

Metro

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



Agenda - Final

Thursday, August 25, 2016

9:00 AM

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

Board of Directors

*John Fasana, Chair
Eric Garcetti, 1st Vice Chair
Sheila Kuehl, 2nd Vice Chair
Michael Antonovich
Mike Bonin
James Butts
Diane DuBois
Jacquelyn Dupont-Walker
Don Knabe
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
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.

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

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

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

1. APPROVE Consent Calendar Items: 2, 9, 13, 14, 15, 30, 30.1, 31, 32, 33, 34, 42, 43, 44, 45, 46, 47, 49, 50, 51 and 52.

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 June 23, 2016.** [2016-0525](#)

Sponsors: Board of Directors

Attachments: [Regular Board Meeting Minutes - June 23, 2016](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

9. AUTHORIZE the Chief Executive Officer to execute a **five-year lease agreement**, including one (1) five (5) year option, with Downtown Properties effective March 1, 2017 for the rental of approximately 12,912 square feet of **office space in an office building located at 818 West 7th Street, 5th Floor, Los Angeles**, at an estimated rental cost of \$2,055,891.59 over the term of the lease. [2016-0553](#)

Sponsors: Finance and Budget and Audit Committee

Attachments: [Att. A – Rental Rates of Comparable Properties in the Vicinity of 818 W 7th St.](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

13. CONSIDER:

[2016-0313](#)

- A. RECERTIFYING \$102.5 million in existing Fiscal Year (FY) 2016-17 commitments from previously approved **Countywide Calls for Projects** (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$14.5 million of previously approved Call funding, as shown in Attachment B, and REPROGRAMMING these dollars to the same modal category from which they came in the 2015 Call;
- C. ADOPTING:
 - 1. Revised Lapsing Policy which will apply to existing projects funded through the 2013 and prior Calls with local funds and all projects funded in future Calls, as shown in Attachment D;
 - 2. Project Readiness Criteria prior to executing funding agreements with the project sponsors;
- D. REPROGRAMMING \$14.2 million of previously approved Call funding, as shown in Attachment E, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) Cycle 2 according to Metro's Policy for transitioning to the State ATP;
- E. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to:
 - 1. reprogram currently programmed Call funds to later years (latest to FY 2020-21) at project sponsor(s)' own risk, to meet project design, right-of-way and construction time frames. Projects identified for reprogramming this FY are shown in Attachment F;
 - 2. allow project sponsor(s) to use Metro Call funds in earlier phase(s) of project development than previously programmed with project sponsor(s) providing full funding commitment to deliver the project upon authorization through its Governing Authority to complete the project as currently scheduled;
 - 3. reprogram or administratively extend approved funding for California Department of Transportation (Caltrans) projects as required, to meet Caltrans design and construction time frames;

F. AUTHORIZING the CEO to:

1. negotiate and execute all necessary agreements for approved projects; and
2. amend the FY 2016-17 budget, as necessary, to include the 2016 Countywide Call Recertification and Extension funding in the Regional Programs' budget;

G. APPROVING changes to the scope of work for:

1. City of Lawndale - Inglewood Avenue Corridor Widening Project (#F1198);
2. City of Lawndale - Inglewood Avenue Corridor Widening (#F3112);
3. City of Los Angeles - Washington Boulevard Transit Enhancements (#F1630);
4. City of Los Angeles - Hollywood Integrated Modal Information System (#F1708);
5. City of Los Angeles - LANI Evergreen Park Street Enhancement (#F3640);
6. City of Los Angeles - Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) II (#F5624);
7. Port of Los Angeles - YTI Terminal Trip Reduction Program (#F9201);
8. Port of Long Beach - Long Beach South Waterfront Bike Path Gap Closure (#F3503);
9. City of Signal Hill - Citywide Bus Shelter Upgrades with Electronic Kiosks (#F5404);

H. REALLOCATING funds originally programmed to the City of Los Angeles for the Downtown LA Inter-Modal Transit Information and Wayfinding Project (#F3731) to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion; and

I. RECEIVING AND FILING:

1. time extensions for the 100 projects shown in Attachment G;

2. oral update on the future Countywide Call process restructuring in response to the June 2015 Board directive (Attachment H).

Sponsors: Planning and Development (Department)

Attachments: [Attachment A - FY 2016-17 Countywide Call Recertification](#)
[Attachment B - 2016 Countywide Call Deobligation Recommendations](#)
[Attachment C - Background Discussion of Each Recommendation](#)
[Attachment D - Revised Call Laping Policy](#)
[Attachment E - Reprogramming of Not Awarded ATP Projects](#)
[Attachment F - Reprogramming Recommendations](#)
[Attachment G - FY 2016-17 Countywide Call Extensions](#)
[Attachment H - June 2015 Board Directive on Future Call for Projects Restructu](#)
[Attachment I - Result of TAC Appeals Process](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

14. CONSIDER:

[2016-0497](#)

A. AUTHORIZING the Chief Executive Officer (CEO) to:

1. EXECUTE Modification No. 13 for Phase 2 of Contract No. PS114330-2636 with STV/PB - ConnectLAX Joint Venture to prepare the Final Environmental Impact Report (EIR) and federal environmental documentation for the **Airport Metro Connector** (AMC) 96th Street transit station in the firm fixed amount of \$397,953 increasing the total contract value from \$6,886,444 to \$7,284,397;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS114330-2636, AMC, in the amount of \$150,000, increasing the total authorized CMA amount from \$1,800,255 to \$1,950,255; and

B. RECEIVING AND FILING:

1. Summary of Draft EIR and comments received during the public comment period (July 22, 2016 to August 6, 2016); and
2. quarterly status report on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

Sponsors: Planning and Development (Department) and Construction Committee

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - Executive Summary DEIR](#)
[Attachment D - June 2014 Board Motion](#)
[Attachment E - DEOD Summary](#)
[Attachment F - Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

15. AUTHORIZE \$59.3 Million in funding for the **SR-71 Gap from I-10 to Rio Rancho Road Project.**[2016-0534](#)

Attachments: [Att. A - SR-71 Gap from I-10 to Rio Rancho Road Location Map and Photos](#)

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING
RECOMMENDATION AS AMENDED (4-0):**

30. CONSIDER:

[2016-0529](#)

- A. Extending **Line 501 Pilot Express Bus Service** for an additional 180 days; and
- B. Approving modification of the service to improve scheduling efficiencies and increase service.

Sponsors: Board of Directors

Attachments: [Attachment A - Line 501 Marketing Efforts](#)
[Attachment B - Line 501 Map](#)
[Attachment C - Line 501 Daily Boardings](#)

30.1 AMENDMENT by Antonovich and Najarian that the CEO direct staff to:[2016-0644](#)

- A. Place wayfinding signage at stops along Line 501, including North Hollywood station, Burbank, Glendale, Del Mar station and Memorial Park station to ensure that riders can easily locate Line 501; and
- B. Ensure that Line 501 is included on existing informational signage at each stop that lists connections and destinations;

FURTHER MOVE THAT the CEO report back at the October 2016 Board meeting with an expanded plan to increase Line 501 ridership that includes, but is not limited to:

- A. A feasibility study for reducing fares to match MTA's regular fare and transfer structure and/or promotional programming that offers free or discounted fares for a specified period of time (e.g. 60 days)
- B. Identification of weekend sporting, concert, holiday, cultural and other major events in the City of Los Angeles and the cities along the SR-134 and I-210 corridors, coupled with a cost-effective marketing plan that promotes Line 501 service as a preferred mode of transportation to those events;
- C. New eye-catching marketing materials such as seat drops and signage on the Orange and Gold Lines that promote destinations by way of Line 501 connections, such as Hollywood Burbank Airport; and
- D. A cost estimate and the feasibility of including Line 501 on system map kiosks.
- E. A cost estimate and the feasibility of increasing span of service by adding trips earlier in the morning and later into the evening, up to midnight.

Sponsors:

Board of Directors

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

31. AWARD Contracts to the following two lowest responsive and responsible bidders for **Compressed Natural Gas (CNG) Fuel Cylinder Tanks** for an Indefinite Delivery Indefinite Quantity, for a total amount not to exceed \$4,351,161 inclusive of sales tax: [2016-0094](#)

- A. Contract No. MA24755-1 with Worthington Industries for line item 1 for a total contract amount not-to-exceed \$2,903,368; and
- B. Contract No. MA24755-2 with Hexagon Lincoln for line item 2 for a total contract amount not-to-exceed \$1,447,793.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

32. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5608900 for the **Landscape and Irrigation maintenance services along Metro Gold Line Foothill Extension** with Woods Maintenance Services, Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$861,875 for the three-year base period inclusive of as-needed services, \$280,800 for the first option year, and \$280,800 for the second option year, for a combined total of \$1,423,475, effective September 15, 2016 through September 14, 2021. [2016-0517](#)

Sponsors: System Safety and Security and Operations Committee

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

33. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4939100 for **comprehensive preventative maintenance, inspections, repairs, and cleaning of elevators, escalators and their associated systems and equipment**, with Mitsubishi Electric USA, Inc. (MEUS). Services are provided throughout Metro facilities, excluding Metro Gateway Headquarters and Union Station East Portal which are covered under a separate contract. This contract not-to-exceed amount is \$75,077,960 for the five-year base period, plus \$32,592,290 for the one, two-year option term, for a combined total of \$107,670,250, effective November 1, 2016. [2016-0126](#)
- Sponsors: System Safety and Security and Operations Committee
- Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

34. AUTHORIZE the Chief Executive Officer to award a three-year fixed price Contract No. PS5491000 to Syncromatics in the amount of \$3,998,865 to **furnish, install, and maintain electronic signs at bus shelters throughout Los Angeles County for the display of real-time bus arrival and other passenger information.** [2016-0550](#)
- Sponsors: Finance and Budget and Audit Committee
- Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

42. ADOPT staff recommended positions:[2016-0583](#)

- A. **AB 1889 (Mullin)** -High-Speed Rail Authority: high-speed train operation.

SUPPORT

- B. **SB 882 (Hertzberg)** - Crimes: Public Transportation: Fare Evasion by minors **NEUTRAL**

- C. **Proposition 53 (Cortopassi)** - California Public Vote on Bonds Initiative
OPPOSE

- D. **AB 1217 (Daly)** - Membership on the Orange County Fire Authority (OCFA) **OPPOSE**

Sponsors: Board of Directors

Attachments: [Attachment A - AB 1889 Mullin](#)
[Attachment B - SB 882 - Hertzberg](#)
[Attachment C - Prop 53](#)
[Attachment D - AB 1217 Daly](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

- 43. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS5603300, pending the resolution of a protest, for **media planning and placement services that include strategy, planning, placement, and optimization of traditional, digital, and social media advertising** with Civilian, Inc., for a not-to-exceed amount of \$1,804,590 for the three-year base period, and a not-to-exceed amount of \$1,245,179 for the two-year option term, for a combined not-to-exceed total of \$3,049,769, effective September 1, 2016 through August 31, 2021.**

[2016-0560](#)

Sponsors: Board of Directors

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

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

44. AUTHORIZE the Chief Executive Officer or his designee to: [2016-0236](#)

- A. AMEND the **existing revenue services contract with All Vision LLC by entering into a Second Amended and Restated Contract** to clarify the terms of such contract and provide Metro with an additional option to develop new digital billboard signs on Metro property; and
- B. EXERCISE the four remaining one-year options to extend the Contract for four (4) years commencing September 1, 2016 and ending June 30, 2020.

Sponsors: Planning and Development (Department)

Attachments: [Attachment A - Summary of Contract Amendment Key Terms](#)
[Attachment B- Table of Existing Billboard Locations on Metro Property](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

45. AUTHORIZE:

[2016-0317](#)

- A. investing \$9,000,000 in the **Metro Affordable Transit Connected Housing Program (Metro MATCH)** as described in the **Metro MATCH Investment Plan** and \$1,000,000 in a Transit Oriented Community (TOC) Small Business Program to be managed by the Community Development Commission of Los Angeles County (CDC) by establishing a \$10,000,000 Life-of-project budget as empowered by the Board's September 2015 motion (Attachment A);
- B. the CEO or his designee to execute necessary agreements in support of Metro MATCH investment and with the CDC in support of the TOC Small Business Program.

Sponsors: Planning and Development (Department)

Attachments: [Attachment A - Metro Board of Directors Motion, File #2015-1479, September 2](#)
[Attachment B - Metro MATCH Investment Plan](#)
[Attachment C - TOC Small Business Program Terms](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

46. AUTHORIZE the Chief Executive Officer to:

[2016-0457](#)

- A. AWARD a five-year firm fixed price contract, Contract No. PS520450021002, to Parsons Transportation Group, Inc., in the amount of \$4,725,226 for the **modernization of the Regional Integration of Intelligent Transportation Systems (RIITS)**; and
- B. APPROVE Contract Modification Authority specific to Contract No. PS520450021002 in the amount of \$1,000,000.

Sponsors: Board of Directors

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

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

47. APPROVE the following actions for **Round 2 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program**, in the amount of \$54,155,000.
- A. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110;
 - B. a total of \$13,800,000 for continued incremental Transit Service improvements (see Attachment A for detailed distribution).
 - C. a total of \$5,580,000 for Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment B)
 - D. the I-10 recommended projects and funding awards totaling \$10,239,525 and program \$920,475 in reserve for the corridor as shown in Attachment C
 - E. the I-110 recommended projects and funding awards totaling \$17,615,000 which includes \$875,000 from Round 1 as illustrated in Attachment D
 - F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for cost increases; and,
 - G. AUTHORIZE the Chief Executive Officer (CEO) or his designee to enter into funding agreements with grantees and Transit service providers.

