

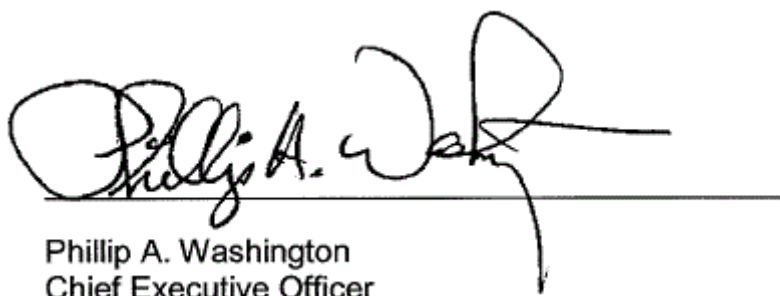
The LRTP update will be finalized and provided to the Board for adoption in 2017, after the results of the potential ballot measure process are known.

ATTACHMENTS

Attachment A: LRTP Potential Ballot Measure Framework Performance Metrics;
Attachment B: LRTP Potential Ballot Measure Framework Assumptions;
Attachment C: Stakeholder Process Input (through an On-Line Link);
Attachment D: Subregional Stakeholder Draft Project Priorities (Constrained);
Attachment E: Regional Facility Provider Draft Needs Lists (Unconstrained): and,
Attachment F: Roadmap for LRTP Potential Ballot Measure Process.
Attachment G: LRTP Potential Ballot Measure Framework Presentation

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Chief Executive Officer

2017 LRTP Update Proposed Performance Metrics Framework

Metro Theme	Goals and Objectives	Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen)
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement 	<ul style="list-style-type: none"> • Linkages to major employment/activity centers • Number of jobs • REMI Model economic benefit results • Vehicle hours of delay for trucks
Mobility	<ul style="list-style-type: none"> • Increase travel by transit & active modes (such as bicycle & pedestrian travel) • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders 	<ul style="list-style-type: none"> • AM peak period speeds • Mobility index (throughput measure) • Annual boardings per mile • Annual boardings per \$million • Annual hours of delay savings/mile • Annual hours saved per \$million
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities per miles traveled • Injuries per miles traveled
State of Good Repair	<ul style="list-style-type: none"> • Operating and life cycle costs • Extend life of facility or equipment • Balance maintenance & rehabilitation 	<ul style="list-style-type: none"> • State of Good Repair condition ratings
Sustainability	<ul style="list-style-type: none"> • Reduce Green House Gases (GHG) • Reduce Vehicle Miles Travelled (VMT) • Improve quality of life: address high rates of air pollution and public health disparities 	<ul style="list-style-type: none"> • Vehicle hours of delay • Criteria pollutants tracked by EPA for air quality conformity • VMT (best available proxy for GHG)

Long Range Transportation Plan and Potential Ballot Measure Assumptions

October 1, 2015

Augment, Extend, and Sunset Assumptions

The 2017 LRTP is currently assumed to cover the time period from 2017 – 2057 (forty years) and incorporate projects funded by the Metro Board in the 2009 LRTP that sunsets in the year 2039 with Measure R. The three principle alternatives to this assumption revolve around these decisions: extend the existing tax or not; augment the existing tax or not; and, place a sunset on the new tax or not.

SB 767 (de León) provides the Metro Board maximum flexibility for all three of these alternatives. For example, the Metro Board could alternatively elect to propose an extension only, like Measure J, or it could elect to propose only an increase, without an extension, like Measure R. Finally, the Metro Board could change the sunset year of the tax (now tentatively assumed to be 2057) or eliminate it altogether, like Proposition A and Proposition C.

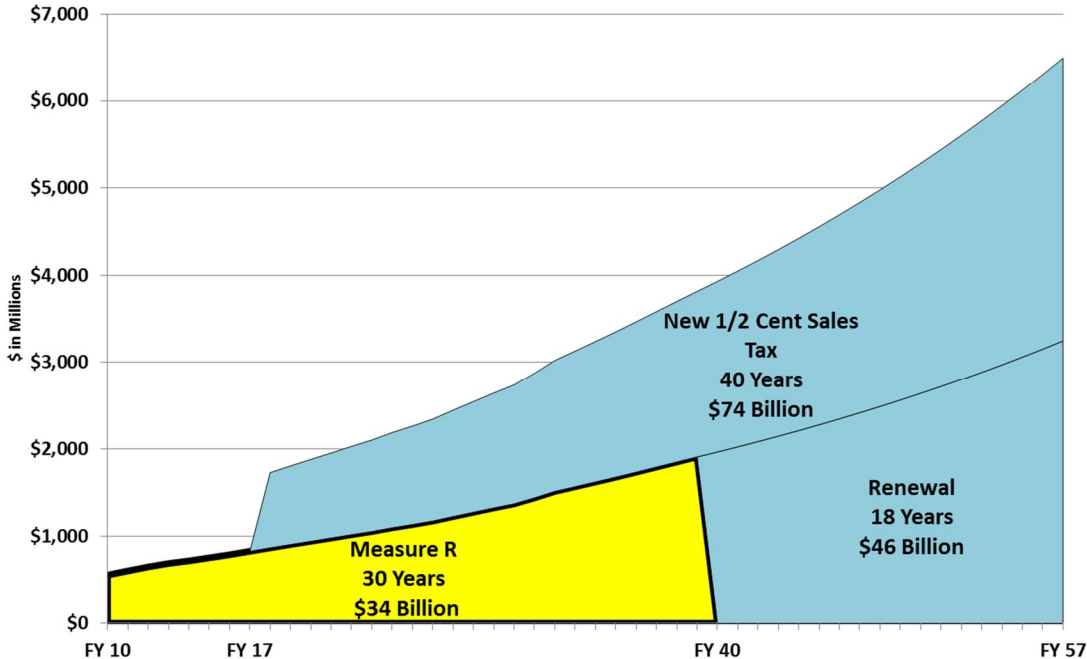
Three considerations led staff to the 2057 LRTP augment, extend, and sunset assumption, as follows:

- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between \$157 and \$273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;
- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure; and,
- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired.

As a result of these considerations, the LRTP Framework assumes an augment and extend approach similar to the Alameda County strategy, as shown in Table 1, below:

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Augmenting Metro’s existing transportation sales taxes for at least a 40 year period (through the year 2057) and also extending an existing sales tax (Measure R) expiring in 2039 will provide the best opportunity to secure the necessary resources to address the public’s desire for transportation improvements. Prior to making a final decision next year, the results of further market research will be provided to the Metro Board.

Project Cost Inflation and Sales Tax Revenue Growth Assumptions

The SB 767 (de León) expenditure plan requirement to schedule projects and show approximate completion dates raises the need to assume the impact of inflation over time on project and program costs. The initial project costs were requested in 2015 dollars and our cost inflation assumption is 3% per year.

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

The transparent process required by SB 767 (de León) and the bottoms-up process directed by the Metro Board required Countywide coordination of subregional revenue assumptions. To prioritize the enormous unmet transportation capital needs identified in the Mobility Matrix process, the subregions needed to know roughly what they could expect for capital improvements from the assumed augment and extend approach to the potential ballot measure.

Staff worked with the subregions to develop subregional revenue targets they could use for their priority setting process. To divide revenues into subregional targets, staff considered prior discussions with the subregions before developing a new approach. The purely current population and employment approach in Measure R led to later disagreements about extending that approach beyond 2039 in Measure J. Representatives from high population and/or employment growth areas felt the 2005 data used for Measure R was inequitable for taxes that would extend well beyond 2039, as proposed in Measure J.

To respond to these very valid concerns, staff interpolated Southern California Association of Governments 2008 population and 2035 employment information to establish 2017 and 2047 population and employment data points, as shown in Table 2:

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year							
40 Years		12.11% =				\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

REVISION #3

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately \$4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

Before calculating the subregional revenue targets, assumptions were also needed about how much of the anticipated revenue from the augment and extend approach might be dedicated to multi-modal capital improvement purposes. Measure R had 55% dedicated to these purposes. It should be emphasized that for discussion purposes, staff assumed that roughly half of the new tax, about \$60 billion, could go for multi-modal capital improvement purposes, though we cautioned that this was ultimately a decision expressly reserved for the Metro Board when more information about all needs were known.

Roughly half the tax, about \$60 billion, is on a year of expenditure basis while the project cost data identified in the Mobility Matrices is based on current year dollars instead. This required that the value of the \$60 billion, again roughly half the tax, be deescalated before being made available to each subregion as a target on a current dollar basis. This enabled the subregions to directly compare their target to the project cost data they already possessed.

Table 3 shows the end result of the target setting consensus, subregional targets in deescalated dollars comparable to project cost data on the same basis:

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets

Year of Expenditure \$'s (includes inflation) vs. Current \$'s (excludes inflation)

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378

- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
- 2) Dollars in millions.
- 3) YOE = Year of Expenditure.
- 4) Santa Clarita included in North LA County.
- 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

ATTACHMENT C

Stakeholder Process Input

Document Available Online at:

http://media.metro.net/projects_studies/images/lrtp_stakeholder_input.pdf

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(Constrained)

(2015 \$ in thousands)

Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
Arroyo Verdugo				
North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
Traffic Congestion Relief and Improvement Program	b	\$ 1,348,000	\$ 1,348,000	\$ -
Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
San Fernando Valley				
Active Transportation Program	c,d	\$ 65,000	\$ 65,000	\$ -
Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
Sepulveda Pass Transit Corridor	e	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
San Fernando Valley Subtotal		\$ 6,385,000	\$ 3,057,000	\$ 3,328,000
Westside				
Active Transportation and First/Last Mile Connections Prog.	f	\$ 700,000	\$ 700,000	\$ -
Crenshaw Line Extension to West Hollywood/Hollywood	g	\$ 580,000	\$ 300,000	\$ 280,000
Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
Purple Line Extension to Santa Monica		\$ 2,647,100	\$ 16,000	\$ 2,631,100
Sepulveda Pass Transit Corridor	e	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
Central Cities				
Crenshaw Line Extension to West Hollywood/Hollywood	g	\$ 1,750,000	\$ 1,610,000	\$ 140,000
DASH Program	c	\$ 260,000	\$ 260,000	\$ -
Freeway Interchange and Operational Improvements	c	\$ 205,000	\$ 205,000	\$ -
Historic Streetcar and Bus Rapid Transit Program	c	\$ 147,000	\$ 147,000	\$ -
LA River Bikepath	c	\$ 375,000	\$ 375,000	\$ -
Los Angeles Safe Routes to School Initiative	c	\$ 250,000	\$ 250,000	\$ -
LA Streetscape Enhancements & Great Streets Program	c	\$ 475,000	\$ 475,000	\$ -
Active Transportation, 1st/Last Mile, & Mobility Hubs	c	\$ 215,000	\$ 215,000	\$ -
Public Transit State of Good Repair Program	c	\$ 450,000	\$ 450,000	\$ -
Central Cities Subtotal		\$ 4,127,000	\$ 3,987,000	\$ 140,000
North County				
Active Transportation Program	c	\$ 264,000	\$ 264,000	\$ -
Arterial Program	c	\$ 378,000	\$ 378,000	\$ -
Goods Movement Program	c	\$ 104,000	\$ 104,000	\$ -
High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 270,000	\$ -
Highway Efficiency Program	c	\$ 349,000	\$ 349,000	\$ -
I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 268,000	\$ 517,000
Multimodal Connectivity Program	c	\$ 239,000	\$ 239,000	\$ -
Transit Program	c	\$ 88,000	\$ 88,000	\$ -
North County Subtotal		\$ 2,477,000	\$ 1,960,000	\$ 517,000
Las Virgenes-Malibu				
Active Transportation, Transit, and Technology Program	c	\$ 29,600	\$ 29,600	\$ -
Highway Efficiency Program	c	\$ 177,600	\$ 177,600	\$ -
Modal Connectivity Program	c	\$ 88,800	\$ 88,800	\$ -
Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -

for reference only - not priority order



Subregional Stakeholder Draft Project Priorities (Constrained)

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
46	Gateway Cities				
47	Gold Line Eastside Extension Phase II - Washington Blvd.	h	\$ 1,500,000	\$ 543,000	\$ 957,000
48	Green Line Eastern Extension (Norwalk)		\$ 500,000	\$ 500,000	\$ -
49	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
50	I-605 Corridor "Hot Spot" Interchange Improvements		\$ 850,000	\$ 300,000	\$ 550,000
51	I-710 South Corridor Project	i	\$ 4,000,000	\$ 500,000	\$ 3,500,000
52	SR 60/I-605 Interchange HOV Direct Connectors	j	\$ 260,000	\$ 200,000	\$ 60,000
53	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 1		\$ 1,000,000	\$ 535,000	\$ 465,000
54	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 2		\$ 1,000,000	\$ 500,000	\$ 500,000
55	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
56	San Gabriel Valley				
57	Active Transportation Program (Bicycle/Pedestrian Facilities)	c	\$ 231,000	\$ 231,000	\$ -
58	Bus System Improvement Program	c	\$ 55,000	\$ 55,000	\$ -
59	Goods Movement Program (Improvements & RR Xing Elim.)	c	\$ 33,000	\$ 33,000	\$ -
60	Highway Demand Based Program (HOV Ext. & Connectors)	c	\$ 231,000	\$ 231,000	\$ -
61	Highway Efficiency Program	c	\$ 534,000	\$ 534,000	\$ -
62	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
63	ITS/Technology Program (Advanced Signal Technology)	c	\$ 66,000	\$ 66,000	\$ -
64	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	h	\$ 1,500,000	\$ 543,000	\$ 957,000
65	Metro Gold Line Foothill Light Rail Extension - Phase 2B		\$ 1,130,000	\$ 1,019,000	\$ 111,000
66	First/Last Mile and Complete Streets	c	\$ 198,000	\$ 198,000	\$ -
67	SR 60/I-605 Interchange HOV Direct Connectors	j	\$ 130,000	\$ 130,000	\$ -
68	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
69	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
70	South Bay				
71	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
72	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 350,000	\$ -
73	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 81,500	\$ -
74	I-405 South Bay Curve Widening		\$ 120,000	\$ 120,000	\$ -
75	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
76	South Bay Highway Operational Improvements	c	\$ 1,100,000	\$ 350,000	\$ 750,000
77	Transportation System and Mobility Improvements Program	c	\$ 350,000	\$ 350,000	\$ -
78	South Bay Subtotal		\$ 2,964,000	\$ 2,214,000	\$ 750,000
79	GRAND TOTAL		\$ 40,153,100	\$ 23,376,000	\$ 16,777,100

- a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- b. Arroyo Verdugo Traffic Congestion Relief and Improvement Program includes projects in the following modal categories: Active Transportation, Arterials, Complete Streets, First and Last Mile Programs, Goods Movement, Highway Efficiency, ITS/Technology.
- c. Cost Assumption equals Draft Subregional Target.
- d. Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.
- e. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.
- f. Includes Active Transportation Networks and First/Last Mile Connections and I-10 Multimodal Circulation Improvement Project
- g. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here is 75% Central-25% Westside.
- h. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% Gateway area and 50% San Gabriel Valley area.
- i. At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- j. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.

Regional Facility Provider Draft Needs List (Unconstrained)

ATTACHMENT E

(2015 \$ in thousands)

	Project	Cost Estimate
1	Bob Hope Airport	
2	Burbank/Glendale LRT	\$ 1,604,000
3	Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave	\$ 60,000
4	Hollywood Way/San Fernando Rd Metrolink station pedestrian bridge	\$ 8,350
5	I-5/Buena Vista Ave: Reconfigure ramps and connect with Winona Ave	\$ 30,000
6	Metro Red Line Extension: North Hollywood to Burbank Airport	\$ 1,800,000
7	North Hollywood to Bob Hope Airport to Pasadena Transit Corridor	\$ 2,550,000
8		Subtotal \$ 6,052,350
9	Long Beach Airport	
10	3138-Bellflower Blvd./ Spring St. Improv.	\$ 5,000
11	9078-Lakewood Blvd./ Rosemead Blvd. (59) signals-San Gabriel Blvd. to Stearns St.	\$ 10,325
12	3137-Lakewood Blvd. / Spring St. Improv.	\$ 5,000
13	9659-LGB Bicycle access improvements	\$ 50,000
14	3082-Wardlow Rd. / Cherry Ave. Intersection Widening	\$ 5,000
15	9094-Willow St. (23) signals from I-710 to I-605	\$ 2,450
16		Subtotal \$ 77,775
17	Los Angeles Airport	
18	Automated People Mover (APM) system	\$ 175,000
19	Connection: Manchester Square to I-405 southbound and I-105 eastbound ramp	\$ 450,000
20	Gateway LAXpress Employee Transport: capital cost of existing/new transit vehicles	\$ 50,000
21	Gateway LAXpress Employee Transport: Mobility Hubs at Regional Transit Centers	\$ 75,000
22	Gateway LAXpress Employee IT Platform Services	\$ 250
23	I-405: Construct LAX Expressway	\$ 1,120,000
24	Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX	\$ 135,000
25	Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard	\$ 90,000
26	Trench Cover (Crenshaw/LAX Transit Corridor)	TBD
27		Subtotal \$ 2,095,250
28	Palmdale Airport	
29	Bicycle/Pedestrian Connector from the Palmdale Regional Airport	\$ 50,000
30	High Desert Corridor from SR 14 to 50th Street East	\$ 670,000
31	People Mover from PTC to the Palmdale Regional Airport	\$ 100,000
32	RVB Roadway Improvements from 15th Street East to 50th Street East	\$ 75,000
33	Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East	\$ 100,000
34		Subtotal \$ 995,000






Regional Facility Provider Draft Needs List (Unconstrained)

ATTACHMENT E

(2015 \$ in thousands)

Project	Cost Estimate
Port of Los Angeles	
Alameda Corridor Terminus - Cerritos Channel Bridge (5004)	\$ 170,000
Alameda Corridor POLA/POLB Access Rail (Thenard Junction Connection)	\$ 20,000
Alameda Corridor Terminus/SR 47 Rail Crossing Advanced Warning System.	\$ 5,000
Alameda Corridor Terminus-West Basin Railyard Expansion (additional tracks)	\$ 45,000
Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)	\$ 5,000
Alameda Corridor Terminus/California Coastal Trail Extension Grade Separation	\$ 15,000
California Coastal Trail - Ports O' Call Promenade	\$ 29,000
Container Movement Efficiency Program	\$ 383,000
New Terminal Island On-dock railyard	\$ 150,000
Pier 300 On-Dock Railyard Expansion (2 additional loading tracks)	\$ 35,000
Pier 400 On-Dock Railyard Expansion (2 additional loading tracks)	\$ 75,000
Pier 400 Second Lead Track	\$ 12,000
San Pedro Waterfront Regional Access Improvement:	\$ 41,000
SR 47/V. Thomas Bridge/Harbor Blvd. Interchange	\$ 25,000
SR 47/Navy Way Interchange	\$ 50,000
Terminal Island Container Transfer Facility Expansion (additional loading track)	\$ 4,000
Terminal Island Rail Support Yard	\$ 50,000
West Basin Container Terminal Automated/Electrified On-Dock Railyard	\$ 86,000
Subtotal	\$ 1,200,000
Port of Long Beach	
Coastal Trail Gap Closure Projects (Regional Connectivity)	\$ 21,800
Gerald Desmond Bridge Replacement Project	\$ 200,000
Pico Avenue Freight Corridor Street Improvements	\$ 160,000
Port Area Advanced Transportation Management and Information System 2.0	\$ 6,000
Port Access Road Improvements	\$ 50,015
Rail Efficiency Improvement Project at Pier B	\$ 440,000
Rail Efficiency Improvement at Pier G South Rail Yard	\$ 66,000
Terminal Island On-Dock Rail Efficiency Improvements	\$ 173,710
Subtotal	\$ 1,117,525
Union Station	
Los Angeles Union Station-40 year component State of Good Repair Cost	\$ 106,260
Southern California Regional Interconnector Project (Metrolink Run-Through)	\$ 150,000
Union Station Linkages Program (Connect US Action Plan)	\$ 26,000
Union Station Master Plan (USMP) Stage 2A Multi Modal Passenger Concourse	\$ 300,000
USMP Enabling Development (Stage 2C)	\$ 12,000
USMP Enabling Development and Open Space Network (Stage 2E and 2F)	\$ 114,000
USMP Perimeter Improvements (Stage 1)	\$ 31,111
USMP Relocated Patsaouras Bus Plaza (Stage 2B)	\$ 770,000
Subtotal	\$ 1,509,371
GRAND TOTAL	\$ 13,047,271

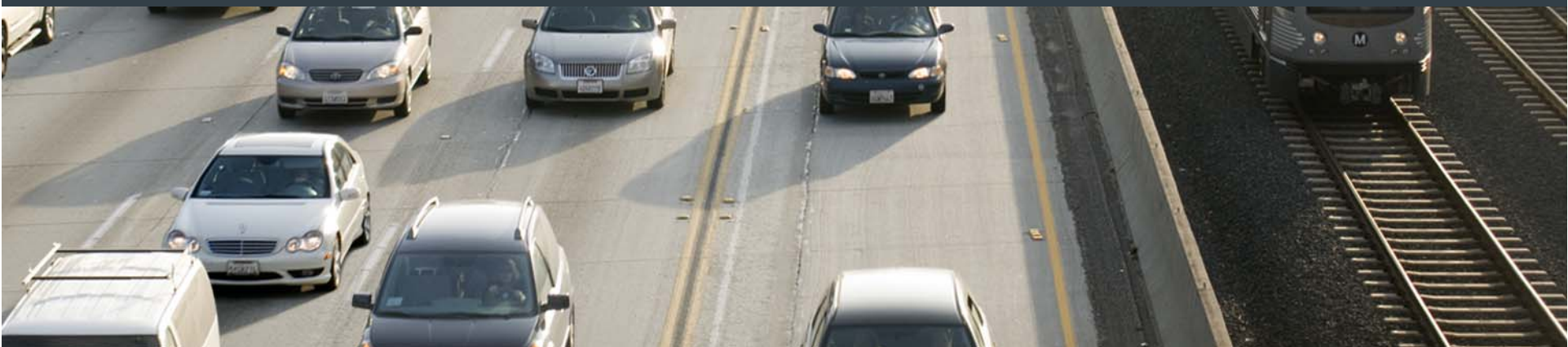
Transportation Plan Roadmap

	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 ELECTION NOV 8, 2016
STAKEHOLDER & COMMUNITY OUTREACH 	> COG Coordination > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Public meetings > Survey > Focus Groups > Community Workshops > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Voter Information Begins	
EDUCATION 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
BOARD ACTIVITIES 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		



Long Range Transportation Plan

DRAFT POTENTIAL BALLOT MEASURE FRAMEWORK, ASSUMPTIONS, AND INPUT



Metro Board Meeting
October 22, 2015

Progress to Date:

- Stakeholder Feedback Received
- Subregional Priorities Identified
- Regional Facilities Priorities Received
- Senate Bill 767 Signed by Governor Brown

Current Status:

- Performance Metrics Framework Proposed
- LRTP and Potential Ballot Measure Working Assumptions Presented
- Travel Demand Modeling Underway

Senate Bill 767 Expenditure Plan Requirements

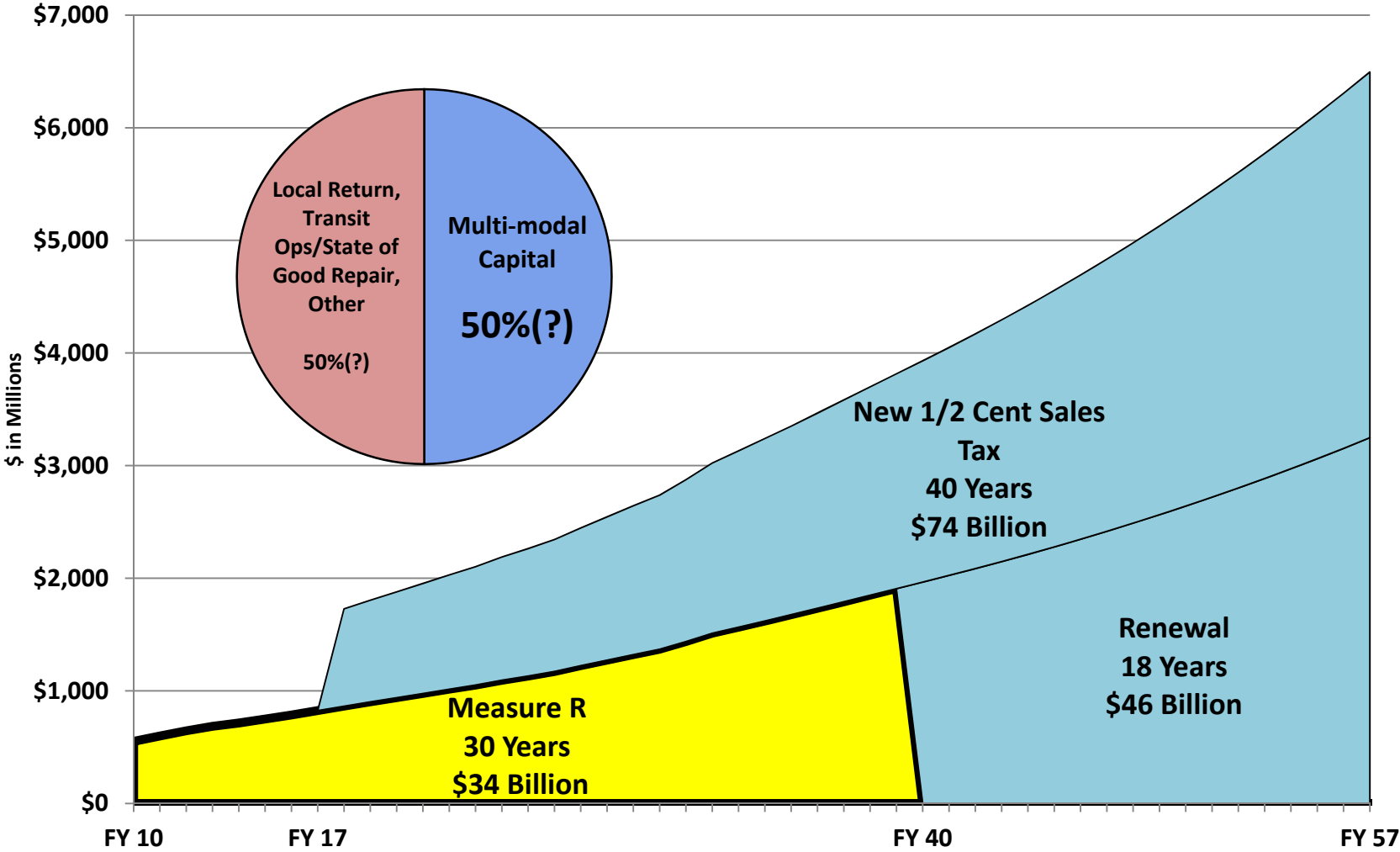
- The most recent cost estimates for each project and program;
- Identification of the accelerated cost, if applicable, for each project and program;
- The approximate schedule during which Metro anticipates funds will be available for each project and program; and
- Expected completion dates for each project and program within a three-year range.