[2016-0549](#)

Sponsors: Planning and Programming Committee

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

49. AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 11 to Contract No. OP35902469 with Southland Transit, Inc. to **extend Contracted Bus Services - East Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$11,942,234, thereby increasing the total contract value from \$57,908,736 to \$69,850,970. [2016-0530](#)
- Sponsors: System Safety and Security and Operations Committee
- Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order Log](#)
[Attachment C - DEOD Summary](#)
[Attachment D - East Region Map](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

50. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract Modification No. 10 to Contract No. OP35902470 with MV Transportation, Inc. to **extend Contracted Bus Services - South Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$18,666,336, thereby increasing the total contract amount from \$88,775,825 to not to exceed \$107,442,161. [2016-0531](#)
- Sponsors: System Safety and Security and Operations Committee
- Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Mod Change Order Log](#)
[Attachment C - DEOD Summary](#)
[Attachment D - South Region Map](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

51. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5766200 for **Fire-Life Safety Systems Testing and Certification** to Link-Nilsen Corp, in the not-to-exceed amount of \$1,388,558 for the three-year base period, \$478,347 for the first option year, and \$486,474 for the second option year, for a combined total of \$2,353,379, effective September 1, 2016. [2016-0580](#)
- Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

52. APPROVE Motion by Garcetti, Knabe, Antonovich, Solis, DuBois and Fasana that the Board direct the CEO on the following:

[2016-0632](#)

- A. Review MTA's process for selecting the three projects presented for the first year of FASTLANE grants, including the list of projects and selection process.
- B. Present on lessons learned from the first FASTLANE grant cycle, outlook for future FASTLANE grant cycles, and strategies for better positioning MTA to secure funding from future FASTLANE cycles.
- C. Establish a freight corridor implementation working group which includes representatives from the following:
 - 1. MTA Deputy Executive Officer for Goods Movement
 - 2. Representatives from the Gateway Cities Council of Governments
 - 3. The I-5 Joint Powers Authority
 - 4. Caltrans District 7
 - 5. Southern California Association of Government
 - 6. Alameda Corridor East Construction Authority ("ACE")
 - 7. Alameda Corridor Transportation Authority ("ACTA")
 - 8. Port of Long Beach & Port of Los Angeles
- D. Activation of "charter" for the working group, including but are not limited to, the following:
 - 1. Development of early action implementation projects with advanced environmental planning in place.
 - 2. Identification of actions to accelerate and expedite the early action projects which shall include a Public Private Partnership ("P3") opportunities and strategy.
 - 3. Preparation of a strategic action program targeted to access the maximum amount of federal freight formula funds apportioned by FHWA to the State, including proposed criteria for the State to use in a project selection process, e.g., Trade Corridor Improvement Program (TCIF).
- E. A comprehensive review of federal advocacy in support of MTA's FASTLANE grant applications, including an assessment of our

communications, outreach, and strategies employed to secure these grant funds.

F. Presentation of an interim report and recommendations by the working group to the October MTA Board meeting of Board of Directors.

Sponsors: Board of Directors

END OF CONSENT CALENDAR

NON-CONSENT

3. Report by the **Chair**.

[2016-0655](#)

Sponsors: Board of Directors

4. Report by the **Chief Executive Officer**.

[2016-0656](#)

Sponsors: Board of Directors

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

8. ADOPT a resolution, Attachment A, authorizing the Chief Executive Officer and other Authorized Officers to negotiate and execute the **loan agreement and related documents between LACMTA and the U.S. Department of Transportation related to a \$307.0 million Transportation Infrastructure Finance and Innovation Act loan** for the Westside Purple Line Extension Project Section 2. [2016-0504](#)

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE.)

Sponsors: Finance and Budget and Audit Committee

Attachments: [Attachment A - Authorizing Resolution](#)
[Attachment B - Preliminary Terms](#)
[Attachment C - Finding of Benefit Resolution](#)

21. AUTHORIZE the Chief Executive Officer to **execute annual expenditure budget plan for the FY17 Annual Work Plan for the City of Los Angeles** in the amount of \$31,247,162. [2016-0559](#)

Sponsors: Construction Committee

Attachments: [Attachment A - FY17 Annual Work Plan](#)

48. AUTHORIZE Contract Modification No. 184 by Caltrans for **construction contract of the Segment 4 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project)** under the Funding Agreement No. MOU.P0008355/8501 A/A6, in the amount of \$1,219,548.11. [2016-0623](#)

END OF NON-CONSENT ITEMS

54. CLOSED SESSION:[2016-0650](#)

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Raquel Echeverria, et al. v. LACMTA, et al., LASC Case No. BC522415
 - 2. Mark Haynes v. LACMTA, LASC Case No. BC542780
 - 3. Mark Karimi v. LACMTA, LASC Case No. BC501597

- B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)
 - Significant Exposure to Litigation (One Case)

- C. Conference with Real Property Negotiator - G.C. 54956.8
 - 1. Property Description: Southwest Corner of 2nd Street and Central Avenue, Los Angeles, CA 90012
Agency Negotiator: Velma C. Marshall
Negotiating Party: Japanese Village LLC
Under Negotiation: Price and Terms

 - 2. Property Description: 5304 Wilshire Boulevard, Los Angeles, CA 90036
Agency Negotiator: Carol Chiodo
Negotiating Party: Bank of America
Under Negotiation: Price and Terms

 - 3. Property Description: 6018-22, 6030, and 6010 Wilshire Boulevard, Los Angeles, CA 90036
Agency Negotiator: Velma C. Marshall
Negotiating Party: Wilshire Sieroty LLC; Nancee Enyart fka Nancee Elyse Greenwald, et. al.; and 6030 Wilshire LLC
Under Negotiation: Price and Terms

 - 4. Property Description: 317 S. Broadway, Los Angeles, CA 90033
Agency Negotiator: Greg Angelo and Cal Hollis
Negotiating Party: Grand Central Square Limited Partnership
Under Negotiation: Price and Terms

Sponsors:

Board of Directors

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



Metro

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

Board Report

File #: 2016-0525, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
AUGUST 25, 2016**

SUBJECT: REGULAR BOARD MEETING MINUTES HELD JUNE 23, 2016

APPROVE Minutes of the Regular Board Meeting held June 23, 2016.

MINUTES– June Regular Board

Metro

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



MINUTES

Thursday, June 23, 2016

9:00 AM

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

Board of Directors Present:

**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**

MINUTES– June Regular Board

CALLED TO ORDER at 9:14 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 11, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 31, 32, 33, 38, 39, 40, 41, 42, 45, 46, 47, 50 and 51.

Consent Calendar items were approved by one motion except 51 which was held by a Director for discussion and/or separate action.

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

2. APPROVED ON CONSENT CALENDAR **Minutes of the Regular Board 2016-0488 Meeting held May 26, 2016.**

3. **RECEIVED Report by the Chair.** **2016-0508**

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

4. **RECEIVED Report by the Chief Executive Officer.** **2016-0509**

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

5. **ELECTED Supervisor Sheila Kuehl as 2nd Vice Chair.** **2016-0506**

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

11. **APPROVED ON CONSENT CALENDAR program criteria for Urban Greening Demonstration projects.** **2016-0412**

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

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

14. ADOPTED ON CONSENT CALENDAR:

2016-0318

A. Findings and Recommendations (Attachment A) for **allocating fiscal year (FY) 2016-17 Transportation Development Act (TDA) Article 8 funds estimated at \$25,188,543** as follows:

1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$150,107 may be used for street and road projects, or transit projects, as described in Attachment A;
2. In the Cities of Lancaster and Palmdale, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,285,096 and \$6,137,530 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
3. In the City of Santa Clarita, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$8,335,265 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,280,545 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

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

15. APPROVED ON CONSENT CALENDAR:

2016-0454

A. \$1.8 billion in **FY2017 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachment A. These allocations comply with federal and state regulations and LACMTA Board policies and guidelines.

(Continued on next page)

MINUTES– June Regular Board

(Item 15 – continued from previous page)

1. Planning and Administrative allocations of Transportation Development Act (TDA), Proposition A, Proposition C and Measure R in the amount of \$73.4 million as shown in Attachment A, page 2 Line 37.
 2. Bus Transit Subsidies of State and Local funds in the amount of \$934.9 million as shown in Attachment A, page 3.
 3. Allocation of Federal Formula Grants in the amount of \$349.1 million as shown in Attachment A, pages 12-13.
 4. Proposition A Incentive Programs in the amount of \$15.3 million as shown in Attachment A, pages 19-21.
 5. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Streets and Highways) for \$496.4 million as shown in Attachment A, pages 22-24.
- B. AUTHORIZING the Chief Executive Officer to adjust FY2017 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2017 budget as necessary to reflect the aforementioned adjustment.
- C. APPROVING fund exchange in the amount of \$6 million of Santa Monica's Big Blue Bus' FY2017 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation.
- D. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of \$250,000 with Metro's TDA Article 4 allocation.
- E. APPROVING fund exchanges in the amount totaling \$11.5 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
- F. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment C); and

(Continued on next page)

MINUTES– June Regular Board

(Item 15 – continued from previous page)

- G. Upon approval, AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

16. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Accounts as approved; and: 2016-0254

- A. ESTABLISHING **Measure R Local Return funded Capital Reserve Account for the City of Beverly Hills**, as described in Attachment A;
- B. ESTABLISHING **Proposition A and Proposition C Local Return funded Capital Reserve Account for the City of Burbank**, as described in Attachment A;
- C. APPROVING three year extension of **Proposition C Local Return Capital Reserve Account for the Cities of Beverly Hills, El Monte, Lynwood and Manhattan Beach**, as described in Attachment A.

17. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and award excess liability insurance policies with up to \$300 million in limits at a cost not to exceed \$4.25 million for the 12-month period effective August 1, 2016 to August 1, 2017. 2016-0406

18. APPROVED ON CONSENT CALENDAR: 2016-0433

- A. the **Southern California Regional Rail Authority's (SCRRA) FY 2016-17 (FY17) Annual Work Program** pursuant to their April 29, 2016, budget transmittal (Attachment A).
- B. the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY17 Metrolink funding totaling \$88,825,701 for programs detailed in Table 1.
- C. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:

FY 2010-11 from June 30, 2016 to June 30, 2017 - \$1,774,223

FY 2011-12 from June 30, 2016 to June 30, 2017 - \$2,830,282

FY 2012-13 from June 30, 2016 to June 30, 2017 - \$5,024,401

(Continued on next page)

MINUTES– June Regular Board

(Item 18 – continued from previous page)

- D. the FY17 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000.
- E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.
- F. RECEIVING AND FILING update to March 24, 2016 Board Motion 40.1 on Equitable Governance on Southern California Regional Rail Authority.

19. APPROVED ON CONSENT CALENDAR local funding request **2016-0449**
for **Access Services** (Access) in an amount not to exceed \$84,124,902 for FY17. This amount includes:

- A. \$74M in Operating and Capital funds from Proposition C 40% Discretionary (PC 40%);
- B. \$8M in Operating and Capital unspent carry-over PC 40% funds from FY16; and
- C. \$2.1M in funds paid directly to Metrolink for its participation in Access' Free Fare Program from Proposition C 10% Commuter Rail (PC 10%)

21. APPROVED ON CONSENT CALENDAR: **2016-0320**

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

MINUTES– June Regular Board

22. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to: **2016-0444**

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

23. APPROVED ON CONSENT CALENDAR: **2016-0489**

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

MINUTES– June Regular Board

24. APPROVED ON CONSENT CALENDAR:

2015-1716

- A. AUTHORIZING the Chief Executive Officer (CEO) to issue a Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to begin **construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street, Airport Metro Connector (AMC)**, in an amount not to exceed \$7,400,000 increasing the total contract value from \$1,294,476,149.38 to \$1,301,876,149.38; and
- B. an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$7,400,000 increasing the total CMA from \$134,699,993 to \$142,099,993.

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

25. APPROVED ON CONSENT CALENDAR:

2016-0230

- A. AUTHORIZING the CEO to execute a Contract Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to **design and construct a bus transfer facility** for \$2,200,000, increasing the total contract price from \$1,294,476,149.38 to \$1,296,676,149.38 for the **Crenshaw/LAX Transit Project**;
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988, in the amount of \$2,200,000, increasing the total CMA from \$134,699,993 to \$136,899,993;
- C. ADOPTING a Life-of-Project (LOP) Budget of \$2,200,000 for the Bus Transfer Facility; and
- D. AUTHORIZING the execution of this Contract Modification subject to final execution of the 3% Local Match funding agreement between Metro and the City of Inglewood.

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

MINUTES– June Regular Board

26. APPROVED ON CONSENT CALENDAR the transfer and reallocation of State Proposition 1B 2016-0428

Intercity Rail Improvement Program (ICR1B) funds for the Van Nuys North Platform Project from Metro to the Southern California Regional Rail Authority (SCRRA)

27. APPROVED ON CONSENT CALENDAR: 2016-0434

- A. INCREASING Life of Project (LOP) budget in the amount of \$6,560,142 for a total LOP of \$15,000,000 for the **Bob Hope Airport/Hollywood Way Metrolink Station Project (Project)**;
- B. PROGRAMMING an additional \$6,560,142 of Measure R3% - Metrolink Commuter Rail funds towards this project;
- C. AMENDING the FY 2016-17 (FY17) budget in the amount of \$4,265,492 for project 460090; and
- D. AUTHORIZING the Chief Executive Officer (CEO) to enter into an Operations and Maintenance (O&M) agreement with the cities of Los Angeles and Burbank.

31. AWARDED ON CONSENT CALENDAR an Indefinite Delivery Indefinite Quantity Contract, No. MA5246200 to Modine Manufacturing Company, the lowest responsive and responsible bidder, for **Electric Cooling Fan Systems** for an amount not-to exceed \$2,758,124.00. 2016-0185

32. APPROVED ON CONSENT CALENDAR nominees for membership on **Metro's Service Councils**. 2016-0207

33. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 9 to Contract No. OP30002227 for **Uniform Rental Services with Prudential Overall Supply** for the not-to-exceed amount of \$650,000, increasing the total contract not-to-exceed value from \$4,515,029.28 to \$5,165,029.28. This modification also extends the period of performance by nine (9) months, from July 1, 2016, through March 31, 2017. This contract provides on-going uniform rental services, vehicle seat covers, and laundry services for hand towels and floor mats. 2016-0395

MINUTES– June Regular Board

38. AUTHORIZED ON CONSENT CALENDAR:

2016-0437

- A. the Chief Executive Officer to execute Contract Modification No.1 to the **Labor Compliance Bench (The Bench)** Contract Numbers PS-21307700 A-J, for labor compliance monitoring services, to exercise the first one-year option and extend the contract term from June 30, 2016 to June 30, 2017 increasing the total authorized not-to-exceed amount by \$1,578,584 from \$13,478,064 to \$15,056,648;
- B. the award of a task order with Padilla & Associates, Inc. for Contract No. PS-21307700-E to perform labor compliance monitoring services on the South Western Light-Rail Vehicle Yard Project for a fixed price of \$772,575.87, increasing the total contract amount from \$78,413.23 to \$850,989.87;
- C. APPROVING Labor Compliance Monitoring Services task orders for the I-405 Sepulveda Pass Widening Project with Parsons Corporation (Task Order #1) for the fixed price amount of \$1,640,930.76; for the Crenshaw/LAX Project with the Solis Group (Task Order #32) for the fixed price amount of \$3,646,745; for the Regional Connector Transit Corridor Project with Perceptive Enterprises, Inc. (Task Order #45) for the fixed price amount of \$2,915,465.43; and for the Westside Subway Extension Section 1 Design/Build Project with Metro Compliance Services, JV (Task Order #48R) for the fixed price amount of \$3,952,560.03; and
- D. the Chief Executive Officer to award and execute task orders with the total authorized amount of \$15,056,648.

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

- 39. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer 2016-0310 to execute an amendment to the **Exclusive Negotiations and Planning Agreement with A Community of Friends** to extend its term for an additional 12 months, for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line Eastside Extension.

MINUTES– June Regular Board

40. APPROVED ON CONSENT CALENDAR:

2016-0316

- A. ADOPTING the **Development Guidelines for the joint development** of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the **Expo/Crenshaw Station**;
- B. ADOPTING the **Development Guidelines for the joint development** of 1.44 acres of County-owned property at the **Fairview Heights Station**; and
- C. AUTHORIZING an **Agreement with the County of Los Angeles for administering the Metro Joint Development process** for the County-owned properties at the **Expo/Crenshaw and Fairview Heights Stations**.

41. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to enter into a six-month **Short Term Exclusive Negotiation Agreement and Planning Document** (Short Term ENA), with an option to extend up to three additional months, with Trammell Crow Company and Greenland USA, for the development of Metro-owned property at the **North Hollywood Station (Site)**.

2016-0386\

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

42. APPROVED ON CONSENT CALENDAR:

2016-0421

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

MINUTES– June Regular Board

43. AUTHORIZED the Chief Executive Officer (CEO) to:

2016-0328

- A. NEGOTIATE and execute a 48-month, firm fixed price Contract No. AE5204200 with HDR Engineering Inc., in an amount not-to-exceed \$34,030,555 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605/State Route 60 Interchange**; and
- B. APPROVE Contract Modification Authority specific to Contract No. AE5204200 in the amount of \$5,104,583.

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

44. APPROVED:

2016-0379

- A. ESTABLISHING a Full Funding Grant Agreement (FFGA) Budget of \$2,410,544,879 as described in Attachment A for the **Westside Purple Line Extension (WPLE) Section 2 project**, consistent with direction from the Federal Transit Administration (FTA);
- B. AUTHORIZING up to \$54.5 million in funds expected from the City of Beverly Hills as their 3% contribution to be advanced from Measure R funds from the Westside Subway Extension line item in the Measure R Expenditure Plan, in support of the FFGA requirements of the FTA;
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment B to use up to \$191.81 million Measure R funds from the Westside Subway Extension line in the Measure R Expenditure Plan to meet the new cost and revenue assumptions in the Short Range Transportation Plan;
- D. DIRECTING the CEO to assume that all savings from the Exposition Light Rail Phase 2 project will be redirected to WPLE Section 2 project at such time as the Expo project is closed out and the necessary actions of the Metro Board of Directors can be secured to free up these funds; and

(Continued on next page)

MINUTES– June Regular Board

(Item 44 – continued from previous page)

- E. APPROVING the resolution in Attachment C updating the FTA on these actions as they relate the Metro's WPLE Section 2 Financial Plan from August 2015.

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

45. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to: **2016-0419**

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

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

46. ADOPTED ON CONSENT CALENDAR staff recommended positions: **2016-0490**

- A. **AB 1640 (Stone)** - Retirement: Public Employees **WORK WITH AUTHOR**

47. **APPROVED ON CONSENT CALENDAR MOTION by Kuehl, Knabe, Solis and Antonovich** that the Board direct the Chief Executive Officer to work With Access Services to convene an annual county-wide forum to address improvements in coordination and integration of services to older adults and the disabled. The forum shall include consultant specialists in gerontology and mental health as well as local governmental and non-governmental providers of transportation and social services to older adults and the disabled. Metro shall encourage municipal operators and local jurisdictions to participate in the annual forum. Each forum should occur no later than 90 days after the release of the annual report.

FURTHER MOVE that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better address the transportation needs of older adults and people with disabilities. The plan shall include the following elements:

(Continued on next page)

MINUTES– June Regular Board

(Item 47– continued from previous page)

- A. An overview of the agency-wide efforts to serve older adults and people with disabilities with a specific focus on those activities that go beyond meeting ADA requirements and with an objective to ensure coordination in planning and implementing necessary initiatives.
- B. Recommended metrics to measure challenges and successes.
- C. A roadmap and timeline to enhance community partnerships and the participation of non-profits and other stakeholders to ensure full public participation.
- D. An evaluation of the feasibility of enhancing Access Services to expand the area of services beyond the ADA minimum, including but not limited to, changing next day service to same day service, changing the requirement that clients must live within $\frac{3}{4}$ mile from a public transit line to $1\frac{1}{2}$ mile.
- E. An analysis of Electric Personal Assistive Mobility Devices (EPAMD) and other power-driven devices as defined by the California Vehicle Code and the U.S. Department of Justice, Civil Rights Division, Disability Rights Section. Analysis shall include, but not be limited to:
 - 1. Existing Metro policies and/or the need to create a specific policy;
 - 2. Advancements in technology and ability to reduce greenhouse gas emissions;
 - 3. Opportunity for expanding our countywide, ride-share program beyond bike-share and car-share to include EPAMD's and similar devices.
 - 4. Assessment of the infrastructure necessary to accommodate EPAMD's such as Class-I and Class-IV bike paths, enhanced sidewalks, etc.
 - 5. Legislative and policy challenges and prospects for promoting a mode-shift toward these and similar devices especially in conjunction with transit at the federal, state and local levels.

ADDITIONALLY MOVE that the Board direct the Chief Executive Officer to prepare an annual accessibility report, which will include, at a minimum, the following elements:

(Continued on next page)

MINUTES– June Regular Board

(Item 47 – continued from previous page)

- A. All planned and implemented programs and projects, including timelines, in the Coordinated Plan including those utilizing 5310 federal funds as well as additional initiatives that are supported through other federal, state and local resources.
- B. Assessment of first mile/last mile accessibility, connectivity, and opportunities to, from and at transit stations and bus stops. This assessment should include, as well, an analysis of relevant policies and programs, such as those outlined in the Active Transportation Strategic Plan, and the ways that they are enhancing accessibility for older adults and people with disabilities.
- C. Analysis of the utilization of local return funds in order to determine the allocation towards accessibility and services that are specifically targeted for older adults and people with disabilities.
- D. Steps taken to improve outreach and education of older adults and people with disabilities so that they are more informed about available services and how to best utilize them.
- E. Identification of other metrics to evaluate how Metro and partnering agencies (governmental and non-governmental) are serving older adults and people with disabilities.
- F. Efforts made to expand the training of Metro staff to increase responsiveness to the needs of older adults and people with disabilities.
- G. Summary of the results of the annual forum and any resulting actions.

49. APPROVED AS AMENDED BY MOTION 49.2:

2016-0319

- A. ADOPTING the **Ordinance, including Expenditure Plan**, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure;
- B. ADOPTING the Resolution requesting the Los Angeles County Board of Supervisors place the Ordinance on the ballot with specific ballot language for the November 8, 2016 countywide general election; and

(Continued on next page)

MINUTES– June Regular Board

(Item 49 – continued from previous page)

- C. AMENDING the Fiscal Year (FY) 2017 budget to add \$10.9 million to fund election related and public information costs.

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

49.1 FAILED Motion by Directors Butts, Knabe and DuBois that the Board adopt the following policies:

- A. That the 2nd and 3rd decade Measure R transit projects be formally accelerated to qualify for 2018 PBM funding and that Measure R projects be advanced through the environmental and preliminary engineering phases to receive funding on a construction-ready status, as envisioned in the 30-10 Board approved policy, and not be superseded by new PBM projects;

1. In further keeping with the 2008 Measure R promises that the recently adopted Performance Metrics be applied solely to PBM projects and not retroactively to Measure R 2nd and 3rd decade projects; and

- B. That the Expenditure Plan accurately describes the modal category reflected in the proposed funding for that project.

There will be many more compromises needed to be made in the subsequent months ahead, but this is a major start towards bringing to the voters the balanced and comprehensive approach we have promised over the years.

CLARIFICATION of the Measure R Priority Implementation Policy:

The goal of this policy is to mirror the 30-10 adopted in 2010 to use new money to accelerate the Measure R 2nd and 3rd decade projects ahead of any new projects that are listed in the Potential Ballot Measure.

We are not amending Measure R to do this, similar to the 30-10 policy of 2010. We are simply using the new money to accelerate and finish Measure R Projects and keeping our 2008 promise to voters.

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

MINUTES– June Regular Board

49.2 APPROVED Motion by Directors Garcetti, Kuehl, Antonovich, Krekorian and Antonovich AS AMENDED that the Board direct the CEO to add a new "Multi-Year Subregional Program" in the Los Angeles County Transportation Expenditure Plan named "North San Fernando Valley Bus Rapid Transit Improvements" and provide the following:

- A. Designate the "North San Fernando Valley Bus Rapid Transit Improvements" as a System Connectivity ("sc") sub-regional category;
- B. Funds for the North San Fernando Valley Bus Rapid Transit Improvements will be programmed from the System Connectivity portion of the Transit Construction subfund at \$180 million under the "Measure _ Funding 2015\$" for this program;
- C. A "Schedule of Funds Available" in Fiscal Year 2019 and an "Expected Opening Date" of Fiscal Year 2023;
- D. Designate the modal code for this program as a transit category, or "T";
- E. Add a footnote to state the following:
 - 1. This project will increase system connectivity in the North San Fernando Valley and the Metro transit system. Environmental planning work shall begin no later than six months after passage of Measure _.
- F. Remove the North San Fernando Valley BRT project from footnote "m" (Line 39) as an eligible expenditure.

FASANA AMENDMENT: To provide equivalent funding based on the original allocation of funding (i.e. \$180 million is 13% of such funding based on the San Fernando Valley's share) to each of the other subregions to assure and maintain equitable funding.

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

49.3 FAILED Motion by Directors Knabe and DuBois that the MTA Board of Directors continue Items 49 and 51 to a date certain (the Regular Meeting in July, or a Special Board Meeting) and direct the CEO to:

- A. provide a "fair share" analysis for the Potential Ballot Measure (PBM)/LRTP Financial Forecast Model concept, similar to the analysis prepared by Metro on December 8, 2015 for a defined short-term period (such as 5, 10, or 15 years) for purposes of comparison with the December 2015 report. The fair share analysis is due to the Board as soon as possible, for the next meeting;

(Continued on next page)

MINUTES– June Regular Board

(Item 49.3 – continued from previous page)

- B. provide updated recommendations and a revised Expenditure Plan and Ordinance in response to the fair share analysis results and the outcome of the public hearing conducted tomorrow by the State Senate Housing and Transportation Committee regarding PBM equity issues. Staff to provide a list of changes that would be incorporated in the PBM Expenditure Plan and the update to the LRTP Financial Forecast Model to reflect the proposed changes; and
- C. return to the Board at the next meeting to consider the matter as a discussion and action item.