Draft Proposed Performance Metrics Framework

Theme	Goals and Objectives	Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen)
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement 	<ul style="list-style-type: none"> • Linkages to major employment/activity centers • Number of jobs • REMI Model economic benefit results • Vehicle hours of delay for trucks
Mobility	<ul style="list-style-type: none"> • Increase travel by transit & active modes (such as bicycle & pedestrian travel) • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders 	<ul style="list-style-type: none"> • AM peak period speeds • Mobility index (throughput measure) • Annual boardings per mile • Annual boardings per \$million • Annual hours of delay savings/mile • Annual hours saved per \$million
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities per miles traveled • Injuries per miles traveled
State of Good Repair	<ul style="list-style-type: none"> • Operating and life cycle costs • Extend life of facility or equipment • Balance maintenance & rehabilitation 	<ul style="list-style-type: none"> • State of Good Repair condition ratings
Sustainability	<ul style="list-style-type: none"> • Reduce Green House Gases (GHG) • Reduce Vehicle Miles Travelled (VMT) • Improve quality of life: address high rates of air pollution and public health disparities 	<ul style="list-style-type: none"> • Vehicle hours of delay • Criteria pollutants tracked by EPA for air quality conformity • VMT (best available proxy for GHG)

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Optimizing Subregional Targets

Population and/or Employment?

- High employ. areas: “Employment”
- High population areas: “Population”

Current or Future?

- Low growth areas: “Current”
- High growth areas: “Future”

Solution: Provide optimum percentage using regional funds

Optimization Will Require Supplemental Non-Measure Funds by the L RTP Horizon Year							
40 Years				12.11% =		\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378






- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
- 2) Dollars in millions.
- 3) YOE = Year of Expenditure.
- 4) Santa Clarita included in North LA County.
- 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

Year of Expenditure versus Current Dollars

Optimal shares had to be consistent with Project cost

- Current dollars are to be used until schedules are known
- Year of Expenditure dollars include inflation
- Confusion between the two needs to be avoided

Transportation Plan Roadmap

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**Board Report**

File #: 2015-0900, **File Type:** Informational Report**Agenda Number:** 38.

PLANNING AND PROGRAMMING COMMITTEE**OCTOBER 14, 2015****CONSTRUCTION COMMITTEE****OCTOBER 15, 2015****SUBJECT: AIRPORT METRO CONNECTOR****ACTION: RECEIVE AND FILE****RECOMMENDATION**

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

ISSUE

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

DISCUSSION

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

The AMC 96th Street transit station is receiving interest by the Federal Transit Administration (FTA). On August 26th, FTA Acting Administrator Therese McMillan along with Leslie Rogers, FTA Region 9 Administrator and other high ranking FTA staff toured LAX and both the LAMP and AMC project areas. LAWA staff joined the tour and provided a briefing on their LAMP.

On September 8th, Metro submitted an expression of interest for the AMC 96th Street transit station for FTA's pilot project for expedited project delivery. This \$77 million expression of interest, if approved for funding, will help Metro to accelerate the project to a 2023 opening date, consistent with

the Board direction to deliver this project earlier than the 2028 revenue operations date in the 2009 Long Range Transportation Plan.

Environmental Review Process

Staff continues to work with LAWA representatives to coordinate the environmental efforts for both the AMC transit station and LAMP project, which are on parallel schedules. Metro and LAWA staff have been meeting bi-weekly to confirm project definitions, baseline traffic data, ridership model assumptions and bicycle and pedestrian connectivity. This will help ensure that both separate and independent projects are fully synchronized.

In addition to exchanging data with LAWA representatives, Metro staff has been attending bi-weekly multi-agency ground access technical coordination meetings led by LAWA with Caltrans, the Southern California Association of Governments (SCAG) and the Los Angeles Department of Transportation (LADOT) to discuss roadway concepts, freeway access, traffic modeling, and details of the LAMP project.

Architectural and Engineering Design Services

In July, the Board awarded the architectural and engineering design services contract for the station. A kick-off meeting was held on August 25th with the design team to present the project objectives, discuss the Board directed transit station design considerations as well as the Crenshaw/LAX construction schedule, accommodations for the 96th Street station and the Southwest Yard design and construction schedule. On August 26th, the design team received a detailed briefing by the Crenshaw/LAX Transit Project, Southwestern Maintenance Yard and LAWA's LAMP design teams and toured the project area. Staff reinforced that the Crenshaw/LAX and Southwest Yards' construction schedules cannot be impacted by the AMC 96th Street Transit station. Work progresses on defining the station's program elements.

Crenshaw/LAX Design Accommodations

Staff issued a limited change order with Walsh-Shea Corridor Constructors for the design of the accommodations. Staff has also informed the affected property owners that additional property acquisition is no longer needed on the east side of the Metro ROW for the accommodations.

NEXT STEPS

Staff in close coordination with LAWA staff will continue to work on the environmental document, station design and the Crenshaw/LAX design accommodations.

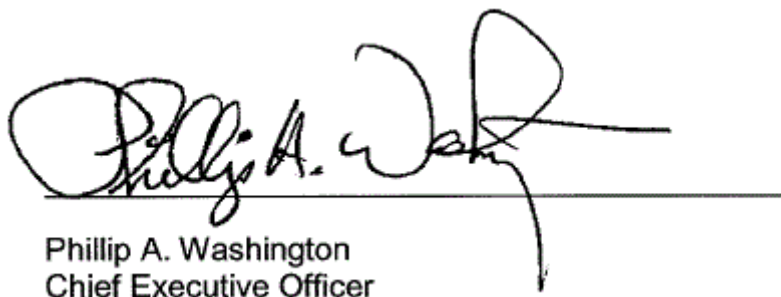
ATTACHMENTS

Attachment A - June 26, 2014 Board Motion

Prepared by: Meghna Khanna, Transportation Planning Manager (213) 922-3931
Cory Zelmer, Project Manager (213) 922-1079

David Mieger, Executive Officer (213) 922-3040
Renee Berlin, Managing Executive Officer (213) 922-3035
Rick Meade, Executive Officer (213) 922-7917

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Bryan Pennington, Deputy Executive Director, Program Management (213) 922-7449
Rick Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

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

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

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

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

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

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

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

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

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

**Board Report**

File #: 2015-1399, **File Type:** Project**Agenda Number:**

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 19, 2015****SUBJECT: ESTABLISH LIFE-OF-PROJECT FOR METRO EMERGENCY SECURITY
OPERATIONS CENTER****ACTION: ADOPT LIFE-OF-PROJECT BUDGET****RECOMMENDATION**

ADOPT the Life-Of-Project (LOP) budget for Project 212121, **Metro Emergency Security Operations Center (ESOC)** in the amount of \$112,700,000.

ISSUE

Staff is requesting an approval to establish Life-Of-Project for Capital Project (CP) 212121, Metro Emergency Security Operations Center (ESOC). This approval will allow staff to move forward in the design and construction of the ESOC.

DISCUSSION

In FY11, Metro staff submitted an Investment Justification Application under Proposition 1B 2010-2011 California Transit Security Grant Program (CTSGP) California Transit Assistance Fund (CTAF) to secure funding to construct an Emergency Operations Center (EOC) that will phase in Bus and Rail Operations Center. It is important to develop a central location to house these operations centers to allow centralized communications and coordination, and to improve business continuity in day-to-day operations as well as enhancing Metro's disaster and terrorism response capability.

On December 15, 2011, the Board approved a preliminary Life-Of-Project budget for CP 212121- Emergency Security Operations Center (ESOC) in the amount of \$16,103,043 to begin Phase I of the project. Phase I consists of environmental assessment, land acquisition, and conceptual design. Staff stipulated that we will return to the Board for full Life-Of-Project when staff completes preliminary environmental assessment.

On September 27, 2012, the Board authorized the Chief Executive Officer to execute an option to purchase an approximately 66,540 square foot property located at 410 Center Street, Los Angeles, CA pursuant to a lease between Bennett Greenwald, Trustee of the Bennett Greenwald Trust and Metro. The 410 Center Street will be the future site for Metro Emergency Operations Center.

On March 21, 2012, a Board Box was submitted to the Board of Directors outlining the preliminary Emergency Operations Center location specifications.

Staff is now returning to the Board to request for full Life-Of-Project for CP 212121 in the amount of \$112,700,000, this is inclusive of the Phase 1 budget of \$16,103,043. The construction of Metro Emergency Operations Center will consist of a security hardened two story building of approximately 36,000 square feet up to 50,000 square feet with one level of subterranean parking. The new ESOC will integrate the new Emergency Operations Center (EOC) with the new Security Operations Center (SOC) along with the ability to phase and construct (in the next five to fifteen years) up to two more new floors approximately 36,000 up to 50,000 square feet in size for the Bus Operations Center (BOC) and Rail Operations Center (ROC).

Staff will explore the feasibility of building a four story building of approximately 72,000 square feet up to 100,000 square feet with one level of subterranean parking. This expanded ESOC will integrate the new Emergency Operations Center (EOC) with the new Security Operations Center (SOC) on the first and second floors. The third and fourth floors will consist of the BOC and ROC to be constructed at a later phases as a tenant improvement in the next five to fifteen years. Should this option be viable, staff will approach the board for authorization of additional funding and Life-Of-Project cost increase.

When completed, the ESOC will serve the following functions:

A. Closed-Circuit Television Monitoring

The ESOC will contain a CCTV monitoring center to gather situational intelligence, dispatch intelligence to appropriate stakeholders, and coordinate video intelligence with external agencies.

B. Video Retrieval and Storage

- Handle video requests from within and outside of the agency.
- Retrieve and deliver videos to the requesting party.
- Maintain storage servers and computer hardware.

C. Emergency Coordination

The ESOC will consist of an Emergency Operations Center (EOC). The purpose of the EOC is to coordinate and assist in the facilitation of resources during an incident.

D. Security Dispatch

The ESOC will consist of a security dispatch center. The security dispatch center will have three dedicated positions to facilitate Metro related service calls.

E. Law Enforcement Dispatch

The ESOC will consist of a law enforcement dispatch center. This dispatch center will serve as the central location to handle service calls.

Staff is anticipating the completion of this project in February 2021 (Attachment A: Project Summary Schedule).

DETERMINATION OF SAFETY IMPACT

Capital Project 212121 will provide a positive safety impact for our employees and patrons by enhancing Metro's disaster and terrorism response capability.

FINANCIAL IMPACT

The Project will be funded by Proposition 1B Grant Program and budgeted annually in System Security and Law Enforcement under CP 212121, Account 50316-Services Professional and Technical Service, 50320-Services Contract Services, and 50134-Direct Labor-As Needed. Since this is a multi-year project, the Executive Officer will be accountable for budgeting the cost in future years.

Impact to Budget

No other sources of funds were considered for these expenses. This grant was given specifically for this project. Prop 1B funds are not eligible for bus and rail operating expenses.

ALTERNATIVES CONSIDERED

An option considered would be not to approve the funding from Proposition 1B Grant Program. This alternative is not recommended because this is a critical Security program to construct a centralized location of our Emergency Security Operations Center.

NEXT STEPS

Upon approval of recommendation, Metro staff will revise the LOP for CP 212121 and begin work.

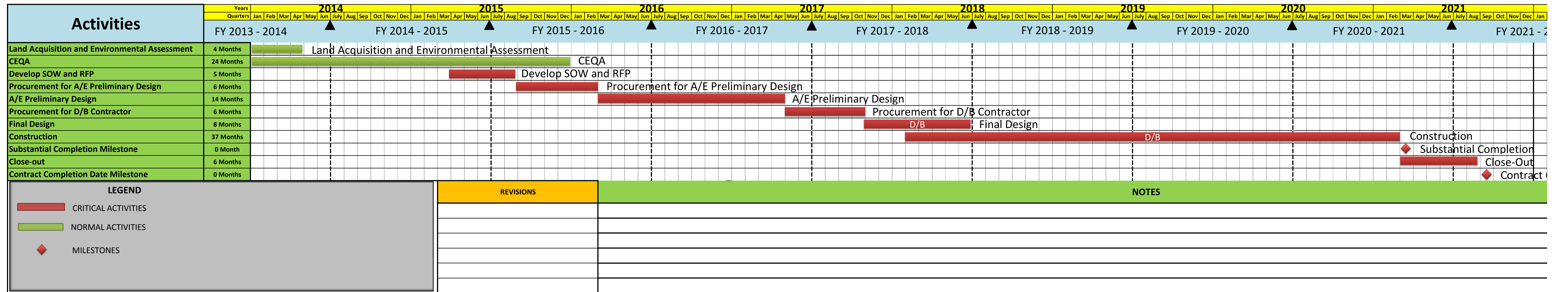
ATTACHMENTS

Attachment A - Project Summary Schedule

Attachment B - Cash Flow

Prepared by: Alex Wiggins, EO, System Security and Law Enforcement, (213) 922-4433

Reviewed by:
Stephanie Wiggins, Deputy Chief Executive Officer (213) 922-1023





Board Report

File #: 2015-1400, File Type: Contract

Agenda Number: 52.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
OCTOBER 15, 2015**

**SUBJECT: LIFE-OF-PROJECT FOR REDUCED RISK OF AN EVENT TO UNION STATION
GATEWAY COMPLEX**

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING Life-Of-Project budget for the capital project, **Reduced Risk of an Event to Union Station Gateway Complex** in the amount of \$6,985,096; and
- B. AMENDING System Security and Law Enforcement FY16 budget in the amount of \$6,885,096.

ISSUE

Staff is requesting an approval of Life-Of-Project for the capital project, Reduced Risk of an Event to Union Station Gateway Complex. This approval will authorize staff to proceed with the hardening of the Union Station Gateway Complex.

DISCUSSION

In FY15, Metro staff submitted an Investment Justification Application under FY14 Department of Homeland Security (DHS) Transit Security Grant Program (TSGP) to secure funding to harden Union Station Gateway Complex. DHS awarded Metro \$6,285,096 to complete the project. The hardening of the Union Station Gateway Complex will encompass the following:

- A. Emergency Notification System and Emergency Operations Center

An emergency notification system is critical to Union Station Gateway Complex to assist patrons in announcing and directing evacuation routes during an emergency. The emergency notification system will provide both visual and audio emergency announcements for the patrons.

The Union Station Gateway Complex consists of multiple agencies that provide transportation and emergency services. In an event of an emergency, a centralized location for coordination and response is critical to mitigating the risk. Therefore, the installation of an emergency operations center in Union Station Gateway Complex is essential to address this need.

B. Mobile Data Terminal

The need for sharing video intelligence to appropriate transit agencies and first responders during an emergency is critical. The mobile data terminal is a platform that allows the sharing of closed-circuit television via smartphone and tablets for authorized users. The ability to obtain mobile video intelligence instantly, and shared among authorized agencies will provide situational awareness and help coordinate response efforts during an emergency.

C. Harden Metro Gateway Headquarters

The hardening of Metro Gateway Headquarters is critical to the safety of the public visiting Metro Gateway Headquarters and employees that support the operations of Metro transit system. To protect the safety of the public and employees, the hardening of Gateway Headquarter will involve the following:

- Install additional high definition closed-circuit televisions in parking structures and building.
- Install emergency call boxes on each floor of the parking structure.
- Enhance access control to further secure the Gateway Headquarters.

Staff is anticipating the completion of this project in August 2016 (Attachment A: Project Summary Schedule).

DETERMINATION OF SAFETY IMPACT

This capital project will provide a positive safety impact for Metro employees, patrons, and visitors by enhancing the safety and security against potential terrorist incidents as well as provide higher quality situational awareness.

FINANCIAL IMPACT

Staff is requesting to amend the FY16 budget in the amount of \$6,885,096 for this capital project, in cost center 2610 System Security and Law Enforcement. Since this is a multi-year project, the executive officer of System Security and Law Enforcement is responsible for budgeting in future years.

Impact to Budget

The DHS grant funds \$6,285,096 of this project. The \$700,000 balance of the project cost is funded by Transit Development Act Article 4, which is eligible for bus and rail operating and capital improvements.

ALTERNATIVES CONSIDERED

An option considered would be not to approve the funding from Department of Homeland Security Grant Program. This alternative is not recommended because this is a critical Security program to ensure the safety of the patrons and Metro employees by hardening the Union Station Gateway Complex.

NEXT STEPS

Upon approval of recommendation, Metro staff will set up the LOP and the FY16 annual budget for the capital project and begin work.

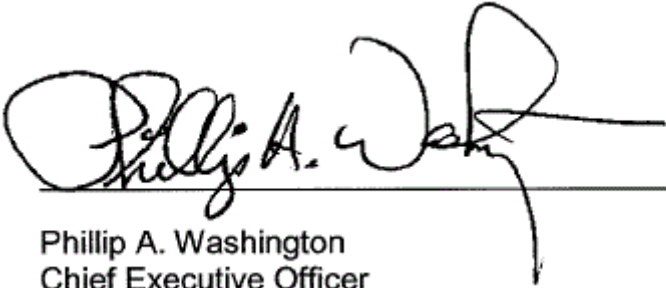
ATTACHMENTS

Attachment A - Project Summary Schedule

Attachment B - Financial Forecast

Prepared by: Duane Martin, DEO, Project Management, (213) 922-7460

Reviewed by: Alex Wiggins, EO, System Security and Law Enforcement, (213) 922-4433
Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROJECT SUMMARY SCHEDULE

Hardening Union Station Complex

Projects Include:

- Emergency Notification System and Emergency Operations Center
- Mobile Data Terminal
- Harden Metro Gateway Headquarter

	Start Date	Completion Date
Scope of Work and Stakeholders Coordination	1-Oct-14	30-Sep-15
Procurement	1-Nov-15	31-Mar-16
Contract Award	1-Apr-16	31-May-16
Equipment Delivery and Installation	1-Jun-16	15-Aug-16
Project Acceptance	15-Aug-16	31-Aug-16
Contract Closeout	31-Aug-16	30-Nov-16

FINANCIAL FORECAST

	FY 16	FY 17
Equipment/Contract Services	\$6,285,096	
Metro Labor	\$600,000	\$100,000



Board Report

File #: 2015-1442, File Type: Plan

Agenda Number: 61.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**
SUBJECT: SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)**ACTION: PROGRAM ADDITIONAL FUNDS****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

- A. APPROVING **expansion of the SCRIP to include the Los Angeles Union Station Master plan** passenger concourse and accommodate a high speed rail system in Union Station;
- B. PROGRAMMING \$15,000,000 in FY 16 Measure R 3% funds for the SCRIP environmental and preliminary engineering scope of work; and
- C. ACCOMMODATING high speed rail in Los Angeles Union Station as part of the implementation of the Los Angeles Union Station Master Plan.

GARCETTI AMENDMENT: approve subject to High Speed Rail written financial commitment on the Master Cooperative Agreement.

ISSUE

The Board approved the advancement of the Los Angeles Union Station Run-Through Tracks Project now called the Southern California Regional Interconnector Project (SCRIP), as part of the Regional Rail Capital Plan in July of 2012. The current configuration of Los Angeles Union Station (LAUS) is a stub-ended station with all trains entering and exiting through the five track throat immediately to the north east of the station. The SCRIP project is planned to extend up to six of the existing tracks in LAUS through the station and out of the south end of the station to connect with the mainline tracks south of LAUS. This will increase the capacity of LAUS by 40% to 50%. The project is needed for the enhancement of capacity at LAUS and will be needed to serve the high speed rail system in southern California.

Recently, the California High Speed Rail Authority expressed a desire to come directly into LAUS rather than at the location on Vignes Avenue as shown in the illustrative approach in the Los Angeles

Union Station Master Plan (LAUSMP).

The consequential impact of accommodating HSR in the heart of LAUS would change the environmental footprint for SCRIP as this will require a new environmental approach for the amended SCRIP project.

The CHSRA has secured funding to aggressively accelerate the document for the southern California area. A timeline of 2017 has been established when the environmental document for the segment between Burbank and Anaheim, including the area surrounding LAUS, is complete. In order to meet the CHSRA timeline, and incorporate the LAUSMP passenger concourse and not preclude a high speed rail commuter system into Union Station, the SCRIP will need to be advanced along the same timeline. This creates the need to move forward with the environmental and preliminary engineering work in order for it to be completed by August 2017. The urgency of the project is created by the need to have SCRIP functional at the start of the Initial Operating Segment (IOS) of the California High Speed Rail (CHSR) system. The additional capacity gained by this project will be necessary to serve the IOS.

Staff has been discussing the execution of the environmental work with the CHSRA and the Federal Railroad Administration (FRA) as there are several environmental studies by Metro and HSR that will overlap. It is expected that both the CHSRA and Metro can clear their respective projects with coordination of the environmental studies.

DISCUSSION

Los Angeles Union Station (LAUS) is a major regional rail transportation hub for the southern California passenger rail network. Five of the six Metrolink lines have origins and destinations at LAUS in addition to Amtrak intercity and long distance trains. In addition, LAUS is located on the Los Angeles-San Diego-San Luis Obispo (LOSSAN corridor), the second busiest intercity passenger rail corridor in the nation.

Metrolink and Amtrak operate in a push-pull mode in southern California. The current configuration of LAUS is a stub ended station with all trains entering and exiting through the five-track throat. Considering LAUS as the hub; commuter, intercity, and long distance trains "push" into LAUS with the cab car forward. Conversely, they "pull" out, locomotive first. This configuration requires the trains that serve LAUS to idle collectively approximately 50 hours a day.

SCRIP will take up to six of the tracks in the station, continue them south across the US-101 freeway and extend them to meet the mainline tracks along the Los Angeles River south of LAUS. This will allow trains to effectively "run-through" the station, changing the station for at least 50 percent of the trains to a dwell stop along the journey rather than an end to the journey thereby, creating one-seat rides. An additional connection at the L.A. River creates a northern loop track which allows trains to go north, enhancing operational flexibility.

SCRIP was first advanced as the Los Angeles Union Station Run-Through Tracks Project and the final EIR/EIS was approved in December 2005. At that time, there was insufficient funding to advance the project. The project was on hold until it was advanced with the Regional Rail Capital

Program in 2012, when additional funding became available.

SCRIP provides the following benefits:

- Reduces travel times for 50% of the trains by reducing dwell times in LAUS.
- Increases operational capacity.
- Reduces locomotive idling times.
- Improves air quality by reducing greenhouse gas emissions.
- Allows one-seat rides throughout the region.
- Improves passenger circulation from the concourse to the platforms.

The history of SCRIP is as follows:

1939 LAUS opens.

2000 Run Through Track Project Study Report completed.

2002 Conceptual engineering and environmental analysis of the Run-Through track project begins.

2006 Environmental Impact Report and Environmental Impact Statement for the Run-Through Tracks is approved.

2012 Metro Board approves funding to advance the project.

2013 California High Speed Rail Authority approves the Advance Investment Memorandum of Understanding (MOU).

2014 Preliminary Engineering and Supplemental Environmental Engineering work begins on SCRIP.

2014 L.A. Metro Board approves recommendations moving the Union Station Master Plan from planning to implementation.

The benefits of SCRIP were modeled at a high level to determine the number of tracks needed to “run-through” the station. For this model LAUS was treated as a “terminal” with trains flowing in and out of the station. Specific track to track operations within the terminal were not modeled. The modeling showed that there are specific efficiencies within the terminal that can be achieved to create greater capacity. In addition, it was shown that SCRIP is needed to address capacity needs at LAUS in the near term as well as the long term.

The Board of Directors approved moving the LAUSMP from the planning phase into implementation in October 2014. The LAUSMP sets the framework for the development of LAUS into the future. The work on the master plan showed that pedestrian circulation was an issue at LAUS, particularly between the conventional rail platforms and the under track passageway that connects these platforms to the rest of LAUS. The LAUSMP showed that an enlarged concourse was needed with vertical circulation elements such as escalators or stairs and elevators in order to meet the increasing passenger need within the station.

The SCRIP project will require the tracks that are running through the station to be raised in order to provide clearance over the El Monte busway and the US-101 freeway. Therefore, this will require the platforms that are served by these tracks to be raised as well. As part of the initial work on SCRIP, a study of the passenger concourse that was proposed in the LAUSMP was completed. This study is a more advanced engineering study of the requirements for the concourse and the passenger rail platforms than was previously conducted with the LAUSMP work. This study confirmed that vertical circulation is an issue and that the circulation elements such as elevators and stairs or escalators will

be needed for pedestrian flow as well as to comply with ADA standards. With the raised platforms, the existing ramps that are used for access to the platforms would not meet the required vertical circulation. Furthermore, there is the added complexity that the layout of the passenger concourse is dictated by the height and the diagonal orientation of the underground Red Line station. These unique features force the elevators and escalators necessary for vertical circulation in a diagonal orientation outside of the limits of the Red Line structure which in turn, pushes the vertical circulation elements out past the boundaries of the existing passageway.

The study concluded that constructing SCRIP and the concourse together provides an integrated design that will:

- Minimize throw-away costs.
- Reduce construction schedule and impacts to passengers.
- Provide an opportunity to streamline the environmental process.
- Jump start the LAUS Master Plan vision.

The SCRIP concourse study showed that a limited portion of the new LAUSMP passenger concourse (under platforms 2 and 3) could be constructed with the SCRIP. While not a desirable condition, this did allow for the phasing of the construction of the new passenger concourse.

The LAUSMP showed an illustrative approach to the California High Speed Rail Project within a separate station across Vignes Street at the Piper Tech building. This would be an underground station connected to LAUS through an underground passageway. This determination was made due to the needs that were expressed by the CHSRA at the time of the development of the LAUSMP. Since the completion of the LAUSMP, the CHSRA has expressed a strong desire to be located within the footprint of LAUS. The co-location of HSR within the yard will enhance the connections with local transit and regional rail. This configuration has been examined and determined to be feasible. In addition, this would maximize connectivity with the regional rail and transit system.