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

49.4 FAILED Motion by Director Knabe that the MTA Board of Directors direct the CEO to:

- A. amend the Expenditure Plan/Ordinance and Financial Forecast Model to include the following projects and additional funding, through borrowing, if necessary:
1. \$ 25 million for the Park Place Extension/Regional Grade Separation and Gap Closure Project;
 2. \$ 400 million for the Shoemaker Bridge and I-710 Early Action Projects;
 3. \$ 4 million for the Blue Line Fare Evasion Pilot Program (Long Beach);
 4. \$ 100 million for the Wardlow Station Blue Line Grade Separation Project;
 5. \$ 200 million for the Green Line Extension to San Pedro and to Long Beach (commitment to evaluating new light rail Extension from Torrance);
 6. \$ 600 million to accelerate the Gold Line Eastside Extension Second Alignment to groundbreaking in 2023 and completion/opening in 2033 with the First Alignment, as one project;
 7. \$ 500 million to accelerate the I-5 Corridor Improvements (I-605 to I-710) to groundbreaking in 2021 and completion/opening in 2025; and
 8. Accelerate the completion of the West Santa Ana Branch by making it the next federally eligible project.
- B. removal of the 3% Local Contribution Requirements from the Ordinance.

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

MINUTES– June Regular Board

50. RECEIVED AND FILED ON CONSENT CALENDAR update for **2016-0471**
Item 30 from May 2016: **Metro Blue Line (MBL) Motion by Mayor Garcetti,
Supervisor Knabe, Director Dubois, and Director Dupont-Walker.**
51. RECEIVED AND FILED **Financial Forecasting Model Information for the 2016-0359
Potential Ballot Measure Expenditure Plan.**

(CARRIED OVER FROM MAY REGULAR BOARD)

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

52. **APPROVED MOTION by Solis, Kuehl, Fasana AS AMENDED** that the **2016-0511**
Board direct the Chief Executive Officer to report back to the Metro Board in October
2016 with an action plan to better connect communities to parks and open space.
The plan shall include the following elements:
- A. An overview of existing transit system connections to parks and open
space and identification of opportunities to increase access to parks
and open space. This assessment should draw upon, but not be
limited to, data from the following agencies:
1. the County of Los Angeles Department of Parks and Recreation;
 2. the National Park Service;
 3. U.S. Forest Service;
 4. California State Parks;
 5. the Santa Monica Mountains Conservancy;
 6. the Mountains Recreation and Conservation Authority; and
 7. Southern California Association of Governments.

(Continued on next page)

MINUTES– June Regular Board

(Item 52 – continued from previous page)

- B. Identification of funding sources for transit to parks and open space including, but not limited to:
 - 1. Federal Grants and Programs like the Federal Lands Access Program, the Federal Lands Transportation Program, the Transportation Alternatives Program, and the National Parks Service Challenge Cost Share Program;
 - 2. Existing eligible local revenue like Proposition A, Proposition C and Measure R;
 - 3. Nongovernmental and private partnerships; and
 - 4. Other Creative funding opportunities
- C. Methods to support the implementation of programs to connect communities to parks and open space, such as offering technical assistance and grants to jurisdictions.
- D. Recommendations to promote the usage of current services and the building of the new service including:
 - 1. Shuttle services from transportation infrastructure such as MTA Metro Rail stations, busway stations, bus stops, and regional rail stations as connector hubs for direct shuttles to parks and open space.
 - 2. Prioritized services for communities with 20% lowest per capita open space acreage in the county; communities that have less than 3 acres of parkland per 1000 people, making them park poor, and incomes below \$48,706 median household income, making them income poor.
 - 3. Connections to parks and opens space through active transportation corridors such as bike lanes, walkways and greenways.
 - 4. Potential extensions of existing public transit bus lines to park and open space.

(Continued on next page)

MINUTES– June Regular Board

(Item 52 – continued from previous page)

ADDITIONALLY WE MOVE that the Board direct the Chief Executive Officer to engage with other agencies with related planning processes such as the California Collaborative Regional Transportation Plan and the Southern California Association of Governments Regional Transportation Plan and the United States Forest Service San Gabriel Mountains National Monument.

SOLIS AMENDMENT: Include rivers and mountains conservancy and water conservation authority.

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

53. CLOSED SESSION:

2016-0507

A. Conference with Legal Counsel - Existing Litigation - G.C.
54956.9(d)(1)

1. Tamara Baskin v. LACMTA, LASC Case No. BC529700

APPROVED settlement in the amount of \$300,000.

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

2. Leona Swedenhjelm v. LACMTA, LASC Case No.
BC544313

APPROVED settlement in the amount of \$650,000.

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

(Continued on next page)

MINUTES– June Regular Board

(Item 53 – continued from previous page)

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

1. Property Description: 540 Santa Fe Avenue, Los Angeles, CA

Agency Negotiator: Velma C. Marshall

Negotiating Party: Trace Chalmers, Chalmers-Santa Fe, LLC

Under Negotiation: Price and Terms

Real estate exchange agreement will be made available for inspection when finalized

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

2. Property Description: 659-665 So. La Brea Avenue, Los Angeles, CA

Agency Negotiator: Carol A. Chiodo

Negotiating Party: Nourafshan, LLC

Under Negotiation: Price and Terms

APPROVED settlement in the amount of \$5,4000,000.

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

3. Property Description: 5318-5340 Wilshire Blvd., Los Angeles, CA

Agency Negotiator: Carol A. Chiodo

Negotiating Party: Wilshire Group, LLC

Under Negotiation: Price and Terms

APPROVED settlement in the amount of \$8,300,000.

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

(Continued on next page)

MINUTES– June Regular Board

(Item 53 – continued from previous page)

4. Property Description: 8485 Wilshire Blvd., Beverly Hills, CA
Agency Negotiator: Carol A. Chiodo
Negotiating Party: Gilbert Foundation
Under Negotiation: Price and Terms

APPROVED settlement in the amount of \$12,000,000.

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

C. Public Employee Performance Evaluations - G.C. 54957

Chief Executive Officer
General Counsel
Board Secretary
Chief Ethics Officer
Inspector General

NO REPORT.

ADJOURNED at 3:45 p.m.

Prepared by: Deanna Phillips
Board Specialist



Michele Jackson, Board Secretary



Board Report

File #: 2016-0553, File Type: Policy

Agenda Number: 9.

**FINANCE, BUDGET AND AUDIT COMMITTEE
AUGUST 17, 2016****SUBJECT: LEASE OF OFFICE SPACE FOR OFFICE OF INSPECTOR GENERAL****ACTION: CONSIDER APPROVING A NEW LEASE FOR 818 WEST 7TH STREET****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a **five-year lease agreement**, including one (1) five (5) year option, with Downtown Properties effective March 1, 2017 for the rental of approximately 12,912 square feet of **office space in an office building located at 818 West 7th Street, 5th Floor, Los Angeles**, at an estimated rental cost of \$2,055,891.59 over the term of the lease.

BACKGROUND

The Office of the Inspector General ("OIG") has occupied office space in the 818 W. 7th Street Building since 1998. This space is used by 24 OIG staff and OIG consultants also use the space from time to time. The current lease was originally executed effective March 1, 2007. The lease covered the use of 12,912 square feet for a term of five (5) years ending February 28, 2012, with one (1) five-year option. The option to extend was exercised effective March 1, 2012 and will expire on February 28, 2017. Metro has an option to extend the lease for an additional five years by providing notice between June 1, 2016 and August 31, 2016. Instead of exercising the option, staff has negotiated new lease terms effective March 1, 2017 pending Board approval. Early negotiations regarding the lease renewal provided the opportunity to negotiate free rent, establish a new 2017 base year for expense purposes and obtain tenant improvements provided by the landlord.

DETERMINATION OF SAFETY IMPACT

This Board Action will not have an impact on safety standards for METRO operations.

FINANCIAL IMPACT

Current funding for the payment of rent for the OIG space is included in the FY17 budget in cost center 0651, Non-Departmental Real Estate, under project number 100002, Governmental Oversight and Activities. The total rental cost for the OIG to occupy the 818 Building for the term covering March 1, 2017 to February 28, 2021 is estimated to be \$2,055,891.59. The cost center manager, DEO of Real Estate, will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds is Proposition A and C and TDA administration budget. This fund is not eligible for bus/rail operating or capital expense.

Rental Value

The current rental rate for the period of March 1, 2016 - February 28, 2017 is \$28.61/PSF plus approximately \$0.94/PSF in pass through expenses above the 2012 base year for a total rent of \$29.55 psf. The rental rate for the new term commencing March 1, 2017 will be \$32.00/PSF on a full service gross ("FSG") and rentable square foot ("RSF") basis and shall increase by three percent (3%) per annum thereafter. There will be no obligation to pay Base Rent during the initial four (4) months of the Lease Term or pass through expenses during calendar year 2017. The effective start rent for Year One of the new lease term will be \$29.97/PSF, when factoring in the free rent provided, which is substantially similar to the current rent paid for the OIG space. In addition, the landlord has committed to making certain tenant improvements as requested by the OIG at the landlord's sole cost. The improvements include new carpet throughout the Premises, painting in select portions of the Premises and addressing several miscellaneous alterations to the space as requested by the OIG staff.

The proposed lease rate has been compared to other comparable office buildings located in Downtown Los Angeles. Rental rates for nearby Class A office space currently range from \$39.00 per square foot to \$48.00 per square foot on an annual basis and rental rates for Class B office space currently range from \$34.00 per square foot to \$45.00 per square foot. Attachment A is a list of rental rates in comparable buildings located in the general vicinity of the 818 Building. Current asking rent at 818 West 7th Street is \$36.00 psf. OIG's rent compares favorably at \$32.00 psf. In a relocation to a comparable building shown on the attachment, the OIG would pay a similar or more expensive rent plus incur considerable out of pocket capital costs related to a new build-out, furniture, fixtures, equipment and moving costs.

ALTERNATIVES CONSIDERED

Do not extend the term and relocate to another downtown location. This alternative is not cost effective. The time and resources required to select another downtown office location, negotiate a favorable lease rate, construct tenant improvements and communications facilities and relocate the staff from the existing space would far exceed the rental payment required to remain in the existing location.

Exercise the existing option. This alternative is less cost effective than the recommendation. The lease provides that if the option is exercised, the rent will be adjusted to fair market value for similar office buildings in the area which is estimated at \$36.00 per square foot.

Do not extend the term and relocate the OIG staff to Gateway. It would not be feasible to relocate this function into Gateway as there is insufficient vacant space available without relocating other functions from the building.

NEXT STEPS

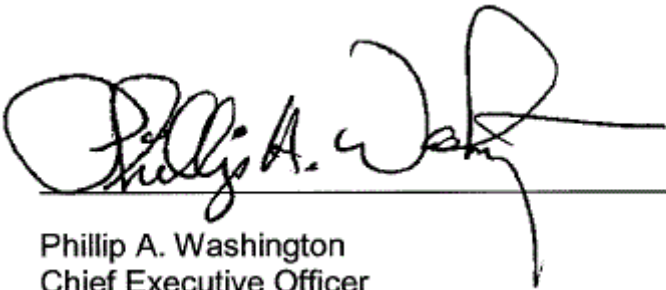
Staff will complete negotiations of a lease agreement through the broker subject to review and approval by County Counsel.

ATTACHMENTS

Attachment A - Rental Rates of Comparable Properties in the Vicinity of 818 West 7th Street

Prepared by: Calvin E. Hollis, Executive Officer, (213) 922-7319
Velma C. Marshall, Deputy Executive Officer, (213) 922-2415

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A**Office Rental Properties in the Vicinity of 818 W. 7th Street**

Building Address (Building Name)	Building Class	Space Available	Asking Rate
611 W 6 th Street	B	Suite 1500 – 12,000 SF	\$39.00-\$42.00 FSG
523 W 6 th Street (Pacific Center)	B	11 th floor – 10,020 SF	\$48.00 FSG
888 W 6 th Street	B	Suite 600 – 6,398 SF	\$39.00 FSG
617 W 7 th Street	B	11 th Floor – 10,000-16,000 SF	\$42.00 FSG
601 S Figueroa Street (Figueroa at Wilshire)	A	Suite 4350 10,418 SF	\$45.00 FSG
660 S Figueroa Street (Figueroa Tower)	B	Suite 800 – 15,679 SF	\$34.00 FSG
725 S Figueroa Street (Ernst & Young Plaza)	A	Suite 2600 – 12,000-23,000 SF	\$42.00 FSG
777 S Figueroa Street (777 Tower)	A	Suite 500 – 12,851 SF	\$44.00 FSG
801 S Figueroa Street (801 Tower)	A	3 rd Floor – 11,986 SF	\$43.20 FSG
865 S Figueroa Street	A	23 rd floor – 10,782 SF	\$41.00 FSG
888 S Figueroa Street	B	Suite 1500 – 12,000–18,000 SF	\$36.50 FSG
555 S Flower Street (City National Plaza)	A	7 th Floor – 13,402 SF	\$45.00 FSG
700 S Flower Street (MCI Center)	B	Suite 1801 – 13,942 SF	\$43.20 FSG
550 S Hope Street	A	4 th floor – 10,000-19,722 SF	\$39.00 FSG
600 Wilshire Boulevard (Wilshire Grand)	B	Suite 400 – 18,853 SF	\$34.00 FSG
707 Wilshire Boulevard (Aon Center)	A	Suite 1000 – 12,000-19,000 SF	\$40.00 FSG
800 Wilshire Boulevard	B	Suite 800 – 7,966 SF	\$35.00 FSG



Board Report

File #: 2016-0313, File Type: Program

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 17, 2016

SUBJECT: COUNTYWIDE CALL FOR PROJECTS RECERTIFICATION AND DEOBLIGATION

ACTION: APPROVE 2016 RECERTIFICATION AND DEOBLIGATION RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$102.5 million in existing Fiscal Year (FY) 2016-17 commitments from previously approved **Countywide Calls for Projects** (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$14.5 million of previously approved Call funding, as shown in Attachment B, and REPROGRAMMING these dollars to the same modal category from which they came in the 2015 Call;
- C. ADOPTING:
 - 1. Revised Lapsing Policy which will apply to existing projects funded through the 2013 and prior Calls with local funds and all projects funded in future Calls, as shown in Attachment D;
 - 2. Project Readiness Criteria prior to executing funding agreements with the project sponsors;
- D. REPROGRAMMING \$14.2 million of previously approved Call funding, as shown in Attachment E, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) Cycle 2 according to Metro's Policy for transitioning to the State ATP;
- E. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to:
 - 1. reprogram currently programmed Call funds to later years (latest to FY 2020-21) at project sponsor(s)' own risk, to meet project design, right-of-way and construction time frames. Projects identified for reprogramming this FY are shown in Attachment F;

2. allow project sponsor(s) to use Metro Call funds in earlier phase(s) of project development than previously programmed with project sponsor(s) providing full funding commitment to deliver the project upon authorization through its Governing Authority to complete the project as currently scheduled;
3. reprogram or administratively extend approved funding for California Department of Transportation (Caltrans) projects as required, to meet Caltrans design and construction time frames;

F. AUTHORIZING the CEO to:

1. negotiate and execute all necessary agreements for approved projects; and
2. amend the FY 2016-17 budget, as necessary, to include the 2016 Countywide Call Recertification and Extension funding in the Regional Programs' budget;

G. APPROVING changes to the scope of work for:

1. City of Lawndale - Inglewood Avenue Corridor Widening Project (#F1198);
2. City of Lawndale - Inglewood Avenue Corridor Widening (#F3112);
3. City of Los Angeles - Washington Boulevard Transit Enhancements (#F1630);
4. City of Los Angeles - Hollywood Integrated Modal Information System (#F1708);
5. City of Los Angeles - LANI Evergreen Park Street Enhancement (#F3640);
6. City of Los Angeles - Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) II (#F5624);
7. Port of Los Angeles - YTI Terminal Trip Reduction Program (#F9201);
8. Port of Long Beach - Long Beach South Waterfront Bike Path Gap Closure (#F3503);
9. City of Signal Hill - Citywide Bus Shelter Upgrades with Electronic Kiosks (#F5404);

H. REALLOCATING funds originally programmed to the City of Los Angeles for the Downtown LA Inter-Modal Transit Information and Wayfinding Project (#F3731) to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion; and

I. RECEIVING AND FILING:

1. time extensions for the 100 projects shown in Attachment G;

2. oral update on the future Countywide Call process restructuring in response to the June 2015 Board directive (Attachment H).

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions being granted through previously delegated Board administrative authority.

The Call has been in existence since the early 1990s. Over time, revisions have been made to the Board adopted Lapsing Policy. Given the aging encumbrances, staff is recommending that the Board adopt a Revised Lapsing Policy for local funds and adopt a Project Readiness Criteria for all projects to ensure sponsors are ready to use their Call funding and deliver their projects as scheduled. Finally, the Board is being asked to receive and file an oral update on the restructuring of the Countywide Call process.

DISCUSSION

The Call process implements Metro's multi-modal programming responsibilities and implements the adopted Long Range Transportation Plan (LRTP). Metro is required by federal (Title 23 U.S.C. 134 (g) & (h)) and state (P.U.C. 130303) statutes to prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro accomplishes these mandates, in part, by programming revenues through the Call.

The 2016 Call Recertification and Deobligation process enforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On May 4, 2016, TAC heard sponsor appeals on the deobligation of funding from 37 projects (Attachment I). TAC recommended deobligating the remaining project funds from the City of South Pasadena Fair Oaks Corridor Improvements Project (#8018) due to the City's inability to secure the \$2.5 million shortfall. For the remaining 36 projects, TAC recommended one year extensions with certain reporting conditions. Staff concurs with these recommendations, except for the City of Los Angeles De Soto Avenue Widening: Ronald Reagan Freeway to Devonshire Street Project (#F3171). Staff recommends deobligating the remaining project funds in December 2016 (per the City of Los Angeles provided project schedule and progress), rather than the TAC recommended June 2017, if the City of Los Angeles fails to secure the \$10.5 million shortfall.

Future Countywide Call Process Review and Reform

In response to Board direction as well as feedback from various stakeholders, staff is examining the future of the Countywide Call process and the opportunity for reforming it. Given the possibility of a new ballot measure, staff believes this is an ideal time to take a fresh look at the Call. In particular, staff is exploring the development of a shared project evaluation and selection process between Metro and the subregions. While federal regulations do not allow federal dollars to be subvended directly to local agencies, a targeted, needs based decision making process can be delegated to the local level. Shared decision making also requires shared accountability, so this new or similar approach to more localized decision making must address adherence to federal rules and regulations, the timely use of funds, community outreach and federal Title VI requirements. Staff will work to establish a process with the subregions and other stakeholders to define a reformed Call process tailored to the needs of Los Angeles County. This new process will be developed as part of the update of Metro's LRTP in 2017. Staff believes the most prudent course is to defer future cycles of the Call until this overall review and assessment is completed; an oral report on this approach will be made to the Planning Committee in August. Given that the next Call will primarily be programming funds in the out years of the programming cycle (FY 2021-22 and FY 2022-23), this will not impact funding to our transportation partners.

DETERMINATION OF SAFETY IMPACT

The 2016 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Local funds (Propositions C 10% and 25% and State Repayment of Capital Project Loan Funds) for the Countywide Call are budgeted in the FY 2016-17 Subsidies to Others Budget in Cost Centers 0441 and 0442. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 10% and 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 10% funds were previously programmed in Calls prior to the 2015 Call. The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long-lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free-up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2016-17 funding commitments rather than authorize their expenditures. This would disregard previous Board approved Countywide Calls programming commitments and would disrupt on-going projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Lapsing Policy. The recommended Revised Lapsing Policy for local funds and Project Readiness Criteria may also encourage project sponsors to focus scarce labor and other resources on projects in order to deliver them in a more timely fashion. In addition, the Appeals process between the project sponsors and the Metro TAC is a significant reminder that these funded projects should not be further delayed. Furthermore, many of the specific projects involved are now very close to being delivered.

NEXT STEPS


With Board approval of the 2016 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letter of Agreements (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements. The Revised Lapsing Policy for local funds will be included in all FAs and amendments and staff will implement the Project Readiness Criteria.

ATTACHMENTS

Attachment A - FY 2016-17 Countywide Call Recertification
Attachment B - 2016 Countywide Call Deobligation Recommendations
Attachment C - Background/Discussion of Each Recommendation
Attachment D - Revised Lapsing Policy (Track Changes version)
Attachment E - Reprogramming of Not Awarded ATP Projects
Attachment F - Reprogramming Recommendations
Attachment G - FY 2016-17 Countywide Call Extensions
Attachment H - June 2015 Board Directive on Future Call for Projects Restructuring
Attachment I - Result of TAC Appeals Process

Prepared by: Fanny Pan, Senior Director, (213) 922-3070
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F7600	ALHAMBRA	ALHAMBRA PED IMPROVEMENT/WALKING VIABILITY PROJECT ON VALLEY	\$ 60
F7406	AVALON	AVALON CLEAN FUEL FLEET REPLACEMENT PROJECT	393
F7414	BALDWIN PARK	CLEAN FUEL BUSES FOR THE BALDWIN PARK TRANSIT SERVICE	396
F9200	BELL	EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS	536
F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT	1,157
F9537	BEVERLY HILLS	BEVERLY HILLS BIKESHARE PROGRAM	10
F5306	BURBANK	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM	544
F5508	BURBANK	LOS ANGELES RIVER BRIDGE	604
F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	652
F7408	BURBANK	BURBANK TRANSIT VEHICLE REPLACEMENT	878
F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	743
F3900	CALABASAS	SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENTS	590
F9301	CALTRANS	I-210 CONNECTED CORRIDOR ARTERIAL SYSTEMS IMPROVEMENTS	1,600
F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	272
F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	299
F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	619
F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	164
F7303	CULVER CITY	NETWORK-WIDE SIG. SYNC W/ VID AND ARTERIAL PERFORMANCE MEASURE	989
F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	219
F3304	DOWNEY	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	738
F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	234
F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	973
F7311	DOWNEY	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM	32
F5125	EL MONTE	RAMONA BOULEVARD & VALLEY BOULEVARD INTERSECTION IMPROVEMENT	139
F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	299
F7520	EL MONTE	EL MONTE REGIONAL BICYCLE COMMUTER ACCESS IMPROVEMENTS	972
F7405	GARDENA	PURCHASE OF ALTERNATIVE FUEL REPLACEMENT BUSES	1,093
F5307	GLENDALE	GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER IMPLEMENTATION	522
F5407	GLENDALE	PURCHASE OF 10 CNG BUSES FOR GLENDALE BEELINE SERVICES	1,727
F7430	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	1,264
F9624	GLENDALE	GLENDALE TRAIN STATION 1ST/LAST MILE REGIONAL IMPROVEMENTS	771
F5101	HAWTHORNE	EL SEGUNDO BOULEVARD IMPROVEMENT PROJECT	3,151
F7101	HAWTHORNE	SIGNAL IMPROVEMENTS ON PRAIRIE AVE FROM 118TH ST. TO MARINE AVE.	35
F7702	HUNTINGTON PARK	DOWNTOWN HUNTINGTON PARK "I-PARK" SYSTEM IMPLEMENTATION	84
F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	4,636
F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG	3,412
F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	489
F9307	INGLEWOOD	INGLEWOOD ITS PHASE VI	56
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	2,000
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	500
F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	1,195
F3630	LA CITY	MAIN STREET PEDESTRIAN ENHANCEMENTS	827
F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETScape/PEDESTRIAN IMPROV.	2,788
F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	1,687
F3721	LA CITY	ANGELS WALK SILVERLAKE	175
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	100
F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	680
F5207	LA CITY	ALAMEDA STREET DOWNTOWN LA: GOODS MOVEMENT, PHASE I	3,767



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F5317	LA CITY	ITS PLATFORM UPGRADES	2,300
F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	725
F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	366
F5710	LA CITY	EXPERIENCE LA HISTORIC CULTURAL NEIGHBORHOOD CONNECTIONS	555
F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	553
F7109	LA CITY	SOTO STREET WIDENING FROM MULTNOMAH ST TO MISSION RD	1,093
F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	2,843
F7125	LA CITY	SHERMAN WAY WIDENING BETWEEN WHITSETT AVE TO HOLLYWOOD FWY	142
F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	2,361
F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	630
F7624	LA CITY	WALK PICO! A CATALYST FOR COMMUNITY VITALITY AND CONNECTIVITY	222
F7636	LA CITY	BROADWAY STREETSCAPE IMPLEMENTATION (8TH - 9TH)	426
F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM	175
F7708	LA CITY	INTERACTIVE BICYCLE BOARD DEMO PROJECT	26
F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	437
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE AND GREENSTREET TRANSIT PROJ	1,145
F9119	LA CITY	HARBOR BOULEVARD/SAMPSON WAY/7TH STREET RECONFIGURATION	2,552
F9430	LA CITY	PURCHASE OF THREE ELECTRIC ZERO EMISSION DASH BUSES	766
F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	204
F9527	LA CITY	CHANDLER CYCLETRACK GAP CLOSURE PROJECT	459
F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	225
F9201	LA CITY	YTI TERMINAL TRIP REDUCTION PROGRAM	609
F9207	LA CITY	ALAMEDA ST WIDENING - NORTH OLYMPIC BLVD TO I-10 FREEWAY	988
F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	327
F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	130
F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	1,300
F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	500
F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	1,499
F5412	LA COUNTY	ARROW HIGHWAY BUS STOP IMPROVEMENT PLAN	246
F5413	LA COUNTY	EL SOL SHUTTLE VEHICLES	1,069
F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	319
F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	2,746
F7806	LA COUNTY	VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT	62
F9504	LA COUNTY	E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS	408
F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	333
F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	1,722
F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	191
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	177
F9808	LONG BEACH	PARK OR RIDE	41
8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT	1,800
F7400	MONTEREY PARK	CLEAN FUEL BUS REPLACEMENTS	497
F9502	MONTEREY PARK	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT	93
F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	52
F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	240
F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	1,298
F7422	PASADENA	PASADENA REPLACEMENT AND ADDED CAPACITY OF CLEAN FUEL BUSES	628
F9416	PASADENA	PASADENA BUS PURCHASE TO RELIEVE SIGNIFICANT OVERCROWDING	1,365
F9515	PASADENA	PASADENA BIKE SHARE START UP CAPITAL COST	955