Metro released the LAUSMP Programmatic Environmental Impact Document Request for Proposals in February 9, 2015. The task order was awarded to Kleinfelder in June 2015. The work on the programmatic environmental document is expected to be complete in November 2016.

The current scope for the environmental work for the SCRIP is a supplemental Environmental Impact Report (EIR) and a subsequent Environmental Impact Statement (EIS). The current scope was intended to supplement the studies that were performed as part of the original environmental work for the Los Angeles Union Station Run-Through Tracks Project in 2006. However, by adding the passenger concourse and not precluding HSR in SCRIP, it will require a new EIR/EIS rather than a supplemented EIR and subsequent EIS. Furthermore, additional modeling work will be necessary to develop the phasing of the project and determine the number of tracks that are needed for conventional rail in LAUS with future service expansion.

Findings

As part of the SCRIP work, it was determined that HSR can fit within the LAUS yard but would require that the throat be reconfigured and the entire yard be raised. The initial modeling of SCRIP

has shown that ten conventional tracks at five platforms are needed at LAUS. Of these, five to six (depending on the configuration) will be needed as run-through tracks. In addition, the CHSRA has asked that they have four tracks, two platforms, within LAUS. These HSR platforms will have to be dedicated due to the height of the platform of 48 inches above the top of rail versus 15 inches above top of rail for conventional passenger rail. Additional engineering is needed to ascertain the configuration of the yard that will allow for a total of fourteen tracks into the station. Also, additional modeling is needed to ascertain the yard layout and confirm the need for the number of tracks and platforms at the station based upon a rationalized service requirement.

The addition of the HSR tracks into LAUS raises a variety of technical issues, some of which are:

- Number of conventional rail tracks needed at LAUS.
- Increased footprint south of LAUS needed for trackwork.
- Overlapping environmental documents.
- Coordination with the West Santa Ana Branch Light Rail Project.

Furthermore, the addition of HSR into LAUS “pushes” the conventional run-through tracks east. This results in a change to the track curvature south of LAUS. This configuration will “push” the SCRIP tracks and the high speed rail tracks south of Commercial Street resulting in additional property issues.

Funding

Staff has applied for \$32 Million in American Recovery and Reinvestment Act (ARRA) funds from the California High Speed Rail Authority (CHSRA). These funds were originally programmed for southern California. The CHSRA has expressed a desire to use these funds for SCRIP. Staff requested at least \$12 million from CHSRA to apply towards the cost of the environmental and preliminary engineering. The discussions are continuing regarding the ARRA funding and staff expects to apply these funds to cost of environmental clearance and other associated costs of the project.

Considerations

None

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink standards, federal requirements, and state requirements and will be compliant with the Americans with Disabilities Act. There are no pedestrian crossings of the proposed tracks so no safety impacts are expected.

FINANCIAL IMPACT

In July 2012 the Metro Board approved \$4 million for the development of the project. In July 2014 the Metro Board approved \$6 million for the project within the Metro annual budget.

With Board approval of the additional Measure R 3% funds, the project will be funded through FY 2015-16.

Since this is a multi-year project, the Executive Director, Program Management and Executive Officer, Regional Rail will be accountable for budgeting the costs in future years.

Impact to Budget

A. Source of funds: \$15,000,000 in Measure R 3% funds.

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

ALTERNATIVES CONSIDERED

An alternative would be to not advance the Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges.

The Board could elect to allow SCRIP without the passenger concourse and preclusion of HSR. This will likely cause a significant reduction in the available funding for the project as well as increase the throw-away costs by not incorporating the passenger concourse with the SCRIP. In addition, this would not provide for seamless transportation connections at Union Station and would likely preclude high speed rail from LAUS.

The CHSRA could incorporate and environmentally clear SCRIP as part of the high speed rail corridor program (from Burbank to Anaheim). However, the SCRIP will be at risk if anything was to happen to the high speed rail corridor program (from Burbank to Anaheim). Metro owns LAUS and should continue to take the lead role in development of the station that will affect future transit ridership, transportation modes within the station, and the overall operations of Los Angeles Union Station.

NEXT STEPS

Upon Board approval, staff will develop the MOU and Term Sheet with the California High Speed Rail Authority for the funding agreement for SCRIP and the development of Union Station.

Staff will consider a contract modification with the SCRIP consultant or a new solicitation to address the revised scope of the project and return to the Board for the appropriate approval.

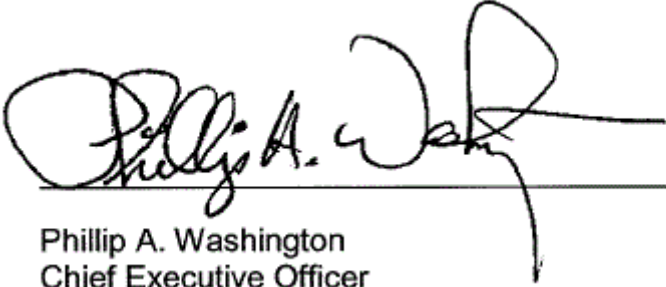
Staff will form a steering committee consisting of all stakeholders involved with the project.

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Reviewed by:

Bryan Pennington, Deputy Executive Director, Program Management (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

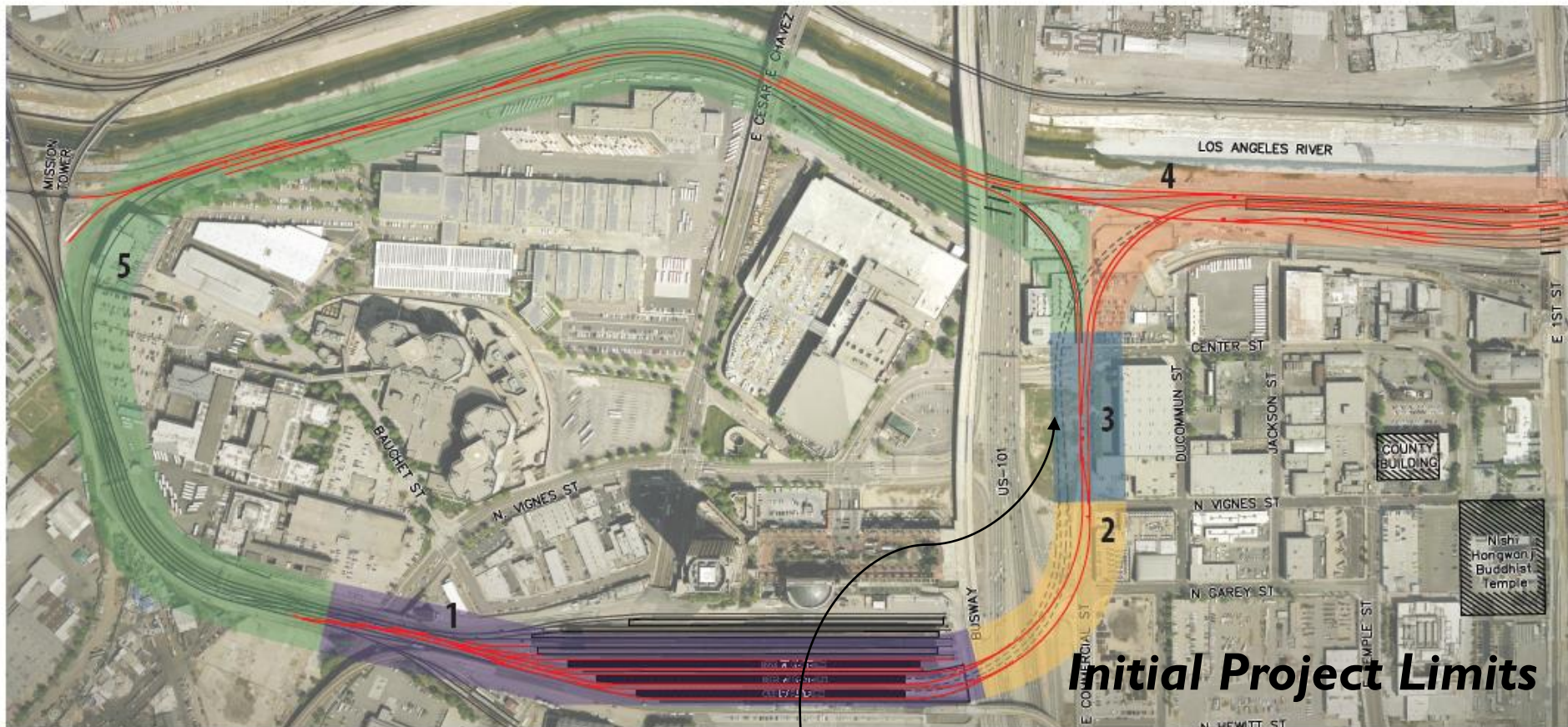
Southern California Regional Interconnector Project (SCRIP) & California High Speed Rail (CHSR)



Metro

**Metro Board Presentation
October 22, 2015**

Southern California Regional Interconnector Project (SCRIP)



Initial Project Limits

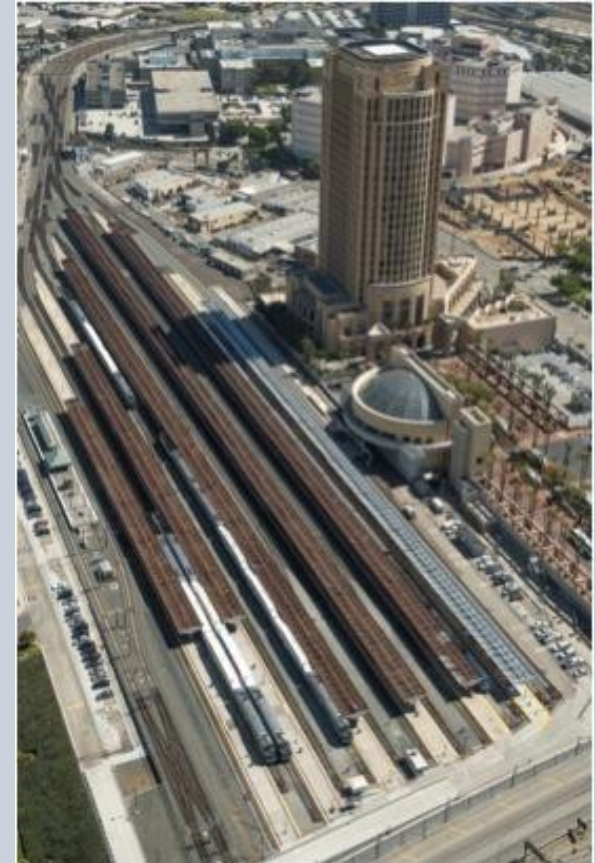
- 1 - LAUS Improvements/El Monte Busway 2 - US-101 Crossing/Caltrans 3 - Commercial/Ducommun Street 4 - Rail Yard 5 - The Loop



Los Angeles Union Station Run-Through Tracks EIR/EIS approved in 2006

BENEFITS: Improve Regional Rail Service in Southern California

- ▶ Significantly increase the number of trains that can use the station each day (from 180 to 278 trains)
- ▶ Reduces travel times (dwell times reduced from 20 minutes to 5 minutes per run-through train) which in turn reduces greenhouse gas emissions by approximately 44%.
- ▶ Improve rail service throughout Southern California
 - By providing a one seat ride to more destinations
 - By improving reliability and on-time performance of train service
- ▶ Improve the passenger experience at the station
 - Within Los Angeles Union Station
 - On the Platforms at Los Angeles Union Station
- ▶ Expand local, regional, and statewide multi-modal service options
 - West Santa Ana Branch
 - Active Transportation

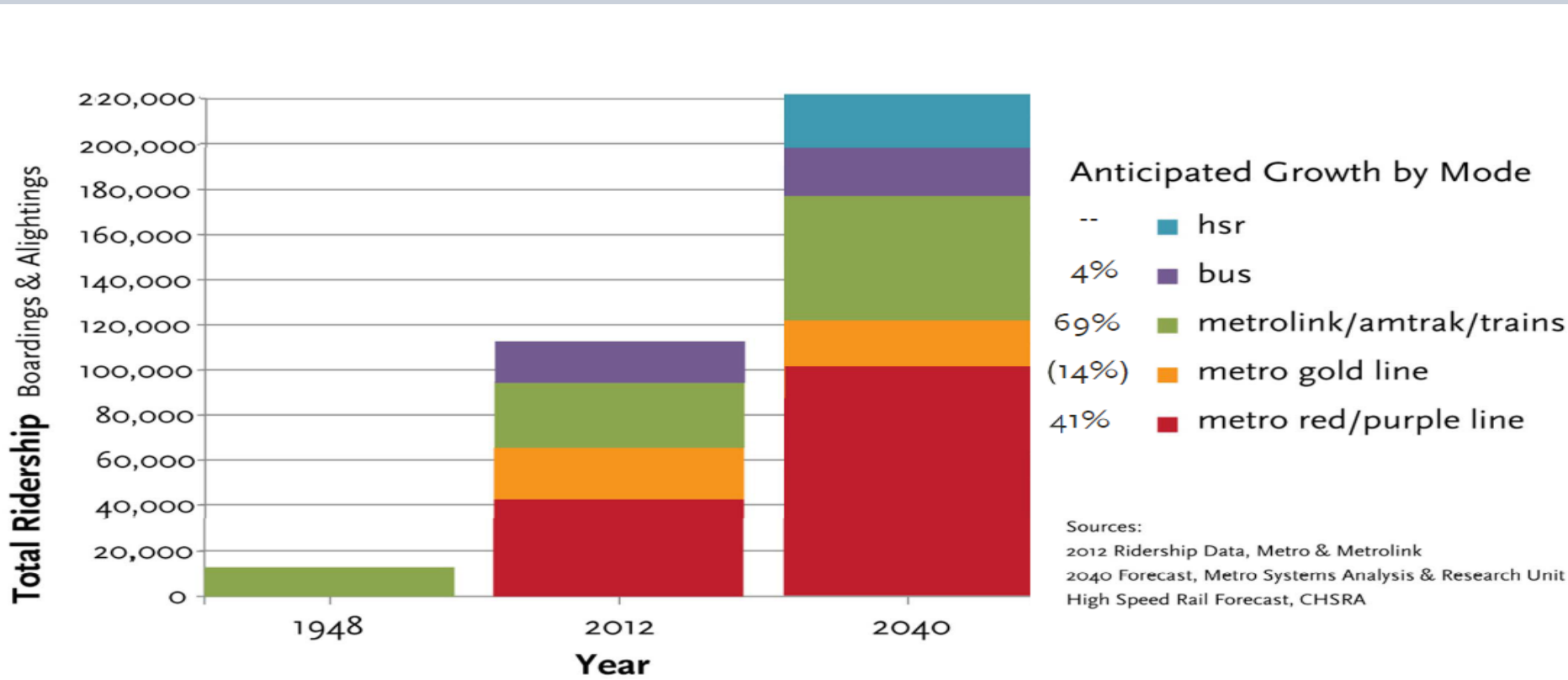


High-Speed Rail

Metro

Why SCRIP/Master Plan are Required: LAUS Station Use Forecast 2040

- ▶ Nearly 200,000 (196,700) people will step on or off transit or rail services at LAUS in 2040
- ▶ HSR service increases this number by approximately 25,000/day



SCRIP UPDATE

1. SCRIP Environmental and Preliminary Engineering phase has been underway since June 2014.
2. In order to effectively provide vertical circulation and minimize throw-away cost, the LAUS Master Plan passenger concourse should be integrated with SCRIP.
3. In addition, CHSRA express a desire to be within LAUS.
4. Multiple Concurrent Environmental Activities Underway:
 - ▶ Metro
 - SCRIP: Complete Fall 2017
 - Master Plan: Complete Winter 2016
 - ▶ High-Speed Rail
 - Burbank to LA: Complete Winter 2017
 - LA to Anaheim: Complete Winter 2017
5. In order to meet a high speed rail service by 2024, Metro needs to incorporate the passenger concourse and not to preclude HSR in the SCRIP Environmental and Preliminary Engineering phase. CHSRA is responsible for environmentally clearing the HSR elements of SCRIP (as part of CHSRA EIR/EIS Burbank to Anaheim corridor).

CHSRA at LAUS

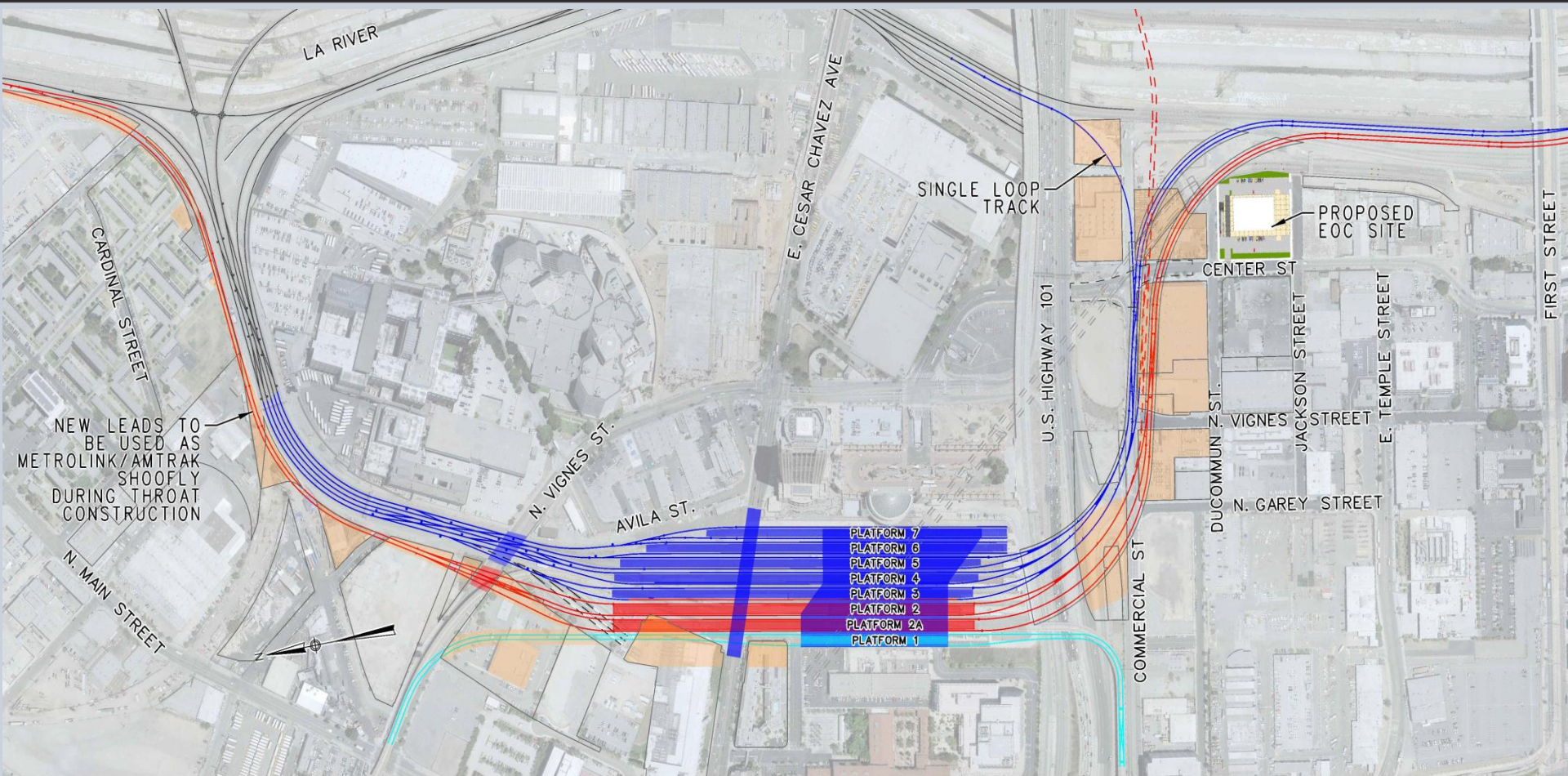
CHSRA has expressed a desire for the following at LAUS:

- Initial operations at LAUS by 2024
- Two (2) dedicated station platforms and 4 tracks at the rail yard
- A track and structure design integrated with SCRIP and the new concourse

HSR Integration Alternative – 1 CHSRA platform and 2 CHSRA tracks (in Phase 1)



HSR Integration Alternative – 2 CHSRA Platforms and 4 CHSRA Tracks (Phase 2)



Board Action

- ▶ Authorize modification of the SCRIP project to include passenger concourse and not preclude HSR within LAUS due to the inter-relationships between projects to maximize project efficiencies
- ▶ Accommodate high speed rail within LAUS as part of the implementation of the LAUS Master Plan.
- ▶ Program \$15,000,000 in already budgeted FY 16 funds for the enhance SCRIP environmental and preliminary engineering work.



Metro

Next Steps for the Board

1. Return to the Board for a negotiated contract modification for the project.
2. Several agreements with the CHSRA will be necessary as the project develops including; Service Plan, Funding Plan, Development Plan, and Funding Agreement. The following preliminary steps are outlined:
 - Preliminary Service Plan June 2016
 - Draft Preliminary Funding Plan December 2016
 - Preliminary Development Agreement June 2017
3. Staff will be coming back to the Board at each step and provide regular updates on the progress of the development of the project.
4. Staff will return to the Board once a funding plan and agreements with CHSRA have been determined.

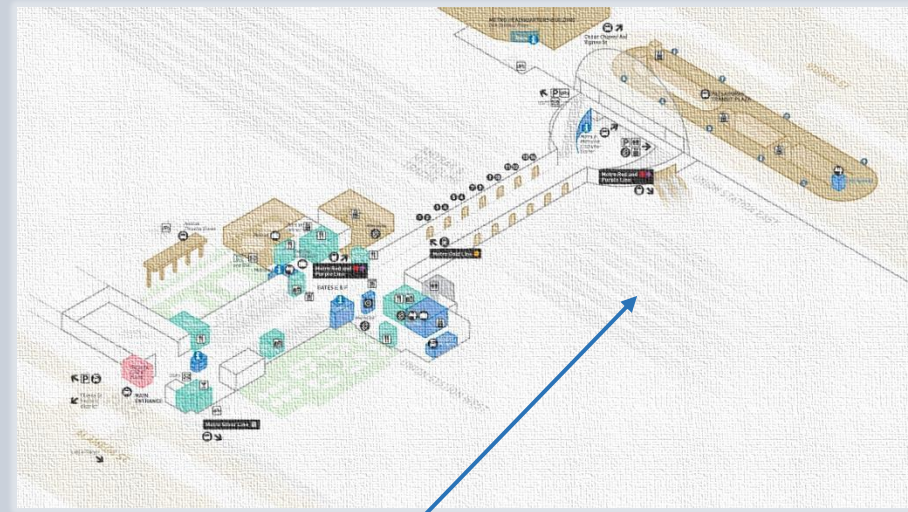
High-Speed Rail in Southern California

- ▶ **Connect to Southern California**
 - Close the passenger rail gap over the Tehachapi Mountains
- ▶ **Connect within Southern California**
 - Bakersfield to Palmdale in 20-25 minutes
 - Palmdale to Burbank in 15-20 minutes
 - Burbank to LA Union Station in 10 minutes
 - LA Union Station to Anaheim in 30 minutes
 - LA Union Station to San Diego in 1 hour, 20 minutes
 - LA Union Station to San Francisco in 2 hours, 40 minutes
- ▶ **Connect to Airports**
 - Palmdale, Bob Hope Airport, Ontario Airport, San Diego Airport
- ▶ **Create Multi-Modal Transportation Hubs**
 - Palmdale, Burbank, LA Union Station, ARTIC
 - Transportation-oriented and sustainable development



HSR Update

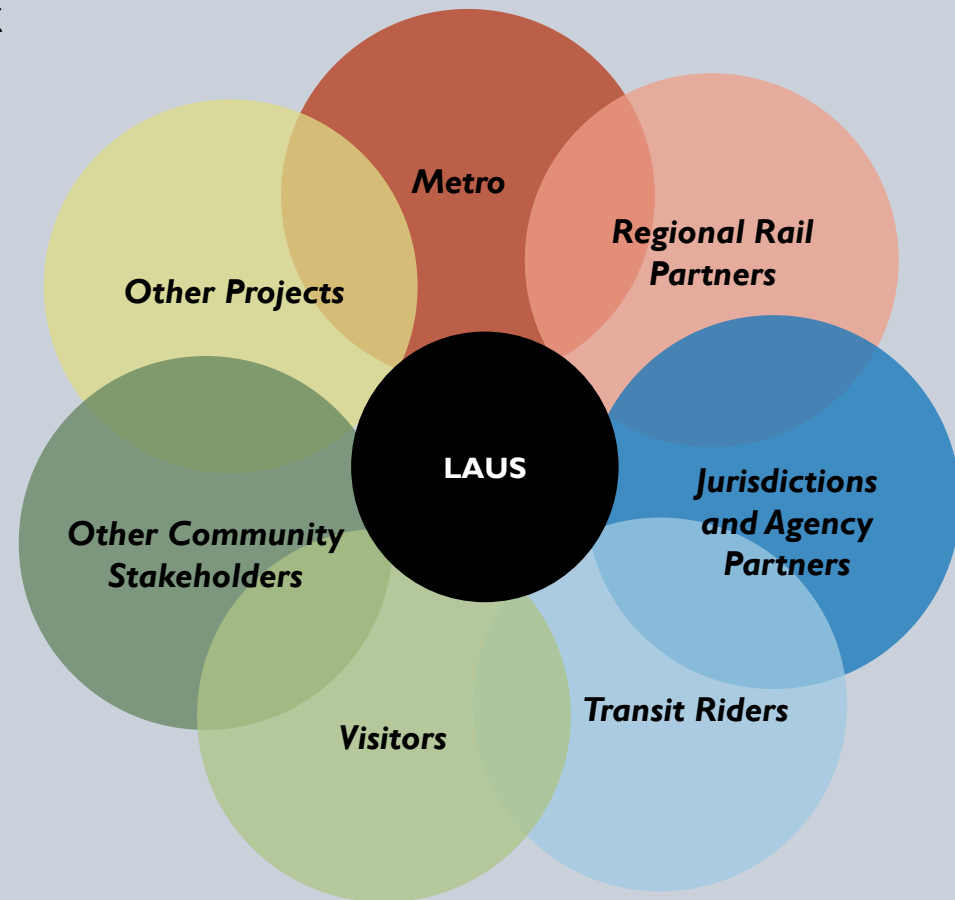
- ▶ Complete Environmental Documents for Burbank to Los Angeles and Los Angeles to Anaheim projects by December 2017
 - Conduct comprehensive public outreach program
 - Achieve SBE goal (30%) in contracting
- ▶ Partner with local transportation providers to expand benefits
 - Connectivity
 - Mobility
 - Jobs, education, and training
 - Transit Oriented Communities
 - Customer experience
- ▶ Cooperatively plan connected service at LAUS
 - Integrate platforms and tracks if possible
 - Meet all SCRIP/Master Plan, HDC, Regional Rail, and transit requirements



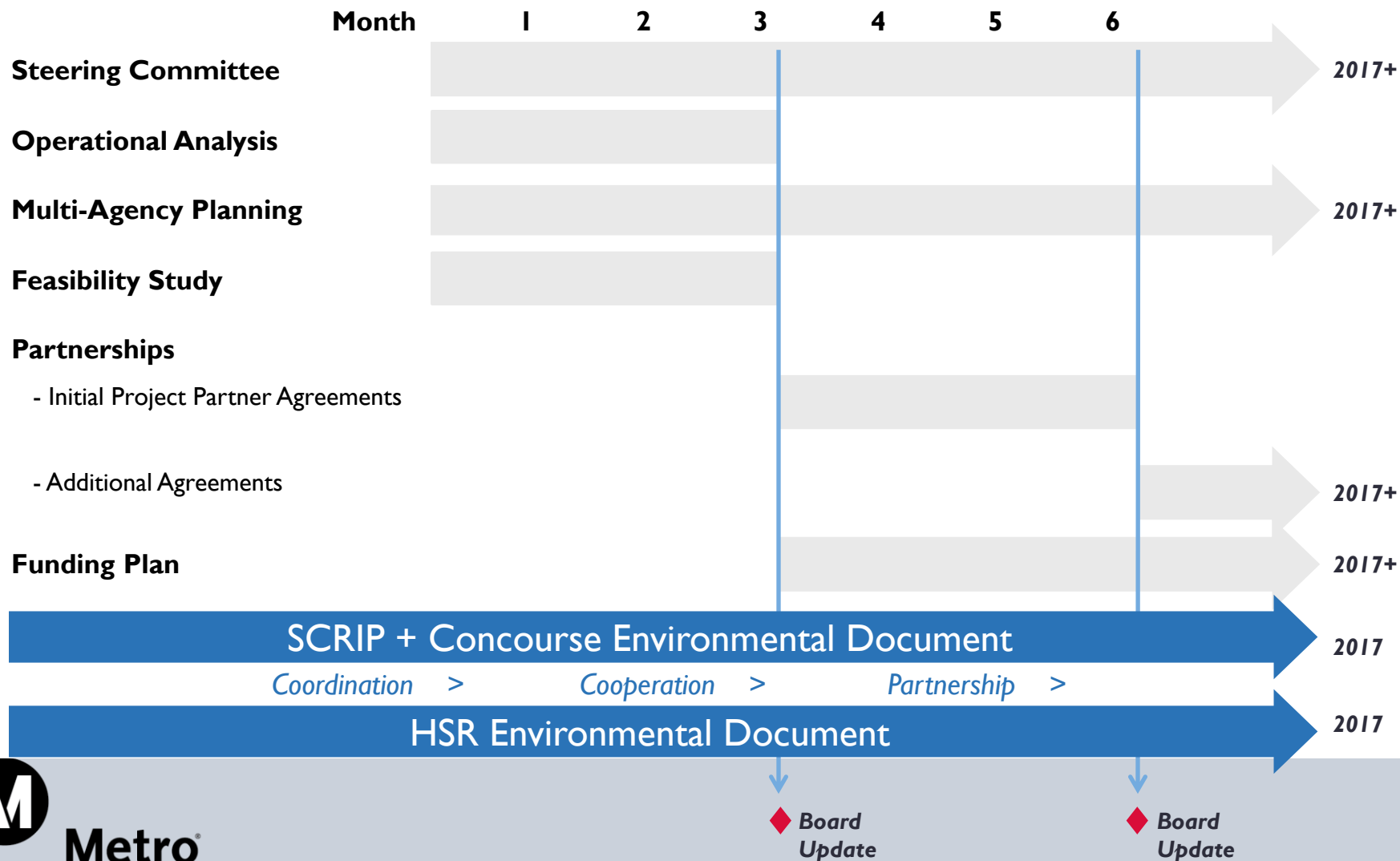
Possible HSR
Integration

Efficiencies Achieved Through Collaboration

- ▶ Each project retains responsibility for clearance and funding of related work efforts
- ▶ Each project relies on the other projects for data and information in order to complete work
- ▶ Additional partnerships with regional rail providers and other community stakeholders will also be required
- ▶ Stakeholder and community outreach required for all documents
- ▶ Common themes and messages will support better public understanding of work and regional benefits
- ▶ Finish more work sooner to reduce cost and deliver benefits by 2024



Sequencing Required Activities Streamlines Delivery



Questions



Metro®



Board Report

File #: 2015-1556, File Type: Budget

Agenda Number: 62.

CONSTRUCTION COMMITTEE OCTOBER 15, 2015

SUBJECT: I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

ACTION: AUTHORIZATION FOR LIFE-OF-PROJECT BUDGET INCREASE

RECOMMENDATION

CONSTRUCTION COMMITTEE FORWARDED DUE TO ABSENCES AND CONFLICTS the approval of the attached agreement referred to as "Contract Modification", including partial close-out of the **I-405 Sepulveda Pass Widening Project** ("Project"), in the amount of \$103M and modifications to the schedule of the Arbitration Agreement. This recommendation is an interim increase to the Life-of-Project (LOP) budget by \$103M, increasing the LOP budget from \$1,205.4M to \$1,308.4M and amend the FY16 budget by \$103M.

ISSUE

In order to initiate the close-out process for the Project, Metro staff is requesting an increase in the LOP of \$103M for partial close-out of the Project in accordance with the Contract Modification.

DISCUSSION

The 2006 California State Senate Bill 1026 authorized Metro to conduct a demonstration program to enter into a design-build contract for the construction of the northbound high-occupancy vehicle (HOV) lane and related improvements on Interstate 405 freeway through the Sepulveda Pass that would complete the final link in one hundred miles of HOV lanes stretching from Orange County to North Los Angeles County. The strategy to proceed with a design-build contract arrangement was undertaken as a means to facilitate acceleration of the Project, reducing the duration of impact to adjacent communities and returning the corridor to full utility a number of years earlier, including significant improved safety with interchange improvements, wider shoulders, ramps and bridges.

On April 23, 2009, the Board awarded Contract C0822 for the design and construction of the I-405 Sepulveda Pass Widening Project to Kiewit Infrastructure West, Co. and established an original LOP budget of \$1,034M for the Project.

A report prepared in 2014, found the improvements had provided the following benefits:

- Reduced peak-period congestion by 2 hours.
- Reduced daily vehicle delays by 37%.
- Increased northbound vehicle capacity by 15%.
- Reduced arterial flow volumes on adjacent major streets by 20-50%.
- Improved safety - 25% fewer Freeway Service Patrol (FSP) requests and 35% fewer incidents on I-405.

On May 15, 2015, Metro and Kiewit signed an Alternative Dispute Resolution Contract Modification (“Arbitration Agreement”), which amended the Contract to resolve the issues between them by a binding arbitration process established and defined by the Arbitration Agreement. The Arbitration Agreement specifically identified which issues were to be addressed in Hearing 1 and Hearing 2.

Substantial Completion was issued by Metro to Kiewit on September 18, 2015. In order to expedite Project close-out, the attached Contract Modification would resolve all of the Hearing 1 issues that otherwise would have to be decided in the arbitration. This agreement comprises the \$103M and closes out Hearing 1 completely. The terms of the Contract Modification provide additional details and information in this regard. The Contract Modification does not resolve any Hearing 2 issues which will still proceed in the arbitration under a new schedule culminating in a hearing in February 2017 pursuant to the Contract Modification.

DETERMINATION OF SAFETY IMPACT

The changes identified in this board report will have no impact on safety of the overall I-405 at completion.

FINANCIAL IMPACT

Impact to Budget

Funding for the \$103.0M action was not included in the FY16 budget for Project 405523. In order to execute the payment of partial close-out, the FY16 budget will need to be amended by \$103.0M. The funding sources for the payment are a combination of previously obligated federal Regional Surface Transportation Program funds (approximately \$26M) and Proposition C 25% cash/bonds, approximately \$77M. We will seek to maximize the use of federal grants and use the Proposition C 25% funds as the funds of last resort. Since this is a multi-year project, the project manager and cost center manager will be responsible for budgeting future fiscal years.

The Proposition C 25% funds are not eligible for bus and rail operations. The Regional Surface Transportation Program funds are broadly eligible for any transportation capital purpose, including transit preventative maintenance and contracted-out paratransit services.

ALTERNATIVES CONSIDERED

Metro could reject the Contract Modification and increase in LOP and continue with arbitration of the Hearing 1 issues.

NEXT STEPS

Subject to Board approval, as requested above, the Chief Executive Officer will execute the Contract Modification closing out Hearing 1 issues. At the next Board meeting, staff will request authorization for soft costs to close out the Project and continue to provide support for the arbitration of Hearing 2 issues.

ATTACHMENTS


Attachment A - Contract Modification

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Phillip A. Washington, Chief Executive Officer (213) 922-7555



Phillip A. Washington
Chief Executive Officer

Contract Modification – Resolution of Hearing 1 Disputes

This Contract Modification resolves the Disputes identified as Hearing 1 issues in the May 15, 2015 Alternative Dispute Resolution Contract Modification (“Arbitration Agreement”). This Contract Modification is entered into on this [REDACTED] day of October, 2015 (“Effective Date”), by and between the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) and Kiewit Pacific Co., n/k/a Kiewit Infrastructure West, Co. (“Kiewit”) (collectively, the “Parties”), relating to the I-405 Sepulveda Pass Widening Project (“Project”). All provisions of the April 23, 2009 Design Build Contract (“Contract”) and the Arbitration Agreement not amended or modified herein shall remain in full force and effect. The Parties agree as follows:

1. On May 15, 2015 Kiewit and LACMTA executed the Arbitration Agreement which amended the Contract to resolve the disputes between them by a binding arbitration process established and defined by the Arbitration Agreement.
2. Kiewit and LACMTA specifically identified all of their disputes relating to the Project (“Disputes”). Attachment B to the Arbitration Agreement clearly spells out that the only Disputes (other than Excepted Claims such as latent defects) the Parties may assert against each other are those listed in Attachments C and D.
3. The Arbitration Agreement established two separate hearings (“Hearing 1” and “Hearing 2”) to address the Disputes. Attachments C and D specifically identified which Disputes were to be addressed in Hearing 1 and Hearing 2.¹ For purposes of this Contract Modification, the “Hearing 1 Disputes” include all claims or issues that Kiewit reserved the opportunity to incorporate into Attachment C pursuant to numbered paragraphs 2 and 3 on the first page of Attachment C.
4. The Arbitration Agreement expressly contemplates the amicable resolution of both the Hearing 1 and Hearing 2 Disputes. This Contract Modification implements the contemplated resolution of the Hearing 1 Disputes. The Parties confirm their intent to continue working toward resolution of the Hearing 2 Disputes.
5. Kiewit and LACMTA have fully and finally resolved all Hearing 1 Disputes (subject to footnote 4 of Attachment C to the Arbitration Agreement - i.e., delay and disruption caused by Hearing 1 issues), including interest, costs or attorneys’ fees thereon.
 - a. By December 31, 2015, LACMTA will pay Kiewit the total net amount of \$103,000,000 (One Hundred and Three Million Dollars) as full, final and complete resolution of all Hearing 1 Disputes consisting of the following amounts:

¹ Attachment D identified the ADR Disputes as “Phase I” or “Phase II” disputes instead of “Hearing 1” or “Hearing 2”. For the purposes of the Arbitration Agreement and the Settlement Agreement, the term “Phase I” is synonymous with “Hearing 1” and the term “Phase II” is synonymous with “Hearing 2.”

- i. Kiewit Attachment C Hearing 1 Disputes: \$113,000,000 (One Hundred and Thirteen Million Dollars).
 - ii. LACMTA Attachment D Hearing 1 Disputes: (\$10,000,000) (Ten Million Dollars) credit to LACMTA.
 - b. These payments will increase the Contract Price to \$1,000,871,095 (One Billion Eight Hundred Seventy One Thousand and Ninety Five Dollars).
 - c. By December 31, 2015, in addition to the amount to be paid above, LACMTA shall authorize the release from escrow to Kiewit, of all outstanding retention except for \$10,000,000.00 (Ten Million Dollars) which will remain in escrow in accordance with the terms of the Contract.
6. This Contract Modification is conditioned on approval of the LACMTA Board ("Board"). LACMTA will advise the Board about this Contract Modification on or before September 24, 2015, and seek final Board approval at the October 22, 2015 Board meeting. In the event that the Board does not approve this Contract Modification by December 1, 2015, this Contract Modification shall be rendered null and void.
7. The Effective Date of this Contract Modification is deemed the date of the written resolution of all Hearing 1 issues of LACMTA and Kiewit.
8. The date of April 15, 2015 in the definition of Excepted Claims and as referenced in footnote 2 in Attachment C to the Arbitration Agreement is modified to September 18, 2015.
9. Based on this resolution of all Hearing 1 Disputes and subject to the terms of this Contract Modification, Kiewit and LACMTA each release and waive any unpaid amounts which were sought by either of them for any of the Hearing 1 Disputes, including but not limited to any amounts that were stated, estimated or to be determined (TBD) for such disputes, and shall not seek or include in Hearing 2 any of the amounts sought by either of them for any of the Hearing 1 Disputes. Both Parties expressly reserve the right to tender evidence regarding the Hearing 1 Disputes in Hearing 2 if relevant to the Hearing 2 Disputes.
10. The Arbitration Agreement is further modified as follows:
 - a. By December 31, 2015, LACMTA will provide Kiewit with any existing schedule analysis prepared by or for the use of LACMTA's project personnel evaluating the impacts on the Project and any determination whether Kiewit is or is not entitled to any further extension of time; provided, that this does not require LACMTA to provide Kiewit with any analysis subject to protection as attorney work product or disclosed to Kiewit only as part of confidential settlement discussions, and does not require LACMTA to prepare any such analysis that is not already existing. Subject to the foregoing, this obligation includes, but is not limited to, LACMTA providing: (i) the existing details and electronic schedules for the 2013 Metro analysis for the 149 day extension; (ii) the existing details and

electronic schedules performed thereafter by LACMTA showing the MSE Walls were on the critical path; and (iii) the existing details and electronic schedules of the “independent” analysis referenced in LACMTA’s October 2013 letter or a statement that this analysis was never performed.

- b. By January 15, 2016,
 - i. Records / ESI production by both parties completed;
 - ii. The parties will exchange updated pricing for the Hearing 2 Disputes.
- c. The subsection for Hearing 2 set forth in Attachment B of the Arbitration Agreement is modified as follows:
 - i. *Hearing 2: The Hearing 2 issues identified on Attachments C and D as Hearing 2 issues.*
 - *On June 1, 2016, Parties to exchange schedule analysis and reasonable and meaningful supporting information for Hearing 2 issues reflecting their then-current evaluation of the impacts on the Project and their determination as to the amount of any extension of time (including the number of compensable days) to which Kiewit is entitled, or any liquidated damages for delay to which LACMTA is entitled; provided, that such analysis may be later amended or updated based on discovery including expert opinions.*
 - *Written discovery by both parties for Hearing 2 completed on July 1, 2016.*
 - *Depositions of non-expert witnesses by both parties for Hearing 2 completed on September 15, 2016.*
 - *Hearing 2 Expert Witnesses:*
 - *Initial expert disclosures for Hearing 2 (including expert reports with (i) a complete statement of all opinions the witness will express and the basis and reasons for them; (ii) the facts or data considered by the witness in forming them; and (iii) any accompanying exhibits summarizing or supporting them) by any party seeking affirmative relief (including both parties’ expert disclosures and report regarding both parties’ schedule analysis) exchanged on September 1, 2016.*
 - *Expert rebuttal disclosures for Hearing 2 (including rebuttal reports meeting the same content requirements as the initial expert disclosures) exchanged on November 1, 2016.*
 - *Depositions of expert witnesses for Hearing 2 completed on December 15, 2016.*
 - *Begin on February 14, 2017.*
 - *Receive final, binding and enforceable award (subject to confirmation, correction or vacation) within forty-five (45) days after closure of Hearing 2.*

- 11. LACMTA granted Kiewit Substantial Completion as of September 18, 2015, pursuant to the terms of LACMTA’s letter CO882-OUT-04964 dated September 18, 2015. Kiewit shall perform the punch list work described in the attachment to LACMTA’s letter CO882-OUT-04964 dated September 18, 2015. Kiewit shall not be required to perform any new or additional punch list items before Punch List Completion and/or Final Acceptance. LACMTA and Kiewit agree that any additional or new work items identified by LACMTA and directed by LACMTA will be considered warranty work under the Contract.
- 12. LACMTA reserves the right to seek indemnification from Kiewit under the Contract for all currently pending property owner claims.
- 13. Kiewit shall indemnify LACMTA and Caltrans for (1) any breach of the Contract by Kiewit regarding survey and (2) any failure by Kiewit to comply with any applicable statute, regulation or ordinance by any government entity regarding survey. With respect to indemnity claims regarding survey, no claim for such indemnification shall be deemed to accrue, and the statute of limitations for any such claim shall not begin, until LACMTA or Caltrans incur any damages based on future events or third party claims notwithstanding and regardless of whether Kiewit was previously or is presently (1) in breach of the Contract regarding survey, or (2) has failed to comply with any applicable statute, regulation or ordinance by any government entity regarding survey.

AGREED AND ACCEPTED

Kiewit Infrastructure West Co.

Los Angeles County Metropolitan
Transportation Authority

By: _____
Scott L. Cassels
President

By: _____
Phillip Washington
Chief Executive Officer

APPROVED AS TO FORM

Kiewit Infrastructure West Co.

Mary C. Wickham
Interim County Counsel

By: _____

By: _____
Charles M. Safer
Assistant County Counsel



Board Report

File #: 2015-1227, **File Type:** Resolution

Agenda Number: 9.

**REGULAR BOARD MEETING
OCTOBER 22, 2015**

SUBJECT: GENERAL REVENUE BONDS AND UNDERWRITER POOL

ACTION: AUTHORIZE REFUNDING OF BONDS AND APPOINT BOND UNDERWRITERS

RECOMMENDATION

A. **ADOPTING** a resolution:

1. authorizing **the issuance of refunding bonds by negotiated sale to refund the 2004 General Revenue Refunding Bonds** (the “2004 GRRBs”) in one or more transactions through June 30, 2016, consistent with the Debt Policy;
2. approving the forms of the supplemental trust agreement, preliminary official statement and such other documents as required and all as subject to modification as set forth in the Resolution;
3. authorizing taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the 2015 General Revenue Refunding Bonds (the “2015 GRRBs”), and approves related documents on file with the Board Secretary; and
4. prohibiting the subsequent issuance of General Revenue Bonds or Parity Debt under the General Revenue Trust Agreement except for refunding bonds.

B. **APPOINTING the underwriter team** selected for the 2015 GRRBs transaction(s) as shown in Attachment B.

C. **ESTABLISHING an underwriter pool**, as shown in Attachment B, that will be used to select underwriters for all future negotiated debt issues through June 30, 2019.

(REQUIRES SEPARATE SIMPLE MAJORITY VOTE OF THE BOARD)

(CARRIED OVER FROM SEPTEMBER BOARD CYCLE)

ISSUE

Currently low interest rates provide an opportunity to lock in fixed interest rates to refund our \$86,175,000 outstanding 2004 GRRBs, which were originally issued as weekly auction rate securities (“ARS”) in 2004, in combination with an interest rate swap to produce a synthetic fixed rate of 3.501%. During the financial crisis in 2008, the ARS market failed and it continues to fail, causing investors to be unable to sell their bonds. We were able to refund approximately half of the bonds to fixed rate in 2010 through a tender program, buying the bonds back from owners at a discount. We would like to refund the remaining failed ARS while interest rates continue to be low.

DISCUSSION

ARS bear an interest rate that changes weekly based on the results of an auction process to investors. Following the financial collapse in 2008, and demise of the bond insurers, there has not been an active market for these bonds. When the auction fails, as it has since then, the weekly interest rate is set by formula at 225% of the one-month London Interbank Offered Rate (“LIBOR”). The one-month LIBOR rate is now only about 0.20%, meaning we pay approximately 0.45% on the bonds. Because these bonds are now illiquid, this rate is especially unattractive to investors. Replacing this failed security would be a positive for LACMTA’s relationship with bond investors.

Although current short-term interest rates are extremely low, and thus what was designed as a penalty rate is not burdensome, the cost to LACMTA is expected to increase as interest rates rise. For example, the 10 year average for one-month LIBOR is 1.75%, which would result in an interest rate of approximately 4%.

To avoid these cost increases as the market returns to more normal interest rate levels, we need to refund the ARS into another type of bond. These variable rate bonds were originally matched with an interest rate swap to create a “synthetically” fixed-rate obligation. With falling interest rates since 2009, the fixed rate was higher than the current market, and the swap was terminated at no cost last year. Replacing the failed ARS with a traditional fixed-rate bond financing is recommended. This will allow us to lock in a fixed rate at current low levels for the remaining life of the bonds, through fiscal 2027.

The General Revenue Bonds are rated A1/A+ as of September 1, 2015, by Moody’s and S&P respectively, because the first source of payment for the bonds is farebox revenues, with a subordinate pledge of Prop A, Prop C and certain other funds in the event farebox revenues are not sufficient to pay debt service. Because of the unusual type of revenue pledge and the lower ratings, the negotiated bond sale method is recommended. A negotiated bond sale is justified under the Debt Policy criteria for Method of Bond Sale due to the need to have the underwriters available well in advance of the bond sale because this particular structure is unfamiliar to many of our investors. The underwriters will pre-market the issue, assist with the rating process and advise on market timing for pricing the bonds.

In addition to appointing underwriters for the 2015 GRRBs transaction, we are recommending the establishment of a pool of underwriters to be used in all future negotiated sales. The pool will enable us to move more quickly in forming financing teams when a negotiated sale is the recommended approach for a bond issue. For subsequent negotiated sales, underwriter(s) will be selected from the pool, using a mini-RFP process. Selecting the underwriters early in the process will enable us to

benefit from their participation in structuring the debt, bond document development and preparation for credit presentations.

Consistent with our Debt Policy, the underwriting team is recommended based on a competitive Request For Proposal (RFP) process conducted by KNN, our general financial advisor. RFPs were distributed in March 2015 to 29 firms and 24 proposals were received. Members of LACMTA's Treasury staff and our financial advisors reviewed the proposals, evaluating them based on the criteria listed in the RFP. The twelve firms that were ranked the highest by the review team are recommended for inclusion in the pool. The underwriting pool will be retained through June 30, 2019. See Attachment B, Summary of Underwriter Selection.

The underwriters selected for the 2015 GRRBs transaction are the highest ranked member of the pool and the two highest ranked minority owned firms.

Included in the Resolution and in the Supplemental Trust Agreement is language that amends the General Revenue Trust Agreement so that no further General Revenue Bonds can be issued on parity with the current bonds, other than refunding bonds. Our Debt Policy specifically says that we will not issue any additional General Revenue Bonds and we have not issued any General Revenue Bonds, other than refunding bonds, since 1995. By making this legally binding, it should provide an additional level of security to rating agencies and bondholders and does not impose an undue burden on us as we do not have any plans to use General Revenue Bonds as a source of borrowing.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

The costs of issuance for this refunding were not budgeted in FY16 due to the uncertainty related to completing any refunding. The costs of issuance including underwriting fees for this transaction will not affect the FY16 Budget since they will be covered by the proceeds of the bond issue.

General Revenue debt service is accounted for in cost center 0521, project #610309. The 2004 GRRBs refunded bonds that financed the construction cost of the Gateway Headquarters Building and the debt service is allocated as rent cost to departments housed in the Gateway building.

ALTERNATIVES CONSIDERED

Authorization of the refunding and the appointment of the underwriters could be delayed, but would continue to expose us to significantly higher interest costs in the future if interest rates were to rise. This option is not recommended.

The selection of an underwriting pool may either be deferred or not be put into place. This option is not recommended. The Debt Policy identifies that for a negotiated bond sale, the financial advisor will conduct a competitive process to select underwriters, either for a specific bond issue or through the establishment of a pool of underwriters to be used for bond issues over a defined time period.

With a pool, it will be much faster and easier to move forward with negotiated transactions because a new solicitation process will not have to be done each time, which could save us several months in a volatile interest rate environment as we try to get to market.

NEXT STEPS

- Obtain ratings on the bonds, finish legal documentation, distribute the Preliminary Official Statement to potential investors, and initiate the pre-marketing effort.
- Negotiate the sale of the bonds with the underwriter.