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F9516	PASADENA	PASADENA BICYCLE PROGRAM-UNION STREET 2-WAY CYCLE TRACK	745
F9802	PASADENA	SHARED EV EMPLOYER DEMONSTRATION (SEED) PROGRAM	101
F9518	PORT OF LONG BEACH	COASTAL BIKE TRAIL CONNECTOR - OCEAN BOULEVARD, LONG BEACH	712
F5301	REDONDO BEACH	GRANT AVENUE SIGNAL IMPROVEMENTS	1,222
F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II	233
F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	834
F9306	SANTA CLARITA	ITS PHASE VII	511
F9414	SANTA CLARITA	VISTA CANYON METROLINK STATION	587
F5812	SANTA MONICA	EXPO LRT COLORADO AVENUE TRANSIT VILLAGE ENHANCEMENTS	578
F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/STATION ACCESS	571
F9434	SANTA MONICA	BUS REPLACEMENT - CITY OF SANTA MONICA	1,765
F9533	SANTA MONICA	BEACH BIKE PATH RAMP CONNECTION TO SANTA MONICA PIER	138
F9625	SANTA MONICA	17TH STREET/SMC EXPO PEDESTRIAN CONNECTIVITY IMPROVEMENTS	163
F9807	SANTA MONICA	SANTA MONICA EXPO AND LOCALIZED TRAVEL PLANNING ASSISTANCE	127
F5406	SANTA MONICA'S BIG BLUE BUS	REPLACE DIESEL 40-FOOT BUSES WITH ALTERNATIVE FUEL BUSES	2,159
F5308	SOUTH PASADENA	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	464
F7526	TEMPLE CITY	LAS TUNAS DRIVE BICYCLE IMPROVEMENTS	2,722
F7618	TEMPLE CITY	LAS TUNAS DR IMPROVEMENTS AND SAFETY ENHANCEMENT PROJECT-PED	2,910
F7812	TEMPLE CITY	LAS TUNAS DRIVE COMPLETE STREETS IMPROVEMENT PROJECT	1,277
F9424	WEST HOLLYWOOD	West Hollywood CityLine Vehicle Replacement	640
F9517	WEST HOLLYWOOD	WEHO BIKESHARE IMPLEMENTATION AND INTEROPERABILITY PROJECT	510
F9601	WEST HOLLYWOOD	WEST HOLLYWOOD - MELROSE AVENUE COMPLETE STREET PROJECT	671
TOTAL			\$ 102,511



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

	PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR					\$ EXPD	TOTAL DEOB	REASON
					Prior	FY 15	FY 16	FY 17	FY 18			
1	F1171	AGOURA HILLS	US 101/REYES ADOBE RD INTERCHANGE IMPROVEMENT PROJECT	RSTI	\$ 2,134					\$ 1,523	\$ 611	AUDIT SAVINGS
2	F3834	AZUSA	AZUSA GATEWAY PROJECT	TEA	554	87				370	271	AUDIT SAVINGS
3	6323	CALABASAS	CALABASAS REGIONAL TRAFFIC CENTER	SIG	329					324	5	AUDIT SAVINGS
4	4318	INGLEWOOD	ARBOR VITAE STREET IMPROVEMENTS	RSTI	2,277					1,748	529	AUDIT SAVINGS
5	F3171	LA CITY	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.	RSTI	4,399	3,099				1,193	6,305	PENDING CITY IDENTIFICATION OF LOCAL FUNDING IN DEC 2016
6	2356	LA COUNTY	SOUTH BAY SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS	SIG	16,181					16,006	175	AUDIT SAVINGS
7	F1414	LA COUNTY	THIRD STREET & LA VERNE AVE. PARKING STRUCTURE	TC	814					-	814	PROJECT CANCELLED
8	F1198	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING PROJECT	RSTI	1,019					71	340	PROJECT SCOPE CHANGE
9	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	RSTI	294	1,878				71	857	PROJECT SCOPE CHANGE
10	6345	MONTEBELLO	BEVERLY BLVD. WIDENING PHASE III	RSTI	975					940	35	AUDIT SAVINGS
11	F9201	PORT OF LOS ANGELES	YTI TERMINAL TRIP REDUCTION PROGRAM	GM				609	3,461	-	2,077	PROJECT SCOPE CHANGE
12	F5129	ROSEMEAD	VALLEY BLVD. CAPACITY ENHANCEMENT PROJECT	RSTI			508	273		-	781	PROJECT CANCELLED
13	F5812	SANTA MONICA	EXPO LRT COLORADO AVENUE TRANSIT VILLAGE ENHANCEMENTS	TEA			225	578		-	803	PROJECT CANCELLED



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

	PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR					\$ EXPD	TOTAL DEOB	REASON
					Prior	FY 15	FY 16	FY 17	FY 18			
14	F5404	SIGNAL HILLS	CITY-WIDE BUS SHELTER UPGRADES W/ ELECTRIC KIOSKS	TC			128			-	91	PROJECT SCOPE CHANGE
15	8018	SOUTH PASADENA	SOUTH PASADENA FAIR OAKS CORRIDOR IMPROVEMENTS	RSTI	1,300					628	672	PROJECT DEOBLIGATED
16	F3811	WEST HOLLYWOOD	LA BREA AVENUE STREETScape PROJECT	TEA	862					685	177	AUDIT SAVINGS
TOTAL					\$ 31,138	\$ 5,064	\$ 861	\$ 1,460	\$ 3,461	\$ 23,559	\$ 14,543	

17	F3731	LA CITY	DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING	TDM	\$ 1,290					-	\$ 1,290	PROJECT CANCELLED AND FUNDS REALLOCATED
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*\$1,289,394 will be reallocated to be used for pending Metro Board approval of the City of Los Angeles Bike Share expansion.

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 10,130
GOODS MOVEMENT (GM)	2,077
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	180
TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)	1,251
TRANSIT CAPITAL (TC)	905
TOTAL	\$ 14,543

Background/Discussion of Each Recommendation

A. Recertify

The \$102.5 million in existing FY 2016-17 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to insure that funding continues in FY 2016-17 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$14.5 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$3.3 million in project downscopes, \$9.4 million in cancelled projects, and \$1.8 million in project savings. This does not include the \$1.3 million for the City of Los Angeles Downtown LA Inter-modal Transit Information and Wayfinding projects whose funds are being recommended for reallocation to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion. In light of the State's negative fund estimates for the 2016 State Transportation Improvement Program (STIP), staff is recommending folding these deobligated funds back into the same modal category from which they came from in the 2015 Call.

C. Adopt

1) Revised Call Lapsing Policy for Previous Locally Funded Projects and All Future Projects

The current Board adopted Call Lapsing Policy lapses funds based on the year of programming, so if a project was funded over three programmed years there would be three different lapsing dates. In addition, the current policy does not limit the number of time extensions that could be granted to a project. The lack of limitation has resulted with some projects receiving multiple extensions, up to 12 years. This recommended Revised Lapsing Policy would limit projects to a one-time, 20-month lapsing date extension from the last year of programming and would eliminate the interim lapsing dates. This proposal was presented and approved by the Metro TAC in March 2016.

2) Project Readiness Criteria

Prior to initiation of FAs/LOAs between Metro and the project sponsors, project sponsors must demonstrate the following:

- i. Project in adopted Capital Improvement Program; and
- ii. City/County Governing Authority Action on:
 - Local Match
 - Staffing Plan
 - Work Program including schedule that is in compliance with the Revised Lapsing Policy

Metro is committed to funding the whole project; however, funds will be released upon successful completion of each phase of project development, i.e., environmental, engineering, right of way acquisition, etc. Funds for subsequent phases will not be

released until project sponsor provides evidence that the current phase is complete, or is clearly on track to be completed on the approved schedule. Evidence could include draft/final environmental document, designs, bid package, etc. Metro will not approve these documents, but rather would be in receipt of the documents to verify the project is ready to move to the next phase.

D. Reprogram**Not Awarded Active Transportation Program (ATP) Projects**

In February 2014, the Metro Board adopted the Policy for transitioning to the State ATP. The Policy addressed the \$90 million shortfall created in the Call funding plan after State statute changed federal Transportation Enhancement/Transportation Alternatives funding to a component of the State ATP. Metro's ATP Policy specifically required that all project sponsors of eligible projects from 2013 and prior Calls that have unallocated or unobligated balances in the Bicycle, Pedestrian, and Transportation Enhancements Activities modes apply for ATP funds before being considered for Call funding. An exemption was allowed for projects with a documented request to forego the ATP application in order to avoid project delivery delay. There is a total of eight Call projects, totaling \$14.2 million that applied for ATP Cycle 2, but were not awarded funding. Metro Call funding is now needed for these projects. Metro staff has contacted each of the respective project sponsors to coordinate the years in which funding is needed. The Board is being asked to reprogram the funding for these eight projects as shown in Attachment E.

E. Delegate

Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Staff recommends:

- 1) Reprogram currently programmed Call funds to a later year (latest to FY 2020-21), at project sponsor(s)' own risk. To date, Metro has not provided fund assignments for projects beginning in FY 2018-19 through FY 2020-21 due to the State's negative fund estimates for the 2016 STIP. Projects recommended for reprogramming are shown in Attachment F;

In September 2013, the Metro Board approved awarding \$3 million to the City of Palmdale – North County ITS Palmdale Extension (#F7304) using the Call deobligated funds as a second priority after restoring funding to three County of Los Angeles Signal Forum projects. From the FY 2012-13, FY 2013-14 and FY 2014-15 deobligation recommendations, staff was able to fully restore funds to all three County of Los Angeles and the City of Palmdale projects. The City of Palmdale project is ready to start and requested project funds to be programmed in FYs 2016-17, 2017-18 and 2018-19, respectively. The three County of Los Angeles Traffic Signal Forum projects (CFP # F3308, F3309, and F3310) are not ready to start in FY 2016-17 and will request construction funds to be programmed in future years through next year's annual Recertification and Deobligation process.

- 2) Allow project sponsor(s) to use Metro Call funds in earlier phase(s) of project development than previously programmed with the condition that the project sponsor(s) provides a full funding commitment to deliver the project upon authorization from its City/County Governing Authority to complete all phases of the project per the Metro approved Scope of Work. Currently, Metro awards Call funds to only those projects that include a construction phase. This allows the project sponsors to use the Metro Call funds early, while still committed completing the project per the Metro approved scope. If the project is not built or completed per the approved scope of work and schedule, the project sponsor(s) is required to return all grant funds to Metro.

Projects recommended below will use Metro Call funds on Design and right-of-way phases only. The City is obtaining its Council action committing to fund 100% of the construction funds:

- City of Los Angeles – Hyperion Avenue Under Waverly Drive Bridge Replacement (#8036)
- City of Los Angeles – Burbank Boulevard Widening – Lankershim Boulevard to Cleon Avenue (#8046)
- City of Los Angeles – Cesar Chavez Avenue/Lorena Street/Indiana Street Intersection Improvement (#8075)

- 3) Caltrans projects are multi-year projects that are programmed over several years. Due to unforeseen and extraordinary circumstances, changes may be necessary to project scopes and schedules which may affect project delivery and programmed year(s).

F. Authorize

Projects receiving their first year of funding are required to execute FAs or LOAs with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria.

G. Project Scope Change

- 1) The City of Lawndale Inglewood Avenue Corridor Widening Project (#F1198) was programmed through the 2007 Call. As approved, the project would widen the eastside of Inglewood Avenue between Manhattan Beach Boulevard and the I-405 Freeway northbound on-ramp, as well as the Marine Avenue intersection to accommodate three dedicated right-turn lane pockets. The project would also include crosswalk and signal replacements, underground utility relocation, curb, gutter and storm drain replacement. Due to difficulties acquiring the necessary right-of-way to construct the roadway widening throughout the project limits, the City is requesting to change the scope of work to include traffic striping and other roadway modifications to complete the traffic improvements within the project limits. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The revised

project scope of work will reduce Metro Call grant funds from \$1,019,000 to \$678,773. Project cost saving of \$340,227 is recommended for deobligation. The City will maintain its local match commitment of 77.3% (\$2,311,417) of the revised total project cost. In addition, the City is committed to cover any future project cost overruns, if occurs.

- 2) The City of Lawndale Inglewood Avenue Corridor Widening (#F3112) was programmed through the 2009 Call. As approved, the project would widen Inglewood Avenue to provide a third southbound traffic lane from Rosecrans Avenue to Marine Avenue. The project would also provide a continuous 10-foot sidewalk from Lawndale High School to Marine Avenue, and a raised landscaped median island. Due to difficulties acquiring the necessary right-of-way to complete the roadway widening throughout the project limits, the City is requesting to change the scope of work to include roadway widening from south of 147th Street to Marine Avenue only, as well as traffic synchronization, striping and other roadway modifications to complete the traffic improvements throughout the project limits. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The revised project scope of work will reduce Metro Call grant funds from \$2,172,000 to \$1,314,413. Project cost saving of \$857,587 is recommended for deobligation. The City will maintain its local match commitment of 40% (\$876,275) of the revised total project cost. In addition, the City is committed to cover any future project cost overruns, if occurs.
- 3) The City of Los Angeles Washington Boulevard Transit Enhancements Project (#F1630) was programmed through the 2007 Call. As approved, the project would install pedestrian lighting, shade trees, benches, trash cans, street furniture, signage, crosswalks, sidewalks, and enhanced sidewalk paving. The project was a former City of Los Angeles Community Redevelopment Agency (CRA) project which was transferred to the City of Los Angeles after the CRA was dissolved. The proposed improvement and associated cost estimates need to be revised and updated to meet the City's current policy and standard. The City is requesting to change the scope of work to install pedestrian lighting, shade trees, benches, trash cans, street furniture, signage, crosswalks, sidewalks, and enhanced sidewalk paving, but with revised quantities and specific treatments. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of 30% (\$713,000).
- 4) The City of Los Angeles Hollywood Integrated Modal Information System (#F1708) was programmed through the 2007 Call. As approved, the project would provide wayfinding signage and parking availability signs, real-time information at parking lots to direct motorists to available parking closest to their destination and encourage walk or take transit to their final destination, and establish a connected information

system. The City is requesting to change the project scope of work that will use an integrated approach to address vehicle traffic congestion and parking in the project area. This request includes reducing the parking availability directory signs from eight to four, upgrading parking technology in the project area including parking meters and parking sensors and the addition of public outreach and marketing activities to promote the project and inform the public about the integrated parking system. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are in the same project boundaries and will result in the same or enhanced project benefits. The City will maintain its local match commitment of 30.1% (\$1,026,000).