ATTACHMENTS

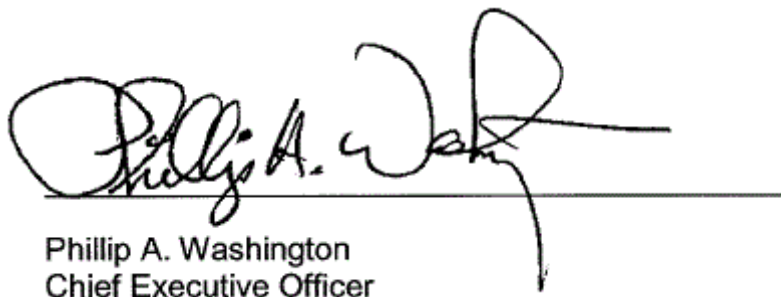
Attachment A - Authorizing Resolution

Attachment B - Summary of Underwriter Selection

Attachment C - Form of the 7th Supplemental Trust Agreement

Prepared By: Donna R. Mills, Treasurer, (213) 922-4047
LuAnne Edwards Schurtz, Assistant Treasurer, (213) 922-2554

Reviewed By: Nalini Ahuja, Executive Director, Finance and Budget,
(213) 922-3088



Phillip A. Washington
Chief Executive Officer

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE OF ITS GENERAL REVENUE REFUNDING BONDS (UNION STATION GATEWAY PROJECT), SERIES 2015 IN AN AGGREGATE PRINCIPAL AMOUNT SUFFICIENT TO REFUND ITS GENERAL REVENUE REFUNDING BONDS (UNION STATION GATEWAY PROJECT), SERIES 2004-A, SERIES 2004-B, SERIES 2004-C AND SERIES 2004-D; PROVIDING FOR THE FORM OF SUCH BONDS AND OTHER TERMS WITH RESPECT TO SUCH BONDS; PROVIDING FOR THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO; AND AUTHORIZING OFFICERS, AGENTS AND EMPLOYEES TO PERFORM DUTIES AND TAKE ACTIONS IN ACCORDANCE WITH THIS RESOLUTION

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA") is a county transportation commission duly organized and existing pursuant to Section 130000 *et seq.* of the California Public Utilities Code and is authorized to issue bonds under Section 130500 *et seq.* of the California Public Utilities Code (the "Authorizing Act"); and

WHEREAS, the LACMTA has heretofore issued \$197,050,000 in aggregate principal amount of its outstanding General Revenue Refunding Bonds (Union Station Gateway Project), Series 2004-A, Series 2004-B, Series 2004-C and Series 2004-D (collectively, the "Series 2004 Bonds"); and

WHEREAS, pursuant to the Authorizing Act, the LACMTA is authorized to issue refunding bonds in one or more series for the purpose of refunding any bonds then outstanding if the LACMTA makes a determination that it is in the public interest to issue refunding bonds pursuant to the terms or conditions of the refunding; and

WHEREAS, on July 22, 2010, LACMTA purchased and cancelled \$79,620,000 of the Series 2004 Bonds with the proceeds of its General Revenue Refunding Bonds(Union Station Gateway Project), Series 2010-A; and

WHEREAS, the Board of the LACMTA desires to permit the issuance of the Bonds herein authorized so long as the issuance thereof complies with the provisions of the Debt Policy of the LACMTA; and

WHEREAS, the LACMTA has determined that it is in the public interest of the LACMTA and the residents of Los Angeles County to issue bonds in one or more series entitled the Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds, Series 2015 (the "Bonds"), in an aggregate principal amount sufficient to refund the outstanding Series 2004 Bonds; and

WHEREAS, there has been made available in the Board Secretary's office to the LACMTA the form of a Seventh Supplemental Trust Agreement (the "Seventh Supplemental Trust Agreement") between the LACMTA and The Bank of New York Mellon Trust Company, N.A., as successor trustee (the "Trustee"), which Seventh Supplemental Trust Agreement authorizes the issuance of the Bonds and amends certain provisions of the Trust Agreement, dated as of January 1, 1995 (as heretofore supplemented, "Trust Agreement"), by and between the LACMTA and the Trustee; and

WHEREAS, in accordance with Article X of the Trust Agreement, the Trust Agreement will be amended pursuant to the Seventh Supplemental Trust Agreement to clarify procedures for issuance of debt secured by Proposition A and Proposition C, effect the proposed amendment authorized under the

Sixth Supplemental Trust Agreement dated as of July 1, 2010, by and between the Authority and the Trustee, and to change the definition of the term “Authorized Authority Representative” in the Trust Agreement; and

WHEREAS, subsequent to the issuance of the Bonds, the LACMTA has determined that no Bonds or Parity Debt (as defined in the Trust Agreement) except for refunding bonds may hereafter be issued under the Trust Agreement;

WHEREAS, there has been made available in the Board secretary's office to the LACMTA a form of a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”) to be executed by the LACMTA as required by Securities and Exchange Commission Rule 15c2-12, as amended (the “Rule”); and

WHEREAS, there has been made available in the Board secretary's office to the LACMTA the form of an Escrow Agreement (the “Escrow Agreement”) between the LACMTA and The Bank of New York Mellon Trust Company, N.A., as escrow agent, providing for the refunding of the Series 2004 Bonds; and

WHEREAS, there has been made available in the Board secretary's office to the LACMTA the form of a Preliminary Official Statement to be used in connection with the sale of the Bonds (the “Preliminary Official Statement”) which describes the Bonds, the LACMTA and the LACMTA’s operations and finances; and

WHEREAS, the LACMTA has been advised by its bond counsel that the foregoing documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various final terms of the Bonds and said documents are subject to completion to reflect the results of the sale of the Bonds; and

WHEREAS, the LACMTA has determined that it is in its best interest to provide for a negotiated sale of the Bonds to one or more underwriters to be selected by the Authority (collectively, the “Underwriters”); and

WHEREAS, there has been available in the Board secretary's office to the LACMTA the form of a Purchase Contract (the “Purchase Contract”), by and between the LACMTA and the Underwriters for the initial purchase and sale of the Bonds;

NOW, THEREFORE, BE IT RESOLVED BY THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AS FOLLOWS:

Section 1. **Findings.** Each of the above recitals is true and correct and the LACMTA so finds and determines. The issuance of the Bonds is in the public interest of the LACMTA and the residents of Los Angeles County.

Section 2. **Issuance of Bonds; Term of Bonds.** For the purpose of refunding the Series 2004 Bonds, the LACMTA hereby authorizes the issuance of its Bonds in one or more series through June 30, 2016. The LACMTA hereby specifies that the aggregate principal amount of the Bonds shall be an amount sufficient (taking into account any original issue discount and premium) to refund \$86,175,000 in aggregate principal amount of the Series 2004 Bonds and to provide for the Underwriters’ discount and payment of costs of issuance. The Bonds shall mature not later than July 1, 2027, shall bear interest at the rates per annum, be subject to redemption, if any, and have such other terms, all as set forth in the Seventh Supplemental Trust Agreement. The Bonds shall be in substantially the form set forth in the Seventh Supplemental Trust Agreement with necessary or appropriate variations, omissions and insertions as permitted or required by the Seventh Supplemental Trust Agreement or as appropriate to adequately reflect the terms of the Bonds and the obligations represented thereby. No Bonds shall bear interest at a rate

in excess of 6% per annum. The Bonds shall be issued in fully registered form in minimum denominations of \$5,000 or any integral multiple thereof. Each of the Chief Executive Officer, the Executive Director, Finance and Budget, the Treasurer and any Assistant Treasurer of the LACMTA or any other Designated Officer (as defined below), acting in accordance with this Section 2, is hereby authorized to determine the actual aggregate principal amount of Bonds to be issued and to direct the execution and authentication of said Bonds in such amounts. Such direction shall be conclusive as to the principal amounts hereby authorized.

Section 3. **Designated Officers.** The LACMTA hereby appoints the Chief Executive Officer, Executive Director, Finance and Budget, the Treasurer and any Assistant Treasurer of the LACMTA or any such officer serving in an acting or interim capacity, and any written designee of any of them under the terms of this Resolution and the Seventh Supplemental Trust Agreement as designated officers (each, a “Designated Officer”). The Designated Officers are, and each of them is, hereby authorized and directed to perform those duties set forth in the Documents (as defined below). The Designated Officers are, and each of them is, also authorized to make representations, certifications and warranties concerning the Bonds and to take such other actions and execute such other documents as are necessary to issue the Bonds and to purchase bond insurance or other credit enhancement described under Section 10 hereof, if desirable, for some or all of the Bonds and to refund the Series 2004 Bonds.

Section 4. **Special Obligations.** The Bonds shall be special obligations of the LACMTA secured by and payable from Pledged Revenues and Remaining Sales Tax (as such terms are defined in the Trust Agreement) and other amounts pledged therefor.

Section 5. **Execution of Bonds.** Each of the Bonds shall be executed on behalf of the LACMTA by a Designated Officer or any one or more thereof and any such execution may be by manual or facsimile signature, and each Bond shall be authenticated by the endorsement of the Trustee. Any facsimile signature of a Designated Officer or any one or more thereof shall have the same force and effect as if such officer had manually signed each of said Bonds.

Section 6. **Sale of the Bonds.** The LACMTA hereby authorizes the sale of the Bonds through a negotiated sale to the Underwriters pursuant to the Purchase Contract. The Bonds, if sold to the Underwriters, shall be sold subject to an underwriters’ discount (excluding original issue discount) not to exceed .5% of the aggregate principal amount of the Bonds, subject to the terms and conditions set forth in the Purchase Contract.

Section 7. **Approval of Documents.** The forms, terms and provisions of the Seventh Supplemental Trust Agreement, the Continuing Disclosure Certificate, the Escrow Agreement and the Purchase Contract (collectively, the “Documents”) are in all respects approved, and the Designated Officers are, and each of them is, hereby authorized and directed to execute, acknowledge and deliver each of the Documents including counterparts thereof, in the name and on behalf of the LACMTA and the LACMTA’s corporate seal is hereby authorized (but not required) to be affixed or imprinted on each of the Documents. The Documents, as executed and delivered, shall be in substantially the forms on file with the Board Secretary and hereby approved, with such changes therein as shall be approved by the Designated Officer or Officers executing the same, which execution shall constitute conclusive evidence of the LACMTA’s approval of any and all changes or revisions therein from the forms of the Documents now before this meeting; and from and after the execution and delivery of the Documents the officers, agents and employees of the LACMTA are, and each of them is, hereby authorized and directed to take all such actions and to execute all such documents as may be necessary to carry out and comply with the provisions of the Documents.

Section 8. **Preliminary Official Statement.** The distribution of the Preliminary Official Statement in connection with the offering and sale of the Bonds in substantially the form of the draft thereof made available at this meeting, with such changes therein as shall be approved by the Designated Officers, individually or collectively, is hereby authorized and approved. The Preliminary Official Statement shall

be circulated for use in selling the Bonds at such time as a Designated Officer (after consultation with the LACMTA's financial advisors and bond counsel and such other advisors as the Designated Officer believes to be useful) shall deem the Preliminary Official Statement to be final within the meaning of the Rule, said determination to be conclusively evidenced by a certificate signed by the Designated Officer to such effect. Each Designated Officer is hereby authorized to make such determination.

Section 9. **Official Statement.** Prior to the delivery of the Bonds, the LACMTA shall provide for the preparation, execution, delivery, publication and distribution of a final Official Statement relating to the Bonds in substantially the form of the draft Preliminary Official Statement on file with the Board Secretary. The Designated Officers are, and each of them is, hereby authorized and directed to execute and deliver the final Official Statement in the name and on behalf of the LACMTA. The execution thereof shall constitute conclusive evidence of the LACMTA's approval of any and all changes or revisions therein from the form of the Preliminary Official Statement.

Section 10. **Credit Enhancement; Surety.** Each of the Designated Officers is hereby authorized to obtain municipal bond insurance or any other guarantee of payment of the principal of and interest on the Bonds and to obtain a surety bond or other credit facility covering all or a portion of the reserve fund for the Bonds, and to execute and deliver any financial guaranty or reimbursement agreement with the providers thereof, all upon such terms as shall be satisfactory to such Designated Officer.

Section 11. **Additional Authorization.** The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, are hereby authorized and directed to take any and all actions necessary or desirable to effect the execution and delivery of the Bonds, the Seventh Supplemental Trust Agreement, the Continuing Disclosure Certificate, the Escrow Agreement, the Purchase Contract and the final Official Statement and to carry out the transactions contemplated therein, including without limitation investment agreements with respect to the Bonds and the Series 2004 Bonds. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be necessary or desirable in order to carry out the authority conferred by this Resolution or the provisions of the Documents. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of the purposes of this Resolution are hereby confirmed, ratified and approved.

Section 12. **Bond Counsel and Disclosure Counsel.** The LACMTA hereby confirms, ratifies and approves the appointment of Hawkins Delafield & Wood LLP as bond counsel and disclosure counsel to the LACMTA in connection with the issuance and sale of the Bonds.

Section 13. **Severability.** The provisions of this Resolution are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared to be invalid, such sections, phrases and provisions shall not affect any other provision of this Resolution.

Section 14. **Effective Date.** The effective date of this Resolution shall be the date of its adoption.

CERTIFICATION

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
GENERAL REVENUE REFUNDING BONDS
(UNION STATION GATEWAY PROJECT), SERIES 2015

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2015.

Michele Jackson
Board Secretary

Date: _____, 2015

Summary of Underwriter Selection

Recommended Firms for 2015 General Revenue Refunding Bonds

Position	Firm	Alloc.
Senior Manager	Siebert Brandford Shank & Co., L.L.C.	60%
Co-Manager	Wells Fargo Bank, N.A.	25%
Co-Manager	Ramirez & Co., Inc.	15%

Proposed Price (Takedown): \$2.00 per \$1,000 of Bonds (0.2% of the bond issue)

The takedown is normally the largest component of the spread, similar to a commission, which represents the income the selling broker or dealer derives from the sale of the bonds. It compensates the underwriters for their work in structuring the transaction, marketing the transaction, and underwriting any bonds that are not pre-sold to investors. Note that the actual takedown rate varies by bond maturity and will be in accordance with the senior manager's proposal. The takedown rates for all the firms will be at the rates of the senior manager. Out of pocket expenses will be an additional charge.

Recommended Firms for Underwriting Pool (in alphabetical order)

Bank of America Merrill Lynch
Barclays Capital Inc.
Citigroup Global Markets Inc.
Drexel Hamilton LLC (Disabled veteran owned firm)
J.P. Morgan Securities LLC
Loop Capital Markets LLC (Minority owned firm)
Morgan Stanley
Ramirez & Co., Inc. (Minority owned firm)
RBC Capital Markets, LLC
Siebert Brandford Shank & Co., L.L.C. (Minority owned firm)
Stifel, Nicolaus & Company, Incorporated
Wells Fargo Bank, N.A.

Evaluation of Proposals

The Request For Proposals (“RFP”) was sent on March 13, 2015 to 29 firms who had previously expressed interest in serving as underwriter on our bonds or were known as active in the California market. Proposals were due April 2, 2015 and were received from the 24 firms listed below:

List of Proposers
Bank of America Merrill Lynch
Barclays Capital Inc.
BOSC, Inc.
Cabrera Capital Markets
Citigroup Global Markets Inc.
Drexel Hamilton LLC
Fidelity Capital Markets
First Tennessee National
Goldman Sachs & Co.
Hutchinson, Shockey, Erley & Co.
Jefferies
J.P. Morgan Securities LLC
Loop Capital Markets LLC
Mesirow Securities
Morgan Stanley
Piper Jaffray
Ramirez & Co., Inc.
RBC Capital Markets
Siebert Brandford Shank & Co., LLC
Stern Brothers & Co.
Stifel, Nicolaus & Company, Incorporated
Wells Fargo Bank, N.A.
Williams Capital Group
US Bancorp

Proposals were evaluated in accordance with the guidelines and the following criteria established in the RFP:

- Relevant experience of the firm and its individuals 40%
- Quality of the proposal 30%
- Capabilities of the firm of underwriting & distributing LACMTA’s debt 30%

Relevant experience included transportation debt, transportation fare box revenues and experience working directly with TIFIA, and working on debt that was secured by revenues that also secured TIFIA loans. One factor that was considered in

evaluating the capabilities of a firm was the demonstrated commitment of a firm in bidding on our recent competitive bond issues. The RFP also included questions about providing specific suggestions for the structuring of the 2015 GRRBs and our debt program, in general. The selection committee made up of four staff and two of our financial advisors reviewed all proposals and scored the firms based on the evaluation criteria. The twelve firms that ranked the highest are being recommended for inclusion in the underwriting pool.

Part of the review process included determining the preferred approach to structuring the General Revenue refunding bonds, which, together with experience with related securities, weighed heavily in the selection of the firms recommended for the 2015 GRRBs underwriting. These recommendations also reflect the LACMTA's Debt Policy of finding opportunities to contract with small, local and disadvantaged firms; given the relatively small size of the transaction, this bond issue provides an opportunity to fulfill this policy goal. The senior manager and one of the two co-managers are minority owned firms. The third member of the recommended underwriting team is a large broker-dealer with strong marketing and distribution capabilities. A key factor in evaluating the firms' capabilities was the level of their participation in prior competitive bids for LACMTA bonds, and their performance in such bids.

HDW Draft – 8/20/15

SEVENTH SUPPLEMENTAL TRUST AGREEMENT

between

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

and

THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A.,
as Trustee

Dated as of [Dated Date]

Supplemental to the Trust Agreement dated as of January 1, 1995, as supplemented

Providing for issuance of

**Los Angeles County
Metropolitan Transportation Authority**

**[\$[Principal Amount]
General Revenue Refunding Bonds
(Union Station Gateway Project),
Series 2015**

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SEVENTH SUPPLEMENTAL TRUST AGREEMENT

Providing for Issuance of

Los Angeles County Metropolitan Transportation Authority

[\$[Principal Amount] General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015

This SEVENTH SUPPLEMENTAL TRUST AGREEMENT (the “Seventh Supplement”), dated as of [Dated Date], is made by and between the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a county transportation commission duly organized and existing pursuant to Section 130050 of the California Public Utilities Code (the “Authority”), and THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A., a national banking association duly organized and existing under the laws of the United States of America, as successor trustee (the “Trustee”), and supplements that certain Trust Agreement, dated as of January 1, 1995, by and between the Authority and the Trustee (as successor trustee to Harris Trust and Savings Bank), as supplemented and amended to the date hereof (the “Agreement”).

The Authority intends to accomplish a refunding of its outstanding General Revenue Refunding Bonds (Union Station Gateway Project), Series 2004-A, Series 2004-B, Series 2004-C and Series 2004-D (collectively, the “Series 2004 Bonds”) by issuing its General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015 (the “Series 2015 Bonds”), under the terms of the Agreement and this Seventh Supplement, and using proceeds of the Series 2015 Bonds to optionally redeem the Series 2004 Bonds. Such refunding will mitigate risks to the Authority of market volatility related to the Series 2004 Bonds and provide other benefits to the Authority. The Series 2015 Bonds will be issued as an additional Series of Bonds pursuant to the Agreement on parity with Outstanding Bonds, as provided in the Agreement. In addition, pursuant to this Seventh Supplement and in accordance with the Agreement, the Agreement will be amended and supplemented.

ARTICLE 1

DEFINITIONS; INTERPRETATION

Section 1.01. Definitions.

(a) Except as otherwise provided in Section 1.01(b), all words, terms and phrases used herein which are defined in the Agreement shall have the same meaning herein as in the Agreement.

(b) The following words, terms and phrases used herein shall have the following meanings:

“Agreement” means the Trust Agreement, dated as of January 1, 1995, by and between the Authority and the Trustee, as amended and supplemented from time to time.

“Authorized Denomination” means \$5,000 and any integral multiple thereof.

“Bond Counsel” means Hawkins Delafield & Wood LLP. or other nationally recognized bond counsel selected by the Authority.

“Bondholder” means the Registered Owner of any Series 2015 Bond, including DTC or its nominee as the sole Registered Owner of all Book-Entry Bonds.

“Book-Entry Bonds” means the Series 2015 Bonds held by DTC (or its nominee) as the Registered Owner thereof pursuant to the terms and provisions of Section 2.06 hereof.

“Business Day” means any day other than (i) a Saturday or Sunday, (ii) a day on which commercial banks in Los Angeles, California or New York, New York, or the Trustee is required or authorized to be closed, or (iii) a day on which the New York Stock Exchange is closed.

“Closing Date” means the date of original issuance and delivery of the Series 2015 Bonds.

“Continuing Disclosure Certificate” means the Continuing Disclosure Certificate dated as of the date of issuance of the Series 2015 Bonds executed by the Authority.

“Costs of Issuance” means all costs and expenses incurred by the Authority in connection with the issuance of the Series 2015 Bonds, including, but not limited, to costs and expenses of printing and copying documents and the Series 2015 Bonds; the fees, costs and expenses of rating agencies, the Trustee, the Trustee’s counsel, Bond Counsel and Disclosure Counsel, accountants, financial advisors and other consultants; and the underwriting fee.

“DTC” means The Depository Trust Company, a limited-purpose trust company organized under the laws of the State of New York, and its successors and assigns.

“Escrow Agent” means The Bank of New York Mellon Trust Company, N.A., as escrow agent under the Escrow Agreement, and any successor thereto.

“Escrow Agreement” means the Escrow Agreement, dated as of [Dated Date], by and between the Authority and the Escrow Agent, as amended and supplemented in accordance with its terms.

“Escrow Fund” means the escrow fund established under the Escrow Agreement and held by the Escrow Agent.

“Interest Payment Date” means January 1 and July 1, commencing January 1, 2016.

“Participants” means those broker-dealers, banks and other financial institutions from time to time for which DTC holds book-entry bonds as securities depository.

“Participating Underwriter” means any of the original underwriters of the Series 2015 Bonds required to comply with the Rule in connection with the offering of the Series 2015 Bonds.

“Registered Owner” means the Person in whose name any Series 2015 Bond is registered pursuant to Article II of the Agreement.

“Registrar” means, for purposes of this Seventh Supplement, the Trustee or any successor registrar appointed pursuant to the Agreement.

“Regular Record Date” means the fifteenth (15th) day (whether or not a Business Day) of the month next preceding each Interest Payment Date.

“Representation Letter” means the Letter of Representations from the Authority to DTC.

“Rule” means Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended from time to time.

“Series 2004 Bonds” means the Authority’s outstanding General Revenue Refunding Bonds (Union Station Gateway Project), Series 2004-A, Series 2004-B, Series 2004-C and Series 2004-D.

“Series 2015 Bonds” means the Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015.

“Series 2015 Costs of Issuance Fund” means the Fund of that name created pursuant to Section 4.01 hereof.

“Seventh Supplement” means this Seventh Supplemental Trust Agreement, dated as of [Dated Date], by and between the Authority and the Trustee, providing for the issuance of the Series 2015 Bonds.

“Special Record Date” means the date and time established by the Trustee for determination of which Bondholders shall be entitled to receive overdue interest on the Series 2015 Bonds pursuant to Section 2.03(b)(iii) hereof.

“Tax Agreement” means the Tax Compliance Agreement of the Authority, dated the closing date of the Series 2015 Bonds, with respect to tax matters relating to the Series 2015 Bonds.

Section 1.02. Article and Section References. Except as otherwise indicated, references to Articles and Sections are to Articles and Sections of this Seventh Supplement.

Section 1.03. Actions by Authority. Except as otherwise expressly provided herein, for all purposes of the Agreement and this Seventh Supplement with respect to the Series 2015 Bonds, the Authorized Authority Representative shall be authorized to act upon behalf of the Authority.

ARTICLE 2

THE SERIES 2015 BONDS

Section 2.01. Authority; Purpose; Principal and Interest Provisions.

(a) The Series 2015 Bonds are issued pursuant to the Act and the Agreement and constitute an additional Series of Bonds issued pursuant to Article II of the Agreement.

(b) The Series 2015 Bonds are issued for the purpose of refunding the Series 2004 Bonds. The Authority will use proceeds of the Series 2015 Bonds, together with moneys transferred pursuant to

Section 2.07(a) hereof, to pay the redemption price of the Series 2004 Bonds and to pay Costs of Issuance.

The Series 2015 Bonds shall be secured by a prior lien on, and are payable from, Pledged Revenues and Remaining Sales Tax and otherwise, all as provided in the Agreement, and are otherwise subject to the terms of the Agreement, except that otherwise provided on this Seventh Supplement. The Authority may, but is not obligated to, provide for payment of principal or redemption price of and interest on the Series 2015 Bonds from any other source or from any other funds of the Authority.

(c) The Series 2015 Bonds shall be designated as “Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015” in the original aggregate principal amount of \$[Principal Amount]. The Series 2015 Bonds shall be issued in Authorized Denominations and shall be dated the Closing Date.

(d) The Series 2015 Bonds shall mature on the dates in each of the years and in the amounts, and shall bear interest (calculated on the basis of a 360-day year of twelve 30-day months) at the rates, as follows:

Maturity Date (July 1)	Principal Amount	Interest Rate
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(e) The Series 2015 Bonds shall be in substantially the form set forth in Exhibit A hereto. The form of any Series 2015 Bond shall be subject to such variations, omissions and insertions as may be necessary.

Section 2.02. Payments of Principal, Redemption Price and Interest: Persons Entitled Thereto.

(a) The principal or redemption price of each Series 2015 Bond shall be payable when due, upon surrender of such Series 2015 Bond to the Trustee at its designated office, by check, provided that any Registered Owner of \$1,000,000 or more in aggregate principal amount of the Series 2015 Bonds may, upon written request given to the Trustee at least 15 days prior to the maturity or redemption date designating an account in a domestic bank, be paid by wire transfer of immediately available funds; provided further, however, that while the Series 2015 Bonds are Book-Entry Bonds, payment of principal or redemption price of the Book-Entry Bonds shall be made as provided in Section 2.05 hereof. Such payments shall be made to the Registered Owner of the Series 2015 Bond so surrendered, as shown on the registration books maintained by the Registrar on the date of payment.

(b) (i) Each Series 2015 Bond shall bear interest (A) from the date of authentication, if authenticated on an Interest Payment Date to which interest has been paid or duly provided for in full, or (B) from the last preceding Interest Payment Date to which

interest has been paid or duly provided for in full (or from the Closing Date, if no interest thereon has been paid or duly provided for).

(ii) Subject to the provisions of subparagraph (iii) below, the interest due on any Series 2015 Bond on any Interest Payment Date shall be paid to the Registered Owner of such Series 2015 Bond as shown on the registration books kept by the Registrar as of the Regular Record Date.

(iii) If the available funds under this Seventh Supplement are insufficient on any Interest Payment Date to pay the interest then due, the Regular Record Date shall no longer be applicable with respect to the Series 2015 Bonds. If funds for the payment of such overdue interest thereafter become available, the Trustee shall immediately establish a special interest payment date for the payment of the overdue interest and a Special Record Date (which shall be a Business Day) for determining the Registered Owners entitled to such payments. Notice of such date so established shall be sent by mail by the Trustee to each Registered Owner at least ten days prior to the Special Record Date, but not more than 30 days prior to the special interest payment date. The overdue interest shall be paid on the special interest payment date to the Registered Owners, as shown on the registration books kept by the Registrar as of the close of business on the Special Record Date.

(iv) All payments of interest on the Series 2015 Bonds shall be paid to the persons entitled thereto pursuant to subsection (b)(ii) above by check and sent by mail on the Interest Payment Date, provided that any Registered Owner of \$1,000,000 or more in aggregate principal amount of the Series 2015 Bonds may, upon written request given to the Trustee at least 15 days prior to an Interest Payment Date designating an account in a domestic bank, be paid by wire transfer of immediately available funds; provided, however, that while the Series 2015 Bonds are Book-Entry Bonds, payment of interest on Book-Entry Bonds shall be made as provided in Section 2.05 hereof.