- 5) The City of Los Angeles LANI-Evergreen Park Street Enhancement Project (#F3640) was programmed through the 2009 Call. As approved, the project would install duratherm crosswalks, signalized crosswalks, new bus benches and receptacles, and street trees. A recent site visit determined that elements including signalized crosswalks, bus benches and street trees proposed in the original scope of work have been fully or partially implemented through other City efforts. The City also has an updated policy to implement continental crosswalks instead of duratherm for safety reasons. The City is requesting to change the project scope to eliminate duplicate efforts and reflect the updated City policy. The City is requesting to install continental crosswalks at expanded locations within the project limit, ADA curb ramps at the signalized crosswalk locations, new bus shelters, bus benches and security lightings, and street trees. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of 21.6% (\$232,099).
- 6) The City of Los Angeles Washington Boulevard Pedestrian Transit Access (Hooper/Alameda) Phase II Project (#F5624) was programmed through the 2011 Call. As approved, the project would install new sidewalks, landscaping, street trees, ADA ramps, bicycle racks and lockers, pedestrian lighting, crosswalk enhancements, curb extensions, new railroad crossing signals, pedestrian safety gates and other pedestrian warning devices, new paving and new access to the station from the south. The project was a former CRA project and which was transferred to the City of Los Angeles after the CRA was dissolved. The proposed improvements and associated cost estimates need to be revised and updated to meet the City's current policy and standard. Elements including bicycle lockers, railroad crossing signals, pedestrian safety gates, pedestrian warning devices and access to the station from the south were within Metro's right-of-way are infeasible for the City to implement. The City is requesting to change the project scope of work to install new sidewalks, landscaping, street trees, ADA ramps, bicycle racks, pedestrian lighting, crosswalk enhancements and curb extensions, but with revised quantities and specific treatments. The City is also proposing to replace transit amenities originally proposed in Metro's right-of-way with transit shelter and wayfinding signage to improve the experience for transit users in lieu of the originally

proposed improvements. Staff has evaluated the proposed changes in the scope of work and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of 35% (\$803,187).

- 7) The Port of Los Angeles Yusen Terminals, Inc. (YTI) Terminal Trip Reduction Program (#F9201) was programmed through the 2015 Call. As approved, the project would expand the existing loading track an additional 2,900 linear feet to serve the YTI terminal portion of the rail yard. The expansion will also include two new turnouts and reconstruction of a portion of the container terminal backlands to accommodate rail expansion. The Port is requesting to change the project scope of work to revise the proposed track alignment. YTI informed the Port that the terminal would be unable to provide the required backland space to accommodate the proposed location of the loading track. The revised location will be within the existing rail yard, which eliminates backland reconstruction work. Staff has evaluated the proposed change in the scope of work and found that it is consistent with the intent of the original scope of work, within the same project boundaries, and will result in the same or enhanced project benefits. The revised project scope of work will reduce Metro Call grant funds from \$4,069,188 to \$1,992,000. Project cost saving of \$2,077,188 is recommended for deobligation. The Port of Los Angeles also received additional non-Metro grant funds and will increase its local match commitment from 31.6% to 36.2% (\$1,132,000).
- 8) The Port of Long Beach South Waterfront Bike Path Gap Closure Project (#F3503) was programmed through the 2009 Call. As approved, the project would design and construct a 1,400-foot Class I shared-used path connection, plus mid-block crossing, curb bulb-outs, solar flashing beacon and wayfinding signage. The Port is requesting to change the project scope of work from a Class I to Class II Bike Lane. The Port will complete all other elements per the approved scope. Staff has evaluated the proposed change in the scope of work and found that it is consistent with the intent of the original scope of work, within the same project boundaries, and will result in the same or enhanced project benefits. The Port of Long Beach will maintain its local match commitment of 20% (\$177,035).
- 9) The City of Signal Hill City-Wide Bus Shelter Upgrades with Electronic Kiosks Project (#F5404) was programmed through the 2011 Call. As approved, the City would make improvements to 14 bus stops city-wide that are served by Long Beach Transit. The improvements include shelters, benches, LED lighting, solar panels, and information kiosks with messaging boards that are consistent with Long Beach Transit's Transnet System. The City is requesting to change the project scope of work to remove the digital kiosk component and reduce the number of bus stop locations from the approved 14 to four. Staff has evaluated the proposed change in scope and recommends the project downscope. The revised project scope of work will reduce Metro Call grant funds from \$127,817 to \$36,520. Project cost saving of \$91,297 is recommended for deobligation. The City will maintain its local match

commitment of 27% (\$13,512) of the revised total project cost. The City is committed to cover any future project cost overruns, if occurs.

F. Countywide Bike Share

The City of Los Angeles requested to cancel the Call grant originally programmed to #F3731 – Downtown LA Inter-Modal Transit Information and Wayfinding Project, and to reallocate the funds to Metro, pending Metro Board approval of the City of Los Angeles Bike Share expansion. Therefore, \$1.29 million will be cancelled and reallocated.

G. Receive and File

During the 2001 Countywide Call for Projects Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:

- 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
- 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
- 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 100 projects shown in Attachment E are being granted.

Revised Call for Project Lapsing Policy

TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS:

Grantee must demonstrate timely use of the Funds by:

- (i) executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA, or by December 31st of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- ~~(ii) meeting the Project milestone due dates as agreed upon by the LACMTA and Grantee in Attachment B (Scope of Work) of this the Funding Agreement; milestones include, but are not limited to the following:~~
 - ~~a. for project development, Grantee must complete phase by the end of the second fiscal year following the year the Funds were first programmed; and~~
 - ~~b. for right-of-way, Grantee must follow its right-of-way acquisition policies and must show a realistic schedule for completion of acquisition required for the project agreed upon by LACMTA and Grantee prior to Agreement execution; and~~
 - ~~c. for construction or capital purchase projects, contracts shall be awarded within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date; and~~
- ~~(ii) — Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project development or right-of-way costs must be expended by the end of the second fiscal year following the year the Funds were first programmed; and~~
- (iii) submitting the Quarterly Progress/Expenditure Report ~~as described in Part II, Section 4.1 of this Agreement~~; and
- (iv) expending the Funds granted under this Agreement for allowable costs by June 30, 20__ (lapse date), within 36 months from July 1 of the FY 20__ - __, final Fiscal Year in which funds are programmed ~~within 36 months from July 1 of the Fiscal Year in which funds are programmed.~~

~~If the GRANTEE fails to meet any of the above conditions, the Project shall be considered lapsed and will be subject to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.~~

Quarterly Progress/Expenditure Reports will be used to evaluate compliance with the Project milestone due dates as identified in the Funding Agreement. If the Project does not meet the milestone due dates as agreed upon in the Funding Agreement, the Grantee will be required to develop a written Recovery Plan illustrating in detail the Grantee's actions to resolve the delay and to meet the Project completion date agreed upon in the Funding Agreement. If the Recovery Plan is deemed viable by LACMTA staff, and meets the Project completion date agreed upon in the Funding Agreement, LACMTA may grant an administrative schedule update as long as the Funds are expended in compliance with (iv)

above. If Grantee fails to submit within 30 days of the notice of non-compliance from LACMTA, or the Recovery Plan illustrates that the project will not meet the lapse date in the Funding Agreement, LACMTA may recommend potential deobligation of the funds as part of its annual Call for Projects Recertification/Deobligation process.

Recertification of funds will be based on Project progress and is subject to meeting the Project milestones as agreed upon in the Funding Agreement. Grantee will ONLY be allowed to request a one-time lapsing date extension of 20-months from the final lapse date. The request is subject to TAC consideration as part of the annual Call for Projects Recertification/Deobligation process.

~~In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors.~~

If Grantee does not complete one element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed/deobligated, this Agreement shall automatically terminate.

If the ~~GRANTEE~~ grantee fails to meet any of the above conditions, the Project shall be considered lapsed and will be subject to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS REPROGRAMMING LIST - NOT AWARDED ATP
(\$000)**

CFP ID	Agency	Project Title	Total Amount	Total by Fiscal Year				
				FY 17	FY 18	FY 19	FY 20	FY 21
F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	\$ 2,639	\$ 743	\$ 1,896			
F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	1,722	1,722				
F7622	LOS ANGELES	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	1,379			276		1,103
F7624	LOS ANGELES	WALK PICO! A CATALYST FOR COMMUNITY VITALITY AND CONNECTIVITY	1,841	222		1,619		
F7636	LOS ANGELES	BROADWAY STREETScape IMPLEMENTATION (8TH-9TH)	2,384	426		1,958		
8150	LOS ANGELES COUNTY	SAN JOSE CREEK BICYCLE TRAIL - PHASE II	1,243			1,243		
F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION - PHASE II	1,562	233	1,329			
F1505	SAN FERNANDO	SAN FERNANDO PACOIMA WASH BIKE PATH	1,513			1,513		
		TOTAL	\$14,283					



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS REPROGRAMMING RECOMMENDATION
(\$000)**

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEAR												FUND SOURCE
			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL	
F7120	BELL GARDEN	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT							\$ 31	\$ 1,126	\$ 1,043			\$ 2,200	PC25
									1,157	1,043				2,200	
F7321	GLENDALE	REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM						410	121					531	PC25
										410	121			531	
F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG								3,412	6,036			9,448	PC25
									3,412	6,036				9,448	
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	500											500	PC25
									500					500	
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BLVD TO DE SOTO AVE		1,789	2,911									4,700	PC25
									2,000		2,700			4,700	
F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETScape							1,697					1,697	CMAQ
										1,697				1,697	
F3721	LA CITY	ANGELS WALK SILVERLAKE					175							175	LTF
									175					175	
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS				100								100	LTF
									100					100	
F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH						862	1,499	3,513				5,874	RSTP
									2,361	3,513				5,874	
F7207	LA CITY	ANAHEIM STREET WIDENING - FARRAGUT AVE TO DOMINGUEZ						424	383	2,334				3,141	RSTP
									630	2,511				3,141	
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE AND GREENSTREET TRANSIT PROJECT						1,145						1,145	CMAQ



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS REPROGRAMMING RECOMMENDATION
(\$000)**

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEAR												FUND SOURCE
			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL	
									1,145					1,145	
F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP						2,758						2,758	PC25
										863	998	897		2,758	
F5314	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT						91	1,894					1,985	PC25
										120	340	1,390	135	1,985	
F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT						88	1,153					1,241	PC25
										200	600	441		1,241	
F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT						56	1,824					1,880	PC25
										200	460	1,220		1,880	
F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT								1,273	1,965			3,238	PC25
												410	2,828	3,238	
F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT								1,151	1,777			2,928	PC25
										130	430	1,250	1,118	2,928	
F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT								1,425	2,199			3,624	PC25
											340	820	2,464	3,624	
F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT								1,079	1,665			2,744	PC25
										80	460	1,470	734	2,744	
F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (MR312.52 MATCH -								1,204	1,858			3,062	PC25
											160	610	2,292	3,062	
F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION												3,000	TBD
									240	160	2,600			3,000	



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2016-17 CALL FOR PROJECTS REPROGRAMMING RECOMMENDATION
(\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEAR												FUND SOURCE
			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL	
F9416	PASADENA	PASADENA BUS PURCHASE TO RELEIVE SIGNIFICANT OVERCROWDING									1,365			1,365	LTF
									1,365					1,365	
F9424	WEST HOLLYWOOD	WEST HOLLYWOOD CITYLINE VEHICLE REPLACEMENT								640				640	LTF
									640					640	
ORIGINAL PROGRAMMED AMOUNT			\$ 500	\$ 1,789	\$ 2,911	\$ 100	\$ 175	\$ 5,834	\$ 8,602	\$ 17,157	\$ 17,908	\$ -	\$ -	\$ 54,976	
REPROGRAMMED AMOUNT			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,485	\$ 16,803	\$ 6,609	\$ 8,508	\$ 9,571	\$ 54,976	
DELTA			500	1,789	2,911	100	175	5,834	(4,883)	354	11,299	(8,508)	(9,571)	-	

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2016
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S) **	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F1159	ACE	NOGALES STREET (LA SUBDIVISION) GRADE SEPARATION PROJECT	PC25	2013	\$ 12,248	\$ 9,078	\$ 3,170	1	3	6/30/2017
F3110	ARCADIA	INTERSECTION OF BALDWIN AVENUE & DUARTE ROAD	PC25	2012 2013	668	86	582	1	1	6/30/2017
F3805	ARCADIA	ARCADIA GOLD LINE STATION TRANSIT PLAZA ENHANCEMENTS	LTF	2012 2013	318	317	1	1	3	6/30/2017
F3434	AZUSA	AZUSA INTERMODAL TRANSIT CENTER	CMAQ	2014	1,305	-	1,305	1	3	6/30/2017
F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	LTF	2014	19	-	19	1	1	6/30/2017
F3712	BALDWIN PARK	METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT	LTF	2012 2013	186	-	186	1	1	6/30/2017
F1103	CARSON	WILMINGTON AVENUE INTERCHANGE MODIFICATION AT I-405	PC25	2011 2012	7,646	3,965	3,681	1	1	6/30/2017
F1107/ MR306.23	COMMERCE	WASHINGTON BLVD. WIDENING AND RECONSTRUCTION PROJECT	PC25	2010 2011 2012	13,285	5,916	7,369	1	3	6/30/2017
F1166	CULVER CITY	SEPULVEDA BOULEVARD WIDENING PROJECT	PC25	2011	1,621	1,525	96	1	3	6/30/2017
F1717	CULVER CITY	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION	CMAQ	2010	725	125	600	1	1	6/30/2017
F3175	CULVER CITY	CULVER BOULEVARD REALIGNMENT PROJECT	PC25	2014	524	-	524	1	3	6/30/2017
F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2013 2014	2,201	78	2,123	1	1	6/30/2017
F3729	CULVER CITY	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	LTF	2013 2014	2,018	63	1,955	1	1	6/30/2017
F1121	DIAMOND BAR	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON- & OFF-RAMPS)	PC25	2009 2010	2,294	186	2,108	1	1	6/30/2017
F3305	DOWNNEY	IMPERIAL HWY FIBER OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	PC25	2014	719	51	668	1	3	6/30/2017
F3125	EL MONTE	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT	CMAQ	2012 2013 2014	4,027	-	4,027	1	1	6/30/2017
8111B	FOOTHILL TRANSIT	EXPANSION OF COUNTYWIDE BSP	PC25	2007	1,500	924	576	1	1	6/30/2017
F3306	GARDENA	GARDENA MUNICIPAL BUS LINES LINE 1 TSP PROJECT	PC25	2014	675	-	675	1	1	6/30/2017
7193	GATEWAY CITIES COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	PC25	2005 2006 2007	8,557	6,023	2,534	1	3	6/30/2017
F3714	GLENDALE	ARROYO VERDUGO COMMUTE MANAGER SYSTEM	LTF	2012 2013	418	180	238	1	1	6/30/2017
F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	2013	486	4	482	1	1	6/30/2017