Section 2.03. Terms of Redemption of Series 2015 Bonds.

(a) Optional Redemption of Series 2015 Bonds. The Series 2015 Bonds maturing on or before July 1, ____, are not subject to optional redemption prior to their stated maturities. The Series 2015 Bonds maturing on or after July 1, ____, shall be subject to optional redemption, in whole or in part, upon forty-five (45) days written notice to the Trustee by the Authority of its intention to optionally redeem, on any date on or after July 1, ____, from any available source of funds of the Authority, at a redemption price equal to the principal amount of the Series 2015 Bonds to be redeemed, together with accrued interest thereon to the date fixed for redemption, without premium. Any such redemption shall be in such order of maturity as the Authority shall designate.

(b) Selection of Series 2015 Bonds for Redemption. Whenever provision is made in this Seventh Supplement for the redemption of less than all of the Series 2015 Bonds of a particular maturity, the Trustee shall select the Series 2015 Bonds to be redeemed from all Series 2015 Bonds of such maturity, or such given portion thereof not previously called for redemption, by lot in any manner which the Trustee in its sole discretion shall deem appropriate. For purposes of such selection, the Trustee shall treat each Series 2015 Bond as consisting of separate \$5,000 portions and each such portion shall be subject to redemption as if such portion were a separate bond.

(c) Notice of Redemption. Notice of redemption shall be mailed by the Trustee by first class mail, postage prepaid, not less than thirty (30) nor more than sixty (60) days before any redemption date, to the respective Owners of any Series 2015 Bonds designated for redemption at their addresses appearing on the registration books of the Registrar. Each notice of redemption shall state the date of the notice, the redemption date, the place or places of redemption, whether less than all of the Series 2015 Bonds (or all Series 2015 Bonds of a single maturity) are to be redeemed, the CUSIP numbers and (in the event that not all Series 2015 Bonds within a maturity are called for redemption) bond numbers of the Series 2015 Bonds to be redeemed, the maturity or maturities of the Series 2015 Bonds to be redeemed and in the case of Series 2015 Bonds to be redeemed in part only, the respective portions of the principal amount thereof to be redeemed. Each such notice shall also state that on the redemption date there will become due and payable on each of said Series 2015 Bonds the redemption price thereof, and that from and after such redemption date interest thereon shall cease to accrue, and shall require that such Series 2015 Bonds be then surrendered. Neither the failure to receive any notice nor any defect therein shall affect the sufficiency of the proceedings for such redemption or the cessation of accrual of interest from and after the redemption date.

Notwithstanding the foregoing, in the case of any optional redemption of any Series 2015 Bonds under Section 2.03(a) above, the notice of redemption may state that the redemption is conditioned upon receipt by the Trustee of sufficient moneys to optionally redeem the Series 2015 Bonds on the anticipated redemption date, and that the optional redemption shall not occur if, by no later than the scheduled redemption date, sufficient moneys to redeem the Series 2015 Bonds have not been deposited with the Trustee. In the event that the Trustee does not receive sufficient funds by the scheduled optional redemption date to so redeem the Series 2015 Bonds to be optionally redeemed, such event shall not constitute an Event of Default, the Trustee shall send written notice to the Owners to the effect that the redemption did not occur as anticipated, and the Series 2015 Bonds for which notice of optional redemption was given shall remain Outstanding for all purposes of the Agreement. In addition, the Authority shall have the right to rescind any optional redemption by written notice to the Trustee on or prior to the date fixed for redemption. The Trustee shall mail notice of rescission of redemption in the same manner notice of redemption was originally provided.

(d) Partial Redemption of Bonds. Upon surrender of any Series 2015 Bonds redeemed in part only, the Authority shall execute and the Trustee shall authenticate and deliver to the Owner thereof, at the expense of the Authority, a new Bond or Bonds of Authorized Denominations equal in aggregate principal amount to the unredeemed portion of the Bonds surrendered and of the same interest rate and maturity.

Section 2.04. Purchase of Series 2015 Bonds in Lieu of Optional Redemption. If any Series 2015 Bond is called for optional redemption in whole or in part, the Authority may elect, as provided in this Section 2.04, to have all or part in Authorized Denominations of such Series 2015 Bonds purchased for the account of the Authority or its designee in lieu of redemption and cancellation. The purchase price of the Series 2015 Bonds purchased in lieu of optional redemption shall be equal to the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, which would have been payable on such Series 2015 Bonds on the scheduled redemption date for such redemption. The Authority may direct the Trustee (or another agent appointed by the Authority to make such purchase upon behalf of the Authority) to purchase all or such specified lesser portion of the Series 2015 Bonds called for optional redemption. Any such direction to the Trustee must (i) be in writing; (ii) state either that all the Series 2015 Bonds called for redemption therein identified are to be purchased or, if less than all of the Series 2015 Bonds called for redemption are to be purchased, identify those Series 2015 Bonds to be purchased by maturity date and Outstanding principal amount in Authorized Denominations; and

(iii) be received by the Trustee no later than 12:00 noon one Business Day prior to the scheduled redemption date thereof. If so directed, the Trustee shall purchase such Series 2015 Bonds on the date which otherwise would be the optional redemption date of such Series 2015 Bonds. On or prior to the scheduled optional redemption date, any direction given to the Trustee pursuant to this Section may be withdrawn by the Authority by delivering a written direction to the Trustee. Any of the Series 2015 Bonds called for optional redemption that are not purchased in lieu of redemption shall be redeemed as otherwise required by the Agreement and this Seventh Supplement on such redemption date. No notice of the purchase in lieu of optional redemption shall be required to be given to the Owners (other than the notice of redemption otherwise required under Section 2.03(f)).

Section 2.05. Book-Entry Bonds.

(a) Except as provided in paragraph (c) of this Section 2.05, the Registered Owner of all of the Series 2015 Bonds shall be DTC and the Series 2015 Bonds shall be registered in the name of Cede & Co., as nominee for DTC. Payment of principal or interest for any Series 2015 Bond registered in the name of Cede & Co. shall be made by wire transfer of the New York Clearing House or equivalent next day funds or by wire transfer of same day funds to the account of Cede & Co. at the address indicated on the Regular Record Date or Special Record Date for Cede & Co. in the registration books of the Registrar.

(b) The Series 2015 Bonds shall be initially issued in the form of a separate single authenticated fully registered Series 2015 Bond for each separate stated maturity of the Series 2015 Bonds. Upon initial issuance, the ownership of such Series 2015 Bonds shall be registered in the registration books of the Registrar in the name of Cede & Co., as nominee of DTC. The Trustee, the Registrar and the Authority may treat DTC (or its nominee) as the sole and exclusive Registered Owner of the Series 2015 Bonds registered in its name for the purposes of payment of the principal or redemption price of or interest on the Series 2015 Bonds, selecting the Series 2015 Bonds or portions thereof to be redeemed, giving any notice permitted or required to be given to Bondholders under the Agreement or this Seventh Supplement, registering the transfer of Series 2015 Bonds, obtaining any consent or other action to be taken by Bondholders and for all other purposes whatsoever, and neither the Trustee, the Registrar nor the Authority shall be affected by any notice to the contrary. Neither the Trustee, the Registrar nor the Authority shall have any responsibility or obligation to any Participant, any person claiming a beneficial ownership interest in the Series 2015 Bonds under or through DTC or any Participant or any other person which is not shown on the registration books as being a Bondholder, with respect to the accuracy of any records maintained by DTC or any Participant; the payment by DTC or any Participant of any amount in respect of the principal or redemption price of or interest on the Series 2015 Bonds; any notice which is permitted or required to be given to Bondholders under the Agreement or this Seventh Supplement; the selection by DTC or any Participant of any person to receive payment in the event of a partial redemption of the Series 2015 Bonds; or any consent given or other action taken by DTC as a Bondholder. The Trustee shall pay, from funds held under the terms of the Agreement or otherwise provided by the Authority, all principal or redemption price of and interest on the Series 2015 Bonds only to DTC as provided in the Representation Letter and all such payments shall be valid and effective to satisfy and discharge fully the Authority's obligations with respect to the principal or redemption price of and interest on the Series 2015 Bonds to the extent of the sum or sums so paid. No person other than DTC shall receive an authenticated Series 2015 Bond evidencing the obligation of the Authority, to make payments of principal or redemption price and interest pursuant to the Agreement. Upon delivery by DTC to the Trustee of written notice to the effect that DTC has determined to substitute a new nominee in place of Cede & Co., and subject to the provisions herein with respect to Regular Record Dates and Special Record Dates, the name "Cede & Co." in this Seventh Supplement shall refer to such new nominee of DTC.

(c) In the event the Authority determines that Series 2015 Bond certificates be issued, the Authority may notify DTC, the Trustee and the Registrar of such determination and then DTC will notify the Participants of the availability through DTC of Series 2015 Bond certificates. In such event, the Trustee shall authenticate and the Registrar shall transfer and exchange Series 2015 Bond certificates as requested by DTC and any other Bondholders in appropriate amounts. DTC may determine to discontinue providing its services with respect to the Series 2015 Bonds at any time by giving notice to the Authority and the Trustee and discharging its responsibilities with respect thereto under applicable law. Under such circumstances (if there is no successor securities depository), the Authority and the Trustee shall be obligated to deliver Series 2015 Bond certificates as described in this Seventh Supplement. In the event Series 2015 Bond certificates are issued the provisions of the Agreement and this Seventh Supplement shall apply to, among other things, the transfer and exchange of such certificates and the method of payment of principal of and interest on such certificates. Whenever DTC requests the Authority and the Trustee to do so, the Trustee and the Authority will cooperate with DTC in taking appropriate action after reasonable notice (i) to make available one or more separate certificates evidencing the Series 2015 Bonds to any Participant having Series 2015 Bonds credited to its DTC account or (ii) to arrange for another securities depository to maintain custody of certificates evidencing the Series 2015 Bonds.

(d) Notwithstanding any other provision of the Agreement and this Seventh Supplement to the contrary, so long as any Series 2015 Bond is registered in the name of Cede & Co., as nominee of DTC, all payments with respect to the principal or redemption price of and interest on such Series 2015 Bond and all notices with respect to such Series 2015 Bond shall be made, and given by the Trustee, respectively, to DTC as provided in the Representation Letter.

(e) In connection with any notice or other communication to be provided to Bondholders pursuant to the Agreement and this Seventh Supplement by the Authority or the Trustee with respect to any consent or other action to be taken by Owners of Series 2015 Bonds, the Authority or the Trustee, as the case may be, shall establish a record date for such consent or other action and give DTC notice of such record date not less than 15 calendar days in advance of such record date to the extent possible.

Section 2.06. Application of Proceeds. The proceeds of the sale of the Series 2015 Bonds shall be applied:

(a) \$_____ shall be deposited into the Escrow Fund to be applied in accordance with the Escrow Agreement; and .

(b) \$_____ shall be deposited into the Series 2015 Costs of Issuance Fund.

Section 2.07. Transferred Amounts. On the Closing Date, the Trustee shall transfer to the Escrow Agent for deposit to the Escrow Fund to be applied in accordance with the Escrow Agreement (i) \$_____ from the Series 2004 Subaccount in the Bond Principal Account and \$_____ from the Series 2004 Subaccount in the Bond Interest Account held under the Agreement (which amounts represent the monthly deposits made therein by the Authority with respect to the mandatory sinking account payment for the Series 2004 Bonds due on July 1, 2016 and interest due thereon on the next Interest Payment Date of the Series 2004 Bonds) and (ii) \$_____ from the Reserve Fund held under the Agreement.

ARTICLE 3

AMENDMENT OF AGREEMENT; ADDITIONAL BONDS

Section 3.01. Amendment of Agreement. Pursuant to Article X of the Agreement and in accordance with the terms of the Sixth Supplemental Trust Agreement dated as of July 1, 2010 by and between the Authority and the Trustee, the definition of the term “Reserve Fund Requirement” is amended to be as follows:

“Reserve Fund Requirement’ means, as of any date of calculation under the Agreement, the least of: (1) 10% of the aggregate original proceeds of all Series of the Bonds Outstanding, (2) Maximum Annual Debt Service on all the Bonds Outstanding (provided however that notwithstanding anything contained in the definition of Maximum Annual Debt Service herein, the interest rate for Variable Rate Indebtedness with respect to which there is no corresponding interest rate swap agreement or interest rate cap agreement satisfying the requirements set forth in such definition shall be assumed to be “The Bond Buyer Thirty-Year Revenue Bond Index” as last published prior to the date of determination), or (3) 125% of average Annual Debt Service on all the Bonds Outstanding. For purposes of determining if the amount on deposit in the Reserve Fund meets the Reserve Fund Requirement for all Bonds Outstanding, any Reserve Fund Insurance Policy deposited with the Trustee shall be deemed to be a deposit in the face amount of the policy or the stated amount of the credit facility provided, less any unreimbursed drawings or other amounts not reinstated under such Reserve Fund Insurance Policy.”

The owners of the Series 2015 Bonds are deemed upon the purchase thereof to have consented to this amendment to the Agreement.

(b) Pursuant to Article X of the Agreement, Section 2.13 of the Agreement is amended to be as follows:

“Section 2.13. Test for Issuance of Securities Secured by Proposition A Sales Tax and Proposition C Sales Tax.

As a condition to the issuance of any securities or other indebtedness secured by Proposition A Sales Tax or Proposition C Sales Tax on a parity with or senior to the Bonds subsequent to the issuance of the initial Bonds and initial Parity Debt issued under this Agreement, there shall be delivered to the Trustee a certificate prepared by a Consultant showing that Proposition A Sales Tax and/or Proposition C Sales Tax, as the case may be, collected for any 12 consecutive months out of the 18 consecutive months immediately preceding the issuance of the proposed securities or other indebtedness was at least 100% of Maximum Annual Debt Service for all Bonds, Parity Debt and all other securities or other indebtedness secured by such Proposition A Sales Tax or Proposition C Sales Tax which will be Outstanding immediately after the issuance of the proposed securities or other indebtedness. As used herein, “issuance” means (i) with respect to Bonds or Parity Debt with fixed rates of interest through the term of such Bonds and Variable Rate Indebtedness other than commercial paper, the initial issuance and delivery thereof by the Authority, and (ii) with respect to commercial paper or other short-term financing facility, the date on which a commercial paper financing program or other short-term financing facility is established or the date that the maximum authorized principal amount under the financing program is modified or otherwise amended; provided that the maximum authorized principal

amount under any such commercial paper or other short-term financing program shall be used for the purpose of preparing the certificate of the Consultant required by this Section 2.13.”

(c) Pursuant to Article X of the Agreement, the definition of the term “Authorized Authority Representative” is amended to be as follows:

"Authorized Authority Representative" shall mean the Chief Executive Officer, the Executive Director, Finance and Budget, the Treasurer and any Assistant Treasurer of the LACMTA, or such other officer or employee of the Authority or other person who has been designated an agent of the Authority by any of the officers of the Authority named above or by resolution of the Authority”.

Section 3.02. Additional Bonds. The Authority covenants not to issue any Bonds or Parity Debt under the Trust Agreement subsequent to the issuance of the Series 2015 Bonds except for Bonds and Parity Debt issued in accordance with Section 2.11(c) thereof.

ARTICLE 4

PAYMENT OF COSTS OF ISSUANCE; CREATION OF SERIES 2015 ACCOUNTS

Section 4.01. Payment of Costs of Issuance. There is hereby created a separate Fund for the Series 2015 Bonds to be designated as the Series 2015 Costs of Issuance Fund, which shall be held and applied by the Trustee for the payment of Costs of Issuance as provided in this Section 4.01.

(a) As provided in Section 2.07(b) hereof, at the time of issuance and delivery of the Series 2015 Bonds, a portion of the proceeds of the Series 2015 Bonds shall be deposited into the Series 2015 Costs of Issuance Fund. Funds on deposit in such Fund shall be used to pay, or to reimburse the Authority for the payment of, Costs of Issuance. Amounts in the Series 2015 Costs of Issuance Fund shall be disbursed by the Trustee upon written requisition executed by an Authorized Authority Representative. Each such requisition shall state:

- (i) the requisition number;
- (ii) the amount to be paid to the Authority or to its designee and the method of payment;
- (iii) that each item to be paid with the requisitioned funds represents either incurred or due and payable Costs of Issuance;
- (iv) that such Costs of Issuance have not been paid from other funds withdrawn from the Series 2015 Costs of Issuance Fund; and
- (v) to the best of the signatory’s knowledge, no Event of Default has occurred and is continuing under the Agreement or any Supplemental Agreement.

(b) The Trustee shall transfer all amounts remaining in the Series 2015 Costs of Issuance Fund into the Series 2015 Subaccount of the Bond Interest Account of the Debt Service Fund to be applied on the next Interest Payment Date to pay interest on the Series 2015 Bonds upon the earlier to occur of (i) _____ 1, 2016 or (ii) receipt by the Trustee of written notice from the Authority that all Costs of Issuance have been paid and that no additional amounts from the Series 2015 Costs of Issuance Fund will

be needed to pay Costs of Issuance. At such time as no amounts remain in the Series 2015 Costs of Issuance Fund, the Series 2015 Costs of Issuance Fund shall be closed.

Section 4.02. Creation of Series 2015 Subaccount in Bond Interest Account of Debt Service Fund. There is hereby created within the Bond Interest Account of the Debt Service Fund a separate Account to be designated as the “Series 2015 Subaccount of the Bond Interest Account.” Amounts in the Series 2015 Subaccount of the Bond Interest Account will be disbursed to pay interest on the Series 2015 Bonds pursuant to the Agreement and this Seventh Supplement. All amounts held at any time in the Series 2015 Subaccount of the Bond Interest Account shall be held, invested and used by the Trustee as an integral part of the Bond Interest Account as provided in Sections 4.04 and 4.06 of the Agreement and shall be used by the Trustee to pay interest on the Bonds, when due, pursuant to the Agreement and this Seventh Supplement, as if no separate Subaccount had been created.

Section 4.03. Creation of Series 2015 Subaccount in Bond Principal Account of Debt Service Fund. There is hereby created within the Bond Principal Account of the Debt Service Fund a separate Account to be designated as the “Series 2015 Subaccount of the Bond Principal Account.” All amounts held at any time in the Series 2015 Subaccount of the Bond Principal Account shall be held, invested and used by the Trustee as an integral part of the Bond Interest Account as provided in Sections 4.04 and 4.06 of the Agreement and shall be used by the Trustee to pay principal of the Series 2015 Bonds, when due, pursuant to the Agreement and this Seventh Supplement, as if no separate Subaccount had been created.

ARTICLE 5

TAX COVENANTS

Section 5.01. Tax Covenants for Series 2015 Bonds. The Authority covenants to and for the benefit of the Owners of the Series 2015 Bonds that, notwithstanding any other provisions of Agreement, it will:

(a) neither make or use nor cause to be made or used any investment or other use of the proceeds of the Series 2015 Bonds or the moneys and investments held in the funds and accounts established under the Agreement or this Seventh Supplement which would cause the Series 2015 Bonds to be arbitrage bonds under section 103(b) and Section 148 of the Code or which would otherwise cause the interest payable on the Series 2015 Bonds to be includable in gross income for federal income tax purposes;

(b) not take or cause to be taken any other action or actions, or fail to take any action or actions, which would cause the interest payable on the Series 2015 Bonds to be includable in gross income for federal income tax purposes;

(c) at all times do and perform all acts and things permitted by law and necessary or desirable in order to assure that interest paid by the Authority on the Series 2015 Bonds will be excluded from the gross income, for federal income tax purposes, of the Owners pursuant to section 103 of the Code; and

(d) not take any action or permit or suffer any action to be taken if the result of the same would be to cause the Series 2015 Bonds to be “federally guaranteed” within the meaning of section 149(b) of the Code.

In furtherance of the covenants in this Section 5.01, the Authority agrees that any money transferred pursuant to Section 4.06(c) of the Agreement from the Series 2015 Reserve Account, because the balance therein exceeds the Reserve Fund Requirement for the Series 2015 Bonds, shall be transferred to the Series 2015 Subaccount in the Bond Interest Account and used to pay interest on the Series 2015 Bonds.

In furtherance of the covenants in this Section 5.01, the Authority shall execute, deliver and comply with the provisions of the Tax Agreement for Series 2015 Bonds, which is by this reference incorporated into this Indenture and made a part of this Indenture as if set forth in this Indenture in full including all of the defined terms therein, and by its acceptance of this Indenture the Trustee acknowledges receipt of such Tax Agreement and acknowledges its incorporation in this Indenture by this reference. The Trustee agrees it will invest funds held under this Indenture in accordance with the terms of this Indenture (this covenant shall extend throughout the term of the Series 2015 Bonds, to all funds and accounts created under this Indenture and all moneys on deposit to the credit of any fund or account).

Section 5.02. Rebate Fund for the Series 2015 Bonds.

(a) The Trustee shall establish and maintain, when required, a fund separate from any other fund established and maintained hereunder or under the Agreement designated as the Rebate Fund for the Series 2015 Bonds (the “Rebate Fund”), which is not pledged to any Bonds. Neither the Authority nor the Owner of any Bonds shall have any rights in or claim to such money. Within the Rebate Fund, the Trustee shall maintain such accounts as shall be necessary to comply with instructions of the Authority given pursuant to the terms and conditions of the Tax Agreement. Subject to the transfer provisions provided in paragraph (e) below, all money at any time deposited in the Rebate Fund shall be held by the Trustee in trust, to the extent required to satisfy the Rebate Requirement (as defined in the Tax Agreement) for the Series 2015 Bonds, for payment to the federal government of the United States of America.

All amounts deposited into or on deposit in the Rebate Fund shall be governed by this Section 5.02 and by the Tax Agreement (which is incorporated herein by reference). The Trustee shall be deemed conclusively to have complied with such provisions if it follows the written direction of the Authority including supplying all necessary information in the manner provided in the Tax Agreement, and shall have no liability or responsibility to enforce compliance by the Authority with the terms of the Tax Agreement or any other tax covenants contained herein. The Trustee shall not be responsible for calculating rebate amounts or for the adequacy or correctness of any rebate report or rebate calculations. The Trustee shall have no independent duty to review such calculations or enforce the compliance by the Authority with such rebate requirements. The Trustee shall have no duty or obligation to determine the applicability of the Code and shall only be obligated to act in accordance with written direction provided by the Authority.

(b) Upon the Authority’s written direction, an amount shall be deposited to the Rebate Fund by the Trustee from deposits by the Authority, if and to the extent required, so that the balance in the Rebate Fund shall equal the Rebate Requirement for the Series 2015 Bonds. Computations of the Rebate Requirement shall be furnished by or on behalf of the Authority in accordance with the Tax Agreement. The Trustee shall supply to the Authority, at the Authority’s request, all necessary information in the manner provided in the Tax Agreement, to the extent such information is reasonably available to the Trustee.

(c) The Trustee shall have no obligation to rebate any amounts required to be rebated pursuant to this Section 6.07, other than from moneys held in the funds and accounts created under this Indenture or from other moneys provided to it by the Authority.

(d) At the written direction of the Authority, the Trustee shall invest all amounts held in the Rebate Fund in Permitted Investments. Moneys shall not be transferred from the Rebate Fund except as provided in paragraph (e) below. The Trustee shall not be liable for any consequences arising from such investment.

(e) Upon receipt of the Authority's written direction, the Trustee shall remit part or all of the balances in the Rebate Fund to the United States, as so directed. In addition, if the Authority so directs, the Trustee will deposit money into or transfer money out of the Rebate Fund from or into such accounts or funds as directed by the Authority's written direction; provided, however, only moneys in excess of the Rebate Requirement may, at the written direction of the Authority, be transferred out of the Rebate Fund to such other accounts or funds or to anyone other than the United States in satisfaction of the arbitrage rebate obligation. Any funds remaining in the Rebate Fund after each five year remission to the United States, redemption and payment of all of the Series 2015 Bonds and payment and satisfaction of any Rebate Requirement, or provision made therefor satisfactory to the Trustee, shall be withdrawn and remitted to the Authority.

(f) Notwithstanding any other provision of this Seventh Supplement and the Agreement, including in particular Article VII, the obligation to remit the Rebate Requirement to the United States and to comply with all other requirements of this Section 5.02, Section 5.01 and the Tax Agreement shall survive the defeasance or payment in full of the Series 2015 Bonds.

ARTICLE 6

MISCELLANEOUS

Section 6.01. Continuing Disclosure. The Authority hereby covenants and agrees that it will comply with and carry out all of the provisions of the Continuing Disclosure Certificate. Notwithstanding any other provision of the Agreement and this Seventh Supplement, failure of the Authority to comply with the Continuing Disclosure Certificate shall not be considered an Event of Default hereunder or under the Agreement

Section 6.02. Trustee's Agents. The Trustee or the Authority (with written notice to the Trustee) may from time to time appoint other banks, trust companies or other financial institutions to perform functions of the Trustee described in this Seventh Supplement or the Agreement, as provided in the Agreement. Such agents may include, but shall not be limited to, authenticating agents and Paying Agents. Any reference in this Seventh Supplement to the Trustee shall also refer to any agent appointed by the Trustee or the Authority to perform such functions in addition to the Trustee or shall, instead, refer only to any agent appointed by the Trustee or the Authority to perform such functions in place of the Trustee.

Section 6.03. Notices.

(a) Any notice, request, direction, designation, consent, acknowledgment, certification, appointment, waiver or other communication required or permitted by this Seventh Supplement must be in writing except as expressly provided otherwise in this Seventh Supplement or the Series 2015 Bonds.

(b) Whenever in this Seventh Supplement or the Agreement the giving of notice by mail or otherwise is required, the giving of such notice may be waived in writing by the person entitled to receive such notice and in any such case the giving or receipt of such notice shall not be a condition precedent to the validity of any action taken in reliance upon such waiver. Whenever in this Seventh Supplement or the Agreement any notice to Owners of Series 2015 Bonds shall be required to be given by mail, such requirement shall be satisfied by the deposit of such notice in the United States mail, postage prepaid, by first class mail.

Section 6.04. Limitation of Rights. Nothing expressed or implied in this Seventh Supplement or the Series 2015 Bonds shall give any person other than the Authority, the Trustee and the Holders of the Series 2015 Bonds any right, remedy or claim under or with respect to this Seventh Supplement or the Agreement.

Section 6.05. Waiver of Personal Liability. No member, officer, agent or employee of the Authority shall be individually or personally liable for the payment of the principal of or interest or premium (if any) on the Series 2015 Bonds or be subject to any personal liability or accountability by reason of the issuance thereof; but nothing herein contained shall relieve any such member, officer, agent or employee from the performance of any official duty provided by law or by this Seventh Supplement or by the Agreement.

Section 6.06. Payments or Actions Occurring on Non-Business Days. If a payment date is not a Business Day at the place of payment or if any action required hereunder is required on a date that is not a Business Day, then payment may be made at that place on the next Business Day or such action may be taken on the next Business Day with the same effect as if payment were made or the action taken on the stated date, and no interest shall accrue for the intervening period.

Section 6.07. Evidence of Acts of Owners of Series 2015 Bonds.

(a) Any request, direction, consent or other instrument provided hereby or under the Agreement to be signed and executed by the Owners of Series 2015 Bonds may be in any number of concurrent writings of similar tenor and may be signed or executed by such Owners in person or by agent appointed in writing. Proof of the execution of any such request, direction or other instrument or of the writing appointing any such agent and of the ownership of Series 2015 Bonds, if made in the following manner, shall be sufficient for any of the purposes hereof and of the Agreement and shall be conclusive in favor of the Trustee and Authority with regard to any action taken by them, or either of them, under such request or other instrument, namely:

(i) The fact and date of the execution by any person of any such writing may be proved by the certificate of any officer in any jurisdiction who by law has power to take acknowledgments in such jurisdiction, that the person signing such writing acknowledged before him the execution thereof, or by the affidavit of a witness of such execution; and

(ii) The ownership of Series 2015 Bonds shall be proved by the registration books of the Registrar.

Nothing in this Section shall be construed as limiting the Trustee to the proof herein specified, it being intended that the Trustee may accept any other evidence of the matters herein stated which it may deem sufficient including, without limitation, an affidavit evidencing beneficial ownership of Series 2015 Bonds while the Series 2015 Bonds are Book-Entry Bonds.

(b) Any action taken or suffered by the Trustee pursuant to any provision hereof or the Agreement, upon the request or with the assent of any person who at the time is the Owner of any Series 2015 Bond or Bonds, shall be conclusive and binding upon all future Owners of the same Series 2015 Bond or Bonds.

(c) Any request, consent, or other instrument or writing of the Owner of any Series 2015 Bond shall bind every future Owner of the same Bond and the Owner of every Bond issued in exchange therefor or in lieu thereof, in respect of anything done or suffered to be done by the Trustee or the Authority in accordance therewith or reliance thereon.

Section 6.08. Money Held for Particular Series 2015 Bonds. The money held by the Trustee for the payment of the interest or principal due on any date with respect to particular Series 2015 Bonds (or portions of Series 2015 Bonds in the case of bonds redeemed in part only) shall, on and after such date and pending such payment, be set aside on its books and held in trust by it for the Owners of the Series 2015 Bonds entitled thereto, subject, however, to the provisions of Section 4.12 of the Agreement hereof but without any liability for interest thereon.

Section 6.09. Severability. If any provision of this Seventh Supplement shall be determined to be unenforceable, such determination shall not affect any other provision of this Seventh Supplement.

Section 6.10. Governing Law. This Seventh Supplement shall be governed by and construed in accordance with the laws of the State.

Section 6.11. Captions. The captions in this Seventh Supplement are for convenience only and do not define or limit the scope or intent of any provisions or Sections of this Seventh Supplement.

Section 6.12. Counterparts. This Seventh Supplement may be signed in several counterparts. Each will be an original, but all of them together constitute the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Seventh Supplement by their officers thereunto duly authorized as of the date first written above.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Assistant Treasurer

THE BANK OF NEW YORK MELLON TRUST
COMPANY, N.A., as Trustee

By _____
Authorized Officer

EXHIBIT A

FORM OF SERIES 2015 BONDS

Unless this Series 2015 Bond is presented by an authorized representative of The Depository Trust Company, a New York corporation (“DTC”), to the Los Angeles County Metropolitan Transportation Authority or its agent for registration of transfer, exchange or payment, and any Series 2015 Bond issued is registered in the name of Cede & Co. or in such other name as is requested by an authorized representative (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the Registered Owner hereof, Cede & Co., has an interest herein.

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
GENERAL REVENUE REFUNDING BONDS
(UNION STATION GATEWAY PROJECT) SERIES 2015**

No. R-1 \$ _____
Interest Rate Maturity Date Original Issue Date CUSIP
% _____2015

REGISTERED OWNER:

PRINCIPAL AMOUNT: \$ _____

The LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (the “Authority”), a public entity, duly organized and existing under and pursuant to the laws of the State of California (the “State”), for value received, hereby promises to pay to the Registered Owner named above, or registered assigns (the “Owner”), but solely from the sources hereinafter mentioned, on the Maturity Date specified above the Principal Amount shown above and to pay interest hereon, but solely from the sources hereinafter referred to, at the Interest Rate shown above from the most recent Interest Payment Date (as hereinafter defined) to which interest has been paid or duly provided for, or from the date of authentication hereof if such date is on an Interest Payment Date to which interest has been paid or duly provided for, or from the Original Issue Date specified above if no interest has been paid or duly provided for, such payments of interest to be made on each Interest Payment Date until the principal or redemption price hereof has been paid or duly provided for as aforesaid. The principal or redemption price of and interest on this Bond may be paid in any coin or currency of the United States of America which, at the time of payment, is legal tender for the payment of public or private debts. The principal of this Bond is payable to the Owner hereof in immediately available funds or next day funds, depending on the instructions of the Owner as described below upon presentation and surrender hereof at the designated corporate trust office of The Bank of New York Mellon Trust Company, N.A. as successor Trustee (the “Trustee”) under the Trust Agreement, dated as of January 1, 1995, as supplemented and amended (the “Trust Agreement”), including as supplemented by the Seventh Supplemental Trust Agreement, dated as of [Dated Date] (the “Seventh Supplement” and, together with the Trust Agreement, the “Agreement”) providing for the issuance of the captioned bonds (the “Series 2015 Bonds”). Interest shall be paid to the Owner hereof whose name appears on the registration books kept by the Trustee as of the close of

business on the applicable regular or special record date by check mailed to such Owner; provided that any Owner of \$1,000,000 or more in aggregate principal amount of the Series 2015 Bonds may, upon written request given to the Trustee at least fifteen days prior to an Interest Payment Date designating an account in a domestic bank, be paid by wire transfer of immediately available funds. The regular record date for any Interest Payment Date shall be the 15th day of the calendar month (whether or not a Business Day) next preceding such Interest Payment Date. If sufficient funds for the payment of interest becoming due on any Interest Payment Date are not on deposit with the Trustee on such date, the Trustee may establish a special interest payment date on which such overdue interest shall be paid and a special record date relating thereto. This Series 2015 Bond is registered as to both principal and interest on the registration books kept with the Trustee and may be transferred or exchanged, subject to the further conditions specified in the Agreement, only upon surrender hereof at the designated corporate trust office of the Trustee. This Series 2015 Bond is payable solely from the sources hereinafter mentioned.

Capitalized terms used in this Series 2015 Bond which are not defined herein but which are defined in the Agreement shall have the respective meanings set forth in the Agreement.

The Series 2015 Bonds are special, limited obligations of the Authority payable from and secured by a prior lien on and pledge of the Pledged Revenues and the Remaining Sales Tax and are also payable in the event of a deficiency from certain other amounts, all as provided under the Agreement. NEITHER THE FULL FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OF CALIFORNIA OR THE COUNTY OF LOS ANGELES OR ANY POLITICAL SUBDIVISION OR AGENCY THEREOF, OTHER THAN THE AUTHORITY TO THE EXTENT OF THE AMOUNTS PLEDGED UNDER THE AGREEMENT, IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF OR INTEREST ON THE SERIES 2015 BONDS.

NO RECOURSE UNDER THIS BOND SHALL BE HAD AGAINST ANY PAST, PRESENT OR FUTURE OFFICER OF THE AUTHORITY.

This Series 2015 Bond is one of an authorized series of Series 2015 Bonds of the Authority issued in the original aggregate principal amount of \$[Principal Amount] designated as “Los Angeles County Metropolitan Transportation Authority General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015” authorized by a resolution of the Authority, and issued under and secured by the Agreement in full conformity with the Constitution and laws of the State of California.

Reference is made to the Agreement for provisions concerning the rights of the Owners and the rights and obligations of the Authority and the Trustee. The acceptance of the terms and conditions of the Agreement (including amplifications and qualifications of the provisions hereof), which is on file at the designated corporate trust office of the Trustee, is an explicit and material part of the consideration of the Authority’s issuance hereof, AND EACH OWNER HEREOF BY ACCEPTANCE OF THIS SERIES 2015 BOND ACCEPTS AND ASSENTS TO ALL SUCH TERMS AND CONDITIONS AS IF FULLY SET FORTH HEREIN.

Series 2015 Bonds and all other Bonds and Parity Debt now or hereafter issued and Outstanding under the Agreement are and will be equally and ratably secured, to the extent provided by the Agreement, by the pledge thereunder of the Pledged Revenues and Remaining Sales Tax, all as provided in the Agreement.

Interest on the Series 2015 Bonds is payable on January 1 and July 1, commencing on January 1, 2011 (each an “Interest Payment Date”), and will be paid to the party who is the Owner hereof on the

record date for such payment. This Series 2015 Bond shall be issued pursuant to a book-entry system administered by The Depository Trust Company (together with any successor thereto, "Securities Depository"). The book-entry system will evidence beneficial ownership of the Series 2015 Bonds with transfers of ownership effected on the register held by the Securities Depository pursuant to rules and procedures established by the Securities Depository. So long as the book-entry system is in effect, transfer of principal, interest and premium payments, and provisions of notices or other communications, to beneficial owners of the Series 2015 Bonds will be the responsibility of the Securities Depository as set forth in the Agreement.

Reference has made to the Agreement for the redemption provisions and the transfer and exchange provisions applicable to the Series 2015 Bonds.

In case an Event of Default, as defined in the Agreement, shall have occurred, the principal of all Bonds then outstanding under the Agreement may become due and payable prior to their scheduled maturity date.

No Owner shall have any right to pursue any remedy under the Agreement unless (a) the Trustee shall have been given written notice of an Event of Default by an Owner of the Bonds then outstanding, (b) the Owners of no less than 25% in aggregate principal amount of the Bonds then Outstanding shall have requested the Trustee, in writing, to exercise the powers therein granted or to pursue such remedy in its or their name or names, (c) the Trustee shall have been offered indemnity satisfactory to it against costs, expenses and liabilities, (d) the Trustee shall have failed to comply with such request within sixty (60) days after receipt of such notice, request and offer of indemnity and (e) the Trustee shall not have received contrary directions from the Owners of a majority in aggregate principal amount of Bonds then outstanding.

The Authority and the Trustee may deem and treat the Owner hereof as the absolute owner hereof for the purpose of receiving payment of the interest hereon and principal hereof and for all other purposes, whether or not this Series 2015 Bond shall be overdue, and neither the Authority nor the Trustee shall be affected by any notice or knowledge to the contrary; and payment of the interest on and principal of this Series 2015 Bond shall be made only to such Owner, which payments shall be valid and effectual to satisfy and discharge liability on this Series 2015 Bond to the extent of the sum or sums so paid.

The rights and obligations of the Authority and of the Owners of the Series 2015 Bonds may be amended at any time in the manner, to the extent and upon the terms provided in the Agreement

If the Authority shall pay or cause to be paid or there shall otherwise be paid to the Owners of all Outstanding Series 2015 Bonds the interest thereon and the principal thereof at the times and in the manner stipulated herein and in the Agreement, then the Owners of such Series 2015 Bonds shall cease to be entitled to the security provided by the Agreement, and all agreements, covenants and other obligations of the Authority to the Owners of such Series 2015 Bonds under the Agreement shall thereupon cease, terminate and become void and be discharged and satisfied.

Except as otherwise provided in the Agreement, this Series 2015 Bond shall not be entitled to any, right or benefit under the Agreement, or be valid or become obligatory for any purpose, until this Series 2015 Bond shall have been authenticated by execution by the Trustee of the Certificate of Authentication inscribed hereon.

IT IS HEREBY CERTIFIED, RECITED AND REPRESENTED that the issuance of this Bond and the Series 2015 Bonds is duly authorized by law; that all acts, conditions and things required to exist

and necessary to be done or performed precedent to and in the issuance of this Series 2015 Bond and the Series 2015 Bonds to render the same lawful, valid and binding have been properly done and performed and have happened in regular and due time, form and manner as required by law; that all acts, conditions and things necessary to be done or performed by the Authority or to have happened precedent to and in the execution and delivery of the Agreement have been done and performed and have happened in regular and due form as required by law; that due provision has been made for the payment of the principal of and premium, if any, and interest on this Series 2015 Bond and the Series 2015 Bonds by irrevocably assigning the described revenues as provided in the Agreement; that payment in full for the Series 2015 Bonds has been received; and that the issuance of the Series 2015 Bonds does not contravene or violate any constitutional or statutory limitation.

IN WITNESS WHEREOF, THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY has caused this Series 2015 Bond to be signed in its name and on its behalf as of the Original Issue Date specified above.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Title: Assistant Treasurer

AUTHENTICATION CERTIFICATE

This Bond is one of the General Revenue Refunding Bonds (Union Station Gateway Project) Series 2015 of the Los Angeles County Metropolitan Transportation Authority, described in the within-mentioned Agreement.

Date: _____

THE BANK OF NEW YORK MELLON TRUST
COMPANY, N.A., as Trustee

By _____
Authorized Officer

ASSIGNMENT OF THE SERIES 2015 BONDS

For value received the undersigned hereby sells, assigns and transfers unto _____, whose tax identification number is _____, the within Series 2015 Bond and all rights thereunder, and hereby irrevocably constitutes and appoints _____, attorney, to transfer the within Series 2015 Bond on the books kept for registration thereof, with full power of substitution in the premises.

Dated: _____

NOTE: The signature to this Assignment must correspond with the name as written upon the face of the Series 2015 Bond in every particular, without alteration or enlargement or any change whatsoever.

Signature Guaranteed:

NOTE: The signature must be guaranteed by an eligible guarantor institution.



Board Report

File #: 2015-1361, File Type: Policy

Agenda Number: 66.

REGULAR BOARD MEETING OCTOBER 22, 2015

SUBJECT: TITLE VI AND ENVIRONMENTAL JUSTICE EQUITY EVALUATIONS FOR NEW FIXED GUIDEWAYS

ACTION: APPROVE ADOPTION OF THE TITLE VI AND ENVIRONMENTAL JUSTICE EQUITY FINDINGS FOR THE METRO GOLD AND EXPO LINES EXTENSIONS

RECOMMENDATION

ADOPT the following **Title VI and Environmental Justice Equity Findings**:

- A. Metro Gold Line Foothill Extension to Azusa and related bus service changes which have no Disparate Impact to minority populations and the Disproportionate Burden analysis as identified in Attachment A; and
- B. Metro Expo Line Extension to Santa Monica and related bus service changes which have no Disparate Impact to minority populations and the Disproportionate Burden analysis as identified in Attachment B.

ISSUE

The Federal Transit Administration requires equity evaluations for new fixed guideway projects six months prior to revenue operation. The Metro Gold Line Foothill Extension to Azusa has no Disparate Impact to minority populations. A Disproportionate Burden to poverty level persons will result primarily as a consequence of the rail line itself, and cannot be reasonably mitigated. The rail extension will provide significant regional benefits that will outweigh and mitigate the Disproportionate Burden that results from its operation in the extension corridor.

Metro Expo Line Extension to Santa Monica has no Disparate Impact to minority populations and will impose no Disproportionate Burden on poverty populations.

DISCUSSION

Federal Transit Administration Circular 4702.1B provides requirements and guidelines for Title VI and Environmental Justice obligations of federal funds recipients. Page IV-21 of these guidelines requires that a service and fare equity evaluation be performed six months prior to the initial operation of a new fixed guideway project.

The service equity analysis must include consideration of the impacted populations for all service changes that are proposed in relation to the operation of each fixed guideway project, whether or not the changes meet the adopted definition of major change as defined in Metro's Administrative Code Section 2-50. A comparison of before and after service levels on each impacted service is also required. For these two equity evaluations there is no comparative table of service frequencies because no changes are proposed in levels of service, only routing changes.

A fare equity analysis is also required if there are any fare impacts resulting from the operation of the fixed guideway projects. There are no fare changes proposed in association with either of the two projects evaluated. The only potential fare impacts could be on cash paying riders who may be required to transfer to complete a trip that did not previously require them to do so. These riders will not be adversely impacted as they may obtain a TAP Card at any rail station, and use it to pay their fare, thereby being able to transfer at no added cost. The cost of the TAP Card is inconsequential as it is only one dollar for a card that should last for ten years.

The methodology and findings for each evaluation are detailed in Attachment A (Equity Evaluation of Metro Gold Line Foothill Extension - Pasadena to Azusa) and Attachment B (Equity Evaluation of Metro Expo Line Extension - Culver City to Santa Monica).

Findings

Metro Gold Line Extension

There is no Disparate Impact from any of the studied scenarios for the Metro Gold Line Foothill Extension and related Metro bus service changes.

There will be a Disproportionate Burden imposed on poverty level persons for either of the scenarios that retain existing Route 270 service north of Pomona Ave. The Disproportionate Burden is principally due to the low level of poverty among those persons benefitting from the Metro Gold Line Foothill Extension itself. While Scenario 2 would mitigate the overall Disproportionate Burden by withdrawing Route 270 service from Myrtle Ave. north of Pomona Ave. it is too extreme an adverse impact to persons along that portion of the route who would be left with no fixed route bus service. This is not considered to be a reasonable alternative. The significant benefits of introducing the Metro Gold Line Foothill Extension to the area outweigh the Disproportionate Burden that results.

Metro Expo Line Extension

The proposed service changes evaluated will result in no Disparate Impact to minorities, and no Disproportionate Burden to poverty level persons.

DETERMINATION OF SAFETY IMPACT

There are no safety issues associated with completing Title VI and Environmental Justice evaluations.

FINANCIAL IMPACT

The projected operating costs for these two fixed guideway projects are part of planned future year expenditures. These equity evaluations will have no impact on planned expenses.

ALTERNATIVES CONSIDERED

The completion of equity evaluations for fixed guideway projects is a Federal Transit Administration requirement for continued funding eligibility. There are no practical or economic alternatives to the performance of these analyses and the adoption of their findings.

NEXT STEPS

Approval of the findings of the equity evaluations of these two fixed guideway projects will permit staff to continue with remaining actions necessary to put these projects into revenue service.

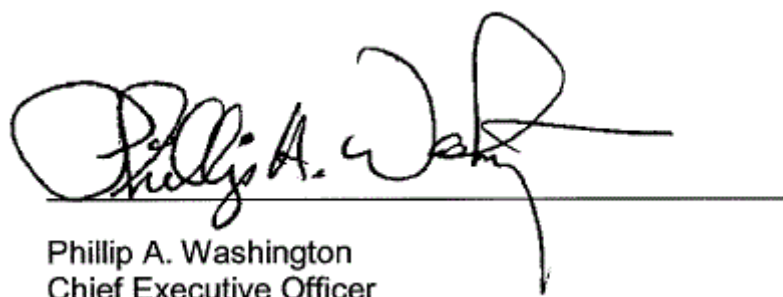
ATTACHMENTS

Attachment A - Equity Evaluation of Metro Gold Line Foothill Extension - Pasadena to
Azusa

Attachment B - Equity Evaluation of Metro Expo Line Extension - Culver City to Santa
Monica

Prepared by: Jon Hillmer, EO of Service Planning & Development, (213) 922-6972
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Dana Woodbury, Transportation Planning Manager IV, (213) 922-4207

Reviewed by: James T. Gallagher, Chief Operations Officer (213) 922-4424



Phillip A. Washington
Chief Executive Officer

Attachment A

EQUITY EVALUATION METRO GOLD LINE FOOTHILL EXTENSION – PASADENA TO AZUSA

This document provides a service and fare equity evaluation for the extension of the Metro Gold Line from Sierra Madre Villa Station in Pasadena to the APU/Citrus College Station in Azusa (11.5 miles and 6 new stations). The requirement for this evaluation is provided in FTA Circular 4702.1B, excerpted in Figure 1.

Service and Fare Equity Analysis for New Starts and Other New Fixed Guideway Systems. Transit providers that have implemented or will implement a New Start, Small Start, or other new fixed guideway capital project shall conduct a service and fare equity analysis. The service and fare equity analysis will be conducted six months prior to the beginning of revenue operations, whether or not the proposed changes to existing service rise to the level of “major service change” as defined by the transit provider. All proposed changes to parallel or connecting service will be examined. If the entity that builds the project is different from the transit provider that will operate the project, the transit provider operating the project shall conduct the analysis. The service equity analysis shall include a comparative analysis of service levels pre-and post- the New Starts/Small Starts/new fixed guideway capital project. The analysis shall be depicted in tabular format and shall determine whether the service changes proposed (including both reductions and increases) due to the capital project will result in a disparate impact on minority populations. The transit provider shall also conduct a fare equity analysis for any and all fares that will change as a result of the capital project.

Figure 1

Excerpt from Page IV-21 of FTA Circular 4702.1B
TITLE VI REQUIREMENTS AND GUIDELINES

METHODOLOGY

FTA’s Title VI guidelines provide a choice of two methodologies for conduct of a service equity evaluation. The preferred method would use rider survey data to determine impacts on minority and poverty riders on impacted services. In the event that such data is not available, census demographic data may be used to evaluate impacts on minority and poverty level persons living within walking distance of impacted services. Because Metro does not have adequate rider survey data at the route level, this evaluation uses demographic data from the 2010 U. S. Census and the 2006-2010 American

Community Survey dataset. Minority data is available at the block group level, and household income data is available at the census tract level.

The service equity evaluation includes all Metro route changes, whether major or minor, proposed in conjunction with the operation of the Metro Gold Line Foothill extension. A census-based analysis is conducted because of a lack of route level rider demographics. A before and after service frequency comparison is not included because existing headways are expected to be maintained on all affected services.

The numbers of persons within walking distance of all affected bus stops (up to one quarter mile) and rail stations (up to one half mile) are categorized by minority (Title VI) and poverty household income (Environmental Justice). Persons positively (positive numbers) and adversely (negative numbers) impacted are combined to determine whether or not there is a net positive or adverse impact for all changes related to the rail operation. The minority and poverty shares of the net impacted population are compared with Metro service area averages to determine whether there are significant differences. Significance has been previously defined by the Metro Board of Directors as the smaller of a 5% absolute difference, or a 20% relative difference, from Metro's service area averages. In this instance, the smallest values are at least a 5% absolute difference in the minority share, and at least a 20% relative difference in the poverty share.

If there is a positively impacted population that is significantly less minority than Metro's service area average, or an adversely impacted population that is significantly more minority than Metro's service area average, then a finding of a Disparate Impact must be made. In order for the project to proceed, the Metro Board of Directors must find that there are overriding considerations that necessitate the project, and that there are no feasible alternatives to the project with a less negative impact on minorities.

Similarly, if there is a positively impacted population that is significantly less poverty than Metro's service area average, or an adversely impacted population that is significantly more poverty than Metro's service area average, then a finding of a Disproportionate Burden must be made. In such an instance, Metro must seek to mitigate the impacts of the proposed changes.

If there is no Disparate Impact and no Disproportionate Burden, then no further action is necessary.

There is no fare equity evaluation for this project as no fares will be impacted by the project. Persons with prepaid passes, or who use a TAP Card to pay their fare, can transfer at no added cost between Metro services. Those who do not have a TAP Card may obtain one at any of the rail stations for one dollar plus the amount of fare to be added to the card. The one dollar purchases a reusable TAP Card that should last up to 10 years, so the one dollar cost is considered inconsequential.

ANALYSIS

The Metro Gold Line Foothill Extension will extend 11.5 miles from Sierra Madre Villa Station in East Pasadena to the APU/Citrus College Station in Azusa. It will add six stations to the line (Figure 2).

Gold Line Foothill Extension Corridor Pasadena to Azusa

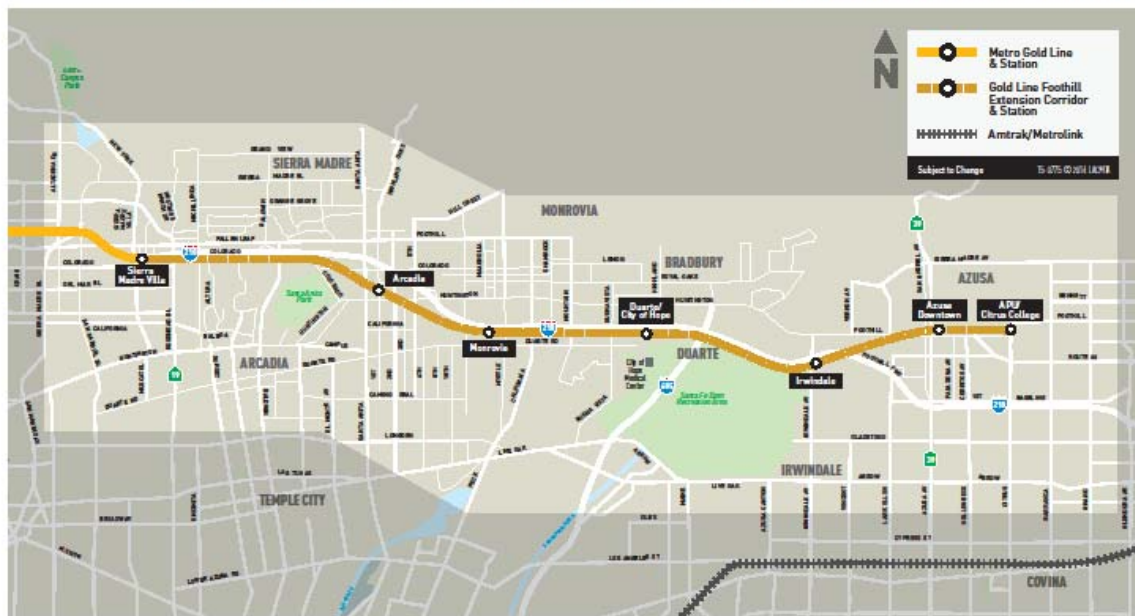


Figure 2
Metro Gold Line Foothill Extension

There are few Metro bus lines within the corridor as Foothill Transit is the primary provider within the area. There will be minor impacts to two, possibly three, Metro bus lines.

Route 79

The turn-around loop east of 1st Av. in Arcadia will be shortened to more directly serve the Arcadia Station (Figure 3). Stops at Huntington Dr./1st Av. EB, Joseph St./2nd Av. WB, Joseph St./1st Av. WB, 1st Av./Santa Clara St. SB, and Huntington Dr./1st Av. WB

will be eliminated. A new stop will be added on Santa Clara St. midblock between Santa Anita Av. and 1st Av. to more directly serve the Arcadia Station.



Figure 3
Route 79

Route 264

This route will serve the Duarte Station (Figure 4). Stops will be added at Highland Av./Duarte Rd. SB and Duarte Rd./Hope Dr. WB to serve the Duarte Station and City of Hope, respectively. Only eastbound service currently stops at Hope Dr.



Figure 4
Route 264

Route 270

There are three alternatives for this route (figure 5). The City of Monrovia is considering the introduction of a fixed route bus service which we shall call the Monrovia Connector for purposes of this analysis. There is currently only a same day general public Dial-A-Ride service offered by the city. If the City's fixed route service were to be implemented, it would be expected to serve much of the Myrtle Av. corridor now served by the northern end of Route 270.

Without the Monrovia Connector a stop would be added in the vicinity of Myrtle Av./Railroad Av. SB, and the existing route would be maintained (Scenario 1).

With the Monrovia Connector the existing route would be discontinued north of Pomona Av. entailing the discontinuation of 18 bus stops as far north as the current northern terminal at Primrose Av./Foothill Bl. The revised terminal routing via Pomona and

Primrose Aves. would add two stops on Primrose Av. south of Pomona Av. along with the Myrtle Av./Railroad Av. SB stop added under the first alternative (Scenario 2)

A third option would add the Primrose Av. loop and its two stops to the existing routing thereby retaining Metro service through downtown Monrovia as well as providing a closer station access via the Primrose Av. loop (Scenario 3) This scenario adds the three stops of Scenario 2 without removing existing service north of Pomona Av..

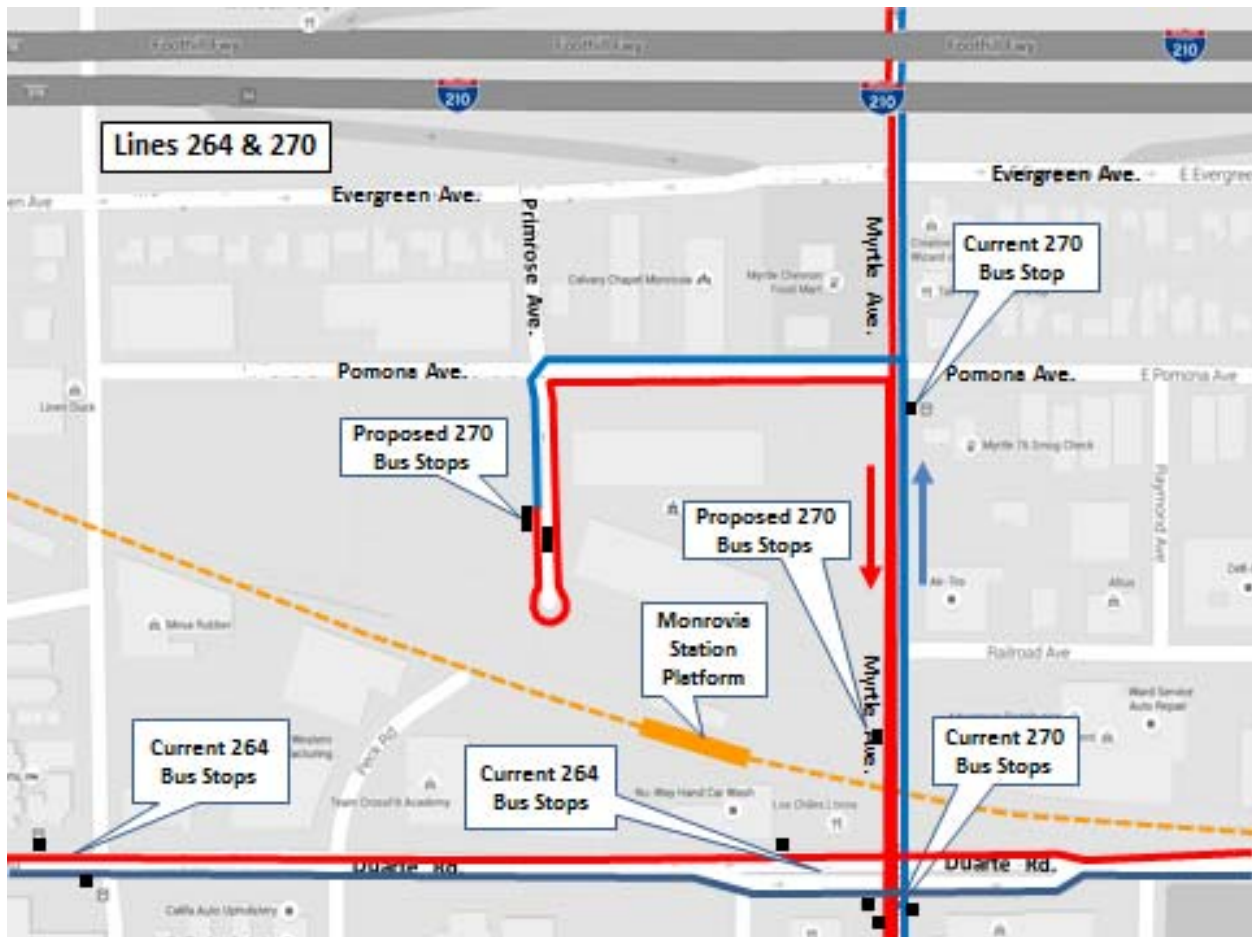


Figure 5
Route 270

ANALYSIS RESULTS

The results of the demographic analysis of the three alternative packages of changes are presented in Table 1 (no Monrovia Connector), Table 2 (with Monrovia Connector and shortened Route 270), and Table 3 (no Monrovia Connector plus Primrose Av. loop).

All scenarios result in net positively impacted populations (more persons benefit than are adversely impacted by the proposed changes). A net positively impacted population requires that the minority share of impacted persons be greater than the minority share for Metro’s service area less five percent, or 65.5%, and greater than 80% of the minority share for Metro’s service area, or 56.40%, in order not to have a Disparate Impact on minorities. For the Environmental Justice evaluation the percentage of persons below the poverty income level must exceed Metro’s service area poverty percentage less 5%, or 10.90%, and must exceed 80% of Metro’s service area poverty percentage, or 12.72%, in order not to impose a Disproportionate Burden on poverty level households.

METRO GOLD LINE -- Azusa Extension Equity Evaluation
 Scenario 1 -- No City of Monrovia Station Connector

	TITLE VI		ENVIRONMENTAL JUSTICE	
	Impacted Population	Impacted Minority Population	Impacted Population	Impacted Poverty Population
Gold Line Extension - 6 Stations	67,056	49,105	102,786	12,680
Route 79 - Discontinue Existing East of Santa Anita Av.	-10,628	-8,333	-14,655	-1,161
Route 79 - New Layover on Santa Clara St.	5,983	4,368	14,655	1,161
Route 264 - Add New WB Stops	4,575	3,615	18,042	2,257
Route 270 - Add New SB Stop	6,928	5,183	14,478	1,925
Totals	73,914	53,938	135,306	16,862
Shares of Net Impacted Population	72.97%		12.46%	
Metro System Percentages	70.50%		15.90%	
Must Exceed Metro System - 5%	65.50%		10.90%	
Must Exceed Metro System x 80%	56.40%		12.72%	

Beneficial Changes shown as Positive values Adverse Changes shown as Negative values

Table 1
 No Monrovia Connector

METRO GOLD LINE -- Azusa Extension Equity Evaluation
Scenario 2 -- With City of Monrovia Station Connector

	TITLE VI		ENVIRONMENTAL JUSTICE	
	Impacted Population	Impacted Minority Population	Impacted Population	Impacted Poverty Population
Gold Line Extension - 6 Stations	67,056	49,105	102,786	12,680
Route 79 - Discontinue Existing East of Santa Anita Av.	-10,628	-8,333	-14,655	-1,161
Route 79 - New Layover on Santa Clara St.	5,983	4,368	14,655	1,161
Route 264 - Add New WB Stops	4,575	3,615	18,042	2,257
Route 270 - Discontinue Existing North of Duarte Rd.	5,541	4,139	9,651	1,510
Route 270 - Add New Layover & Stops via Pomona Av.	7,792	5,721	18,863	2,573
Totals	80,319	58,615	149,342	19,020
Shares of Net Impacted Population	72.98%		12.74%	
Metro System Percentages	70.50%		15.90%	
Must Exceed Metro System - 5%	65.50%		10.90%	
Must Exceed Metro System x 80%	56.40%		12.72%	

Beneficial Changes shown as Positive values Adverse Changes shown as Negative values

Table 2
With Monrovia Connector and Shortened Route 270

METRO GOLD LINE -- Azusa Extension Equity Evaluation
Scenario 3 -- No City of Monrovia Station Connector w/Station Loop

	TITLE VI		ENVIRONMENTAL JUSTICE	
	Impacted Population	Impacted Minority Population	Impacted Population	Impacted Poverty Population
Gold Line Extension - 6 Stations	67,056	49,105	102,786	12,680
Route 79 - Discontinue Existing East of Santa Anita Av.	-10,628	-8,333	-14,655	-1,161
Route 79 - New Layover on Santa Clara St.	5,983	4,368	14,655	1,161
Route 264 - Add New WB Stops	4,575	3,615	18,042	2,257
Route 270 - Add 3 New Stops	8,561	6,313	18,863	2,573
Totals	75,547	55,068	139,691	17,510
Shares of Net Impacted Population	72.89%		12.53%	
Metro System Percentages	70.50%		15.90%	
Must Exceed Metro System - 5%	65.50%		10.90%	
Must Exceed Metro System x 80%	56.40%		12.72%	

Beneficial Changes shown as Positive values Adverse Changes shown as Negative values

Table 3
No Monrovia Connector Plus Primrose Av. Loop

For all scenarios the population being positively benefitted by the proposed service changes was found to be more minority than Metro's overall service area. Thus, there is no Disparate Impact from any scenario.

Because the benefitted populations in all scenarios have fewer persons below poverty than Metro's overall service area, there is the potential for a Disproportionate Burden on poverty level populations if the poverty share is too low. In fact, Scenario 1 (without the Monrovia Station Connector) and Scenario 3 (with the Primrose Av. loop) do result in a Disproportionate Burden as the 80% threshold is not achieved. Scenario 2 (with the Monrovia Station Connector and shortened Route 270) adversely impacts enough persons to raise the poverty share of the net positively impacted population above both thresholds for a Disproportionate Burden.

The Disproportionate Burden arises in two of the three scenarios because the population that benefits from the Metro Gold Line Foothill Extension has only 12.36% of the impacted population below the poverty level. It is only because Scenario 2 introduces an adverse impact to a low poverty level population that the poverty level of the net benefitting population is raised enough to avoid the Disproportionate Burden in that scenario.

FINDINGS

There is no Disparate Impact from any of the studied scenarios for the Metro Gold Line Foothill Extension and related Metro bus service changes.

There will be a Disproportionate Burden imposed on poverty level persons for either of the scenarios that retain existing Route 270 service north of Pomona Av. The Disproportionate Burden is principally due to the low level of poverty among those persons benefitting from the Metro Gold Line Foothill Extension itself. While Scenario 2 would mitigate the overall Disproportionate Burden by withdrawing Route 270 service from Myrtle Av. north of Pomona Av. it is too extreme an adverse impact to persons along that portion of the route who would be left with no fixed route bus service. This is not considered to be a reasonable alternative. The significant benefits of introducing the Metro Gold Line Foothill Extension to the area outweigh the Disproportionate Burden that results.

Attachment B

EQUITY EVALUATION METRO EXPO LINE SANTA MONICA EXTENSION

This document provides a service and fare equity evaluation for the extension of the Metro Expo Line from the Culver City Station to the Downtown Santa Monica Station (6.6 miles and 7 new stations). The requirement for this evaluation is provided in FTA Circular 4702.1B, excerpted in Figure 1.

Service and Fare Equity Analysis for New Starts and Other New Fixed Guideway Systems. Transit providers that have implemented or will implement a New Start, Small Start, or other new fixed guideway capital project shall conduct a service and fare equity analysis. The service and fare equity analysis will be conducted six months prior to the beginning of revenue operations, whether or not the proposed changes to existing service rise to the level of “major service change” as defined by the transit provider. All proposed changes to parallel or connecting service will be examined. If the entity that builds the project is different from the transit provider that will operate the project, the transit provider operating the project shall conduct the analysis. The service equity analysis shall include a comparative analysis of service levels pre-and post- the New Starts/Small Starts/new fixed guideway capital project. The analysis shall be depicted in tabular format and shall determine whether the service changes proposed (including both reductions and increases) due to the capital project will result in a disparate impact on minority populations. The transit provider shall also conduct a fare equity analysis for any and all fares that will change as a result of the capital project.

Figure 1

Excerpt from Page IV-21 of FTA Circular 4702.1B
TITLE VI REQUIREMENTS AND GUIDELINES

METHODOLOGY

FTA's Title VI guidelines provide a choice of two methodologies for conduct of a service equity evaluation. The preferred method would use rider survey data to determine impacts on minority and poverty riders on impacted services. In the event that such data is not available, census demographic data may be used to evaluate impacts on minority and poverty level persons living within walking distance of impacted services. Because Metro does not have adequate rider survey data at the route level, this evaluation uses demographic data from the 2010 U. S. Census and the 2006-2010 American

Community Survey dataset. Minority data is available at the block group level, and household income data is available at the census tract level.

The service equity evaluation includes all Metro route changes, whether major or minor, proposed in conjunction with the operation of the Metro Expo Line Santa Monica extension. A census-based analysis is conducted because of a lack of route level rider demographics. A before and after service frequency comparison is not included because existing headways are expected to be maintained on all affected services.

The numbers of persons within walking distance of all affected bus stops (up to one quarter mile) and rail stations (up to one half mile) are categorized by minority (Title VI) and poverty household income (Environmental Justice). Persons positively (positive numbers) and adversely (negative numbers) impacted are combined to determine whether or not there is a net positive or adverse impact for all changes related to the rail operation. The minority and poverty shares of the net impacted population are compared with Metro service area averages to determine whether there are significant differences. Significance has been previously defined by the Metro Board of Directors as the smaller of a 5% absolute difference, or a 20% relative difference, from Metro's service area averages. In this instance, the smallest values are at least a 5% absolute difference in the minority share, and at least a 20% relative difference in the poverty share.

If there is a positively impacted population that is significantly less minority than Metro's service area average, or an adversely impacted population that is significantly more minority than Metro's service area average, then a finding of a Disparate Impact must be made. In order for the project to proceed, the Metro Board of Directors must find that there are overriding considerations that necessitate the project, and that there are no feasible alternatives to the project with a less negative impact on minorities.

Similarly, if there is a positively impacted population that is significantly less poverty than Metro's service area average, or an adversely impacted population that is significantly more poverty than Metro's service area average, then a finding of a Disproportionate Burden must be made. In such an instance, Metro must seek to mitigate the impacts of the proposed changes.

If there is no Disparate Impact and no Disproportionate Burden, then no further action is necessary.

There is no fare equity evaluation for this project as no fares will be impacted by the project. Persons with prepaid passes, or who use a TAP Card to pay their fare, can transfer at no added cost between Metro services. Those who do not have a TAP Card may obtain one at any of the rail stations for one dollar plus the amount of fare to be added to the card. The one dollar purchases a reusable TAP Card that should last up to 10 years, so the one dollar cost is considered inconsequential.

ANALYSIS

The Metro Expo Line Santa Monica Extension will extend 6.6 miles from the Culver City Station to the Downtown Santa Monica Station. It will add seven stations to the line (Figure 2). There are three Metro bus lines proposed to be modified in conjunction with the operation of this rail line.



Figure 2
Metro Expo Line Santa Monica Extension

Route 534

Service will be discontinued between 5th St. in Santa Monica and the eastern end of the line at Washington Fairfax Terminal (about 7.5 miles). A total of 14 bus stops will be eliminated (7 in each direction). The line's new eastern terminal in Santa Monica will be near the Expo Line Downtown Santa Monica Station (Figure 3).

Line 534 - Discontinue Service between Washington/Fairfax Transit Hub and Downtown Santa Monica

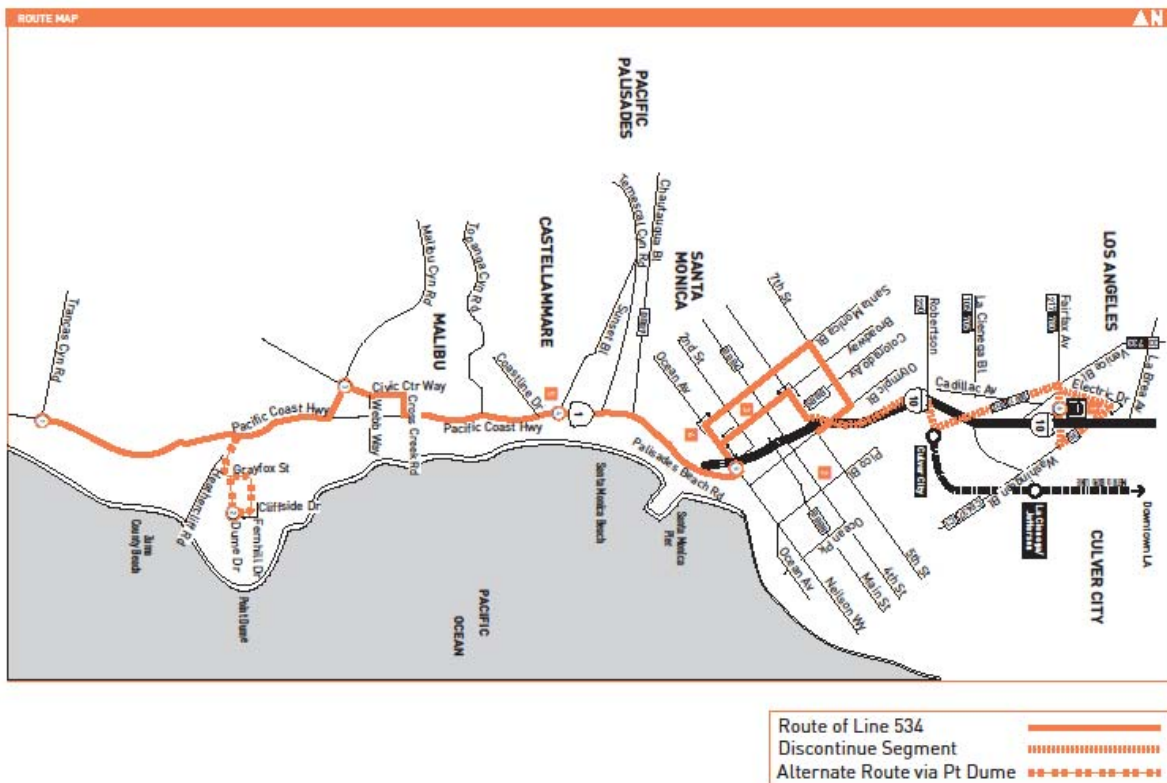


Figure 3
Route 534

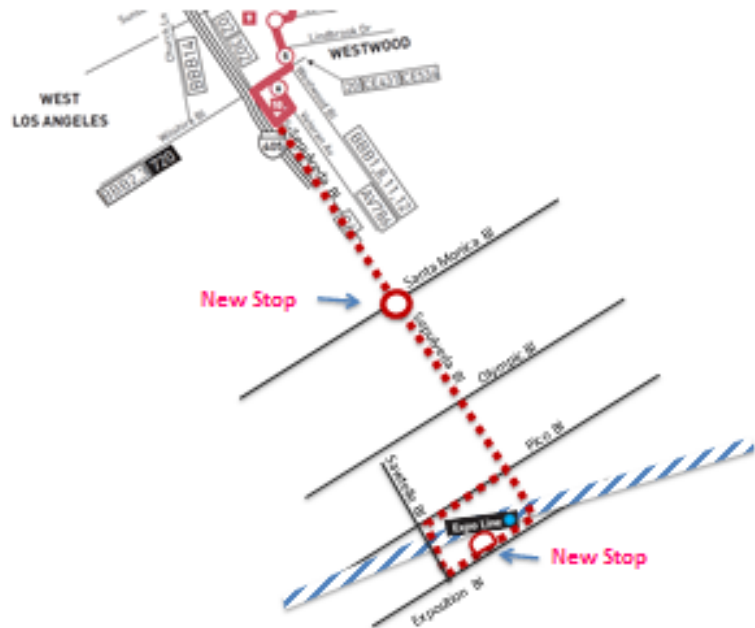
Routes 734 & 234

Rapid route 734 provides weekday service via Sepulveda Bl. between the San Fernando Valley and Westwood. Local route 234 operates only within the San Fernando Valley when Route 734 is in operation, and operates to Westwood during early morning, late evening and weekend hours. The Westwood operation of these routes would be extended via Sepulveda Bl. to the Expo/Sepulveda Station (Figure 4). Stops would be added in both directions at Sepulveda/Santa Monica BIs. In addition to the Expo Station stop.

734 Extension

734 Future Extension (234 late night, early morning, weekends)

- Bi-directional stop at Santa Monica.
- Stop and LO at Sepulveda Expo Station.



1

Figure 4
Routes 734 & 234

Route 788

Express route 788 provides peak only weekday service between the San Fernando Valley and Westwood. This service would be extended via Sepulveda Bl. to the Expo/Sepulveda Station (Figure 5). Stops would be added in both directions at Sepulveda/Santa Monica Bls. In addition to the Expo Station stop.

788 Extension

788 Future Extension

- Bi-directional stop at Santa Monica.
- Stop and LO at Sepulveda Expo Station.



2

Figure 5
Route 788

ANALYSIS RESULTS

The results of the demographic analysis of the proposed changes are presented in Table 1.

The evaluation shows net positively impacted populations (more persons benefit than are adversely impacted by the proposed changes). A net positively impacted population requires that the minority share of impacted persons be greater than the minority share for Metro's service area less five percent, or 65.5%, and greater than 80% of the minority share for Metro's service area, or 56.40%, in order not to have a Disparate Impact on minorities. For the Environmental Justice evaluation the percentage of persons below the poverty income level must exceed Metro's service area poverty percentage less 5%, or 10.90%, and must exceed 80% of Metro's service area poverty percentage, or 12.72%, in order not to impose a Disproportionate Burden on poverty level households.

METRO EXPO LINE -- Santa Monica Extension Equity Evaluation

	TITLE VI		ENVIRONMENTAL JUSTICE	
	Impacted Population	Impacted Minority Population	Impacted Population	Impacted Poverty Population
Expo Line Extension - 7 Stations	45,310	37,893	117,009	16,095
Route 534 - Discontinue	-35,194	-21,401	-62,074	-9,522
Route 534 - New	6,488	1,704	9,860	1,655
Routes 734/234 & 788 - Add Extension via Sepulveda Bl.	18,505	7,699	27,643	4,039
Totals	35,109	25,895	92,438	12,267
Shares of Net Impacted Population	73.76%		13.27%	
Metro System Percentages	70.50%		15.90%	
Must Exceed Metro System - 5%	65.50%		10.90%	
Must Exceed Metro System x 80%	56.40%		12.72%	

Beneficial Changes shown as Positive values Adverse Changes shown as Negative values

Table 1
Demographic Analysis

The analysis shows that the minority share of persons receiving a net benefit from the proposed service changes (73.76%) is greater than the thresholds for a Disparate Impact (56.40% and 65.50%). There is no Disparate Impact from these proposed service changes.

The Environmental Justice evaluation shows a net positive benefitting population, as well. The share of this population that falls below the poverty level (13.27%) is greater than the minimum thresholds to avoid a Disproportionate Burden (10.90% and 12.72%), so there is no Disproportionate Burden.

FINDINGS

The proposed service changes evaluated will result in no Disparate Impact to minorities, and no Disproportionate Burden to poverty level persons.



Title VI and Environmental Justice Equity Evaluations For New Fixed Guideways



Metro

Regular Board Meeting

October 22, 2015

Exposition Transit Corridor Phase 2

- 6.6 Mile Extension
- 7 Stations
- 43,600 Daily Boardings by 2020

Design Headway	Peak: 5'
Maintenance Facility	Address: 1955 Centinela Ave, Santa Monica, CA 90404 Capacity: 48 Vehicles



Gold Line Foothill Extension Phase 2A

- 11.5 Mile Extension
- 6 Stations
- 69,300 Daily Boardings by 2025

Design Headway	Peak: 5'
Maintenance Facility	Address: 1600 S. California, Monrovia, CA 91016 Capacity: 84 Vehicles



Metro

Title VI Background

- It is a Federal requirement to conduct a service and fare equity analysis of any new fixed guideway project six months prior to opening.
- This requirement was a new obligation included in revised FTA guidelines issued two years ago.



Report Overview

- **Demographic Analysis of impacted minority and poverty populations in two fixed guideway corridors – Expo Phase 2 and Gold Line Phase 2a.**
- **A set of findings for Board action based on the results of the analysis.**

Definitions

- **Title VI Disparate Impact:**
 - A finding that the impacted minority population for a beneficial project was significantly less than Metro's service area minority population.
- **Environment Justice - Disproportionate Burden:**
 - A finding that the impacted poverty population for a beneficial project was significantly less than Metro's service area poverty population.



Adopt Findings

- **Disparate Impact:**
 - No Impact for Expo or Gold Lines
- **Disproportionate Burden:**
 - No Impact for Expo
 - The Gold Line Extension was found to create disproportionate burden on poverty level persons, e.g. there are a lower number of poverty level residents living along the right-of-way than currently in Metro's service area.
 - Staff studied three alternatives. The only alternative that mitigated the disproportionate burden was unreasonable.



Alternative Studied – Cancel Line 270 North of of Monrovia Station

Mitigation

- Cancellation of line 270 North of the Monrovia Station.
- Negatively affect 350 boardings each weekday.
- New patrons using the Gold Line would lose access to destinations north of the station.