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2016
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S) **	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F3609	HUNTINGTON PARK	PACIFIC BOULEVARD PEDESTRIAN IMPROVEMENT PROJECT	LTF	2014	2,676	-	2,676	1	1	6/30/2017
F3137	INDUSTRY	SR-57/SR-60 CONFLUENCE PROJECT: WESTBOUND SLIP ON-RAMP	PC25	2013 2014	7,700	363	7,337	1	3	6/30/2017
F3128	INGLEWOOD	CENTURY BOULEVARD MOBILITY IMPROVEMENT PROJECT	PC25	2012 2013 2014	3,224	-	3,224	1	3	6/30/2017
8036	LA CITY	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	PC25	2006 2007	3,770	991	2,779	1	1	6/30/2017
8037	LA CITY	SOTO ST BRIDGE OVER MISSION RD & HUNTINGTON DR REPLACEMENT	PC25	2007	2,241	1,592	649	1	3	6/30/2017
8042/ F1174	LA CITY	VANOWEN STREET BRIDGE WIDENING AND REHABILITATION	PC25	2006 2009	2,167	726	1,441	1	3	6/30/2017
8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25 RSTP	2007	9,521	421	9,100	1	1	6/30/2017
8055	LA CITY	MOORPARK AVENUE WIDENING - WOODMAN AVE TO MURIETTA AVE	PC25	2008	3,737	1,339	2,398	1	3	6/30/2017
8063	LA CITY	RIVERSIDE DRIVE VIADUCT WIDENING AND REPLACEMENT	PC25	2008	5,062	3,520	1,542	1	3	6/30/2017
8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2008 2009 2010 2011	4,607	560	4,047	1	1	6/30/2017
8086	LA CITY	NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION	RSTP	2008	6,236	383	5,853	1	3	6/30/2017
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BLVD. TO DE SOTO AV	PC25	2012 2013	6,490	383	6,107	1	1	6/30/2017
F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2010 2011 2012	2,702	1,622	1,080	1	3	6/30/2017
F1305	LA CITY	ATCS - CENTRAL CITY EAST	PC25	2011	3,908	712	3,196	1	1	6/30/2017
F1307	LA CITY	ATCS - CENTRAL BUSINESS DISTRICT	PC25	2011	6,774	203	6,571	1	1	6/30/2017
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2010 2011	4,252	1,227	3,025	1	3	6/30/2017
F1345	LA CITY	ATCS - LOS ANGELES	PC25	2009	3,053	420	2,633	1	1	6/30/2017
F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	CMAQ	2013	548	20	528	1	1	6/30/2017
F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009 2011	1,605	-	1,605	1	1	6/30/2017
F1615	LA CITY	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	CMAQ	2009 2010	2,392	320	2,072	1	1	6/30/2017
F1617	LA CITY	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	RSTP	2010 2012	619	-	619	1	1	6/30/2017

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
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3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2016
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S) **	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F1630	LA CITY	WASHINGTON BLVD TRANSIT ENHANCEMENTS	RSTP	2011	1,385	-	1,385	1	1	6/30/2017
F1639	LA CITY	FASHION DISTRICT STREETScape PHASE II	RSTP	2010 2013	1,568	130	1,438	1	1	6/30/2017
F1708	LA CITY	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	CMAQ	2009 2010 2011	1,682	274	1,408	1	1	6/30/2017
F1845	LA CITY	ANGELS WALK HIGHLAND PARK	CMAQ	2011	458	137	321	1	1	6/30/2017
F3142	LA CITY	EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	CMAQ	2013 2014	1,427	263	1,164	1	1	6/30/2017
F3146	LA CITY	HIGHLAND AVENUE WIDENING- ODIN STREET TO FRANKLIN AVENUE	CMAQ	2014	1,115	-	1,115	1	1	6/30/2017
F3168	LA CITY	BURBANK BLVD. WIDENING AT HAYVENHURST AVE.	PC25	2013	443	83	360	1	1	6/30/2017
F3169	LA CITY	BURBANK BLVD & WOODLEY AVE INTERSECTION IMPROVEMENTS	PC25	2013	193	40	153	1	1	6/30/2017
F3171*	LA CITY	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.	RSTP	2013 2014	3,558	352	3,206	1	1	6/30/2017
F3314	LA CITY	INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM	CMAQ	2013 2014	3,935	-	3,935	1	1	6/30/2017
F3315	LA CITY	CITY / COUNTY TRAFFIC MANAGEMENT INTEGRATION PHASE 2 PROJECT	PC25	2014	1,338	269	1,069	1	1	6/30/2017
F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2013 2014	2,684	-	2,684	1	1	6/30/2017
F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013 2014	1,054	-	1,054	1	1	6/30/2017
F3632	LA CITY	WESTERN AV BUS STOP & PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013 2014	985	43	942	1	1	6/30/2017
F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013 2014	468	-	468	1	1	6/30/2017
F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013 2014	312	-	312	1	1	6/30/2017
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013 2014	655	-	655	1	1	6/30/2017
F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2014	580	88	492	1	1	6/30/2017
F1199	LA CITY (PORT)	SOUTH WILMINGTON GRADE SEPARATION	PC25	2011	8,492	7,168	1,324	1	3	6/30/2017
F1208	LA CITY (PORT)	I-110/SR-47 & JOHN S. GIBSON/NB I-110 RAMP ACCESS	PC25	2012	3,765	3,491	274	1	3	6/30/2017
6281	LA COUNTY	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	PC25	2002	1,928	1,471	457	1	1	6/30/2017

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2016
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S) **	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
6292	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2004	2,563	2,560	3	1	3	6/30/2017
6295	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III	PC25	2008	2,841	2,280	561	1	3	6/30/2017
8099	LA COUNTY	SR-126/COMMERCE CENTER DRIVE NEW INTERCHANGE	PC25	2007	9,234	7,939	1,295	1	3	6/30/2017
8120	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2008	5,224	3,065	2,159	1	3	6/30/2017
8127	LA COUNTY	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - (PH IV)	PC25	2008	7,150	5,223	1,927	1	1	6/30/2017
F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2011	4,204	145	4,059	1	3	6/30/2017
F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2014	1,644	983	661	1	1	6/30/2017
F1344	LA COUNTY	SLAUSON AVE CORRIDOR IMPROVEMENTS-SIGNALS	PC25	2011	2,099	565	1,534	1	1	6/30/2017
F3136	LA COUNTY	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	RSTP	2014	6,735	-	6,735	1	1	6/30/2017
F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2014	4,200	93	4,107	1	1	6/30/2017
F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE VI	PC25	2014	2,900	74	2,826	1	1	6/30/2017
F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2014	2,100	135	1,965	1	1	6/30/2017
F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013 2014	2,218	100	2,118	1	1	6/30/2017
F3716	LA COUNTY	WILLOWBROOK AREA ACCESS IMPROVEMENTS TO MLK MACC	LTF	2014	446	1	445	1	1	6/30/2017
F3174	LANCASTER	10TH STREET WEST CAPACITY IMPROVEMENTS	PC25	2012 2013	1,596	-	1,596	1	1	6/30/2017
F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	PC25	2009	679	71	608	1	1	6/30/2017
F3112	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	PC25	2014	294	71	223	1	1	6/30/2017
F1528	LONG BEACH	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	CMAQ	2012	691	-	691	1	1	6/30/2017
F1649	LONG BEACH	WILLOW STREET PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2012	1,806	-	1,806	1	1	6/30/2017
F3518	LONG BEACH	DAISY CORRIDOR AND 6TH STREET BIKE BOULEVARD	CMAQ	2013	108	-	108	1	1	6/30/2017
F3711	LONG BEACH	PARKING GUIDANCE & WAYFINDING SYSTEMS (PGS)	LTF	2012 2013 2014	957	-	957	1	1	6/30/2017

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2015-16 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2016
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S) **	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F3503	LONG BEACH (PORT)	LONG BEACH SOUTH WATERFRONT BIKE PATH GAP CLOSURE	CMAQ	2013 2014	391	-	391	1	1	6/30/2017
8056	MANHATTAN BEACH	NASH /DOUGLAS & ROSECRANS AVE INTERSECTION IMPROVEMENTS	PC25	2007	600	250	350	1	3	6/30/2017
F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	1,440	5,373	1	1	6/30/2017
F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2014	2,073	1,538	535	1	3	6/30/2017
F3107	PALMDALE	AVENUE S WIDENING PHASE II	PC25	2013 2014	3,468	792	2,676	1	3	6/30/2017
F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2014	1,982	-	1,982	1	1	6/30/2017
F3701	PASADENA	PASADENA ARTS ENHANCED PASSENGER INFORMATION	LTF	2012	683	416	267	1	3	6/30/2017
F3710	PASADENA	PASADENA'S WAYFINDING SYSTEM	LTF	2014	691	512	179	1	3	6/30/2017
F3428	REDONDO BEACH	REDONDO BEACH INTERMODAL TRANSIT CENTER	CMAQ	2014	1,200	-	1,200	1	1	6/30/2017
F3806	REDONDO BEACH	RIVIERA VILLAGE ENHANCEMENT PROJECT	LTF	2013 2014	545	3	542	1	1	6/30/2017
6363	SANTA CLARITA	I-5/MAGIC MT. PKWY (SR-126) INTERCHANGE RECONSTRUCT	PC25	2007	5,000	4,366	634	1	3	6/30/2017
F3535	SANTA CLARITA	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS	CMAQ	2013	217	-	217	1	1	6/30/2017
F3505	SANTA MONICA	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL	CMAQ	2013 2014	737	-	737	1	1	6/30/2017
F3704	SANTA MONICA	SANTA MONICA MULTI-MODAL TRAVEL & PARKING SYSTEM	LTF	2014	558	2	556	1	1	6/30/2017
6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	PC25	2006	1,783	106	1,677	1	3	6/30/2017
F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2012 2013 2014	3,014	163	2,851	1	3	6/30/2017
TOTAL					\$ 272,193	\$ 90,025	\$ 182,168			

* If the City is unable to commit the additional \$10.4 million needed to complete the project by December 31, 2016 (per City provided schedule), remaining project funds will be deobligated.

** If the Metro Board approves the Revised Lapsing Policy, the above projects' lapsing dates will be updated to reflect a 20-month extension rather than the one year extension shown above.

**Motion by Directors DuBois, Butts, and Najarian
Future Call For Projects Restructuring**

The report back on the October 23, 2014 Board Motion addresses the Board's request to look at a different more subregional approach to the Call For Projects (CFP).

The report that came back is a good beginning for the process for revision, however, we would like to suggest that more attention and thought be given to revising the CFP to build upon the considerable efforts currently underway within subregions to identify and prioritize projects through the various mobility matrices process.

The argument supporting assigning funds to a subregion is supported by the language in the letter from the U.S. Department of Transportation, dated April 6, 1998. This letter states that:

"Federal Metropolitan and Statewide planning regulations specifically prohibit distributing ISTEA funds (STP, CMAQ, Section 5307, etc.) to local jurisdictions based on a formula."

It then goes on to state that:

"The planning process should be based on demonstrated needs and system performance, not on everyone getting a certain percentage of funding".

We believe that the modeling and system performance analysis projects included in the subregional mobility matrices will "demonstrate needs and system performance" that will satisfy the USDOT requirement. Either MTA or the sub regions can administer the appropriate planning process. These project lists will be included in the LRTP which is foundational to the Countywide Transportation Improvement Program (TIP). Furthermore, subregional projects, particularly those that are multi-jurisdictional provide an opportunity to address GHG reduction in a more regional manner by allowing multiple jurisdictions to create Complete Streets corridors that maximize non-motorized and transit applications.

We, therefore, instruct staff to work on the following with the proposed subregional steering committee and other interested stakeholders:

1. To continue addressing the use of subregional project allocations through a process that meets state and federal mandates. Build upon the transportation mobility matrix process underway for the LRTP update.
2. Work with the Councils of Government to develop a viable subregional category that will encourage/facilitate coordination, collaboration and creation of multi-jurisdictional or programmatic projects that improve mobility.
3. Report back to the Board every six months on the development changes to the CFP structure and processes.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
1	F3712	City of Baldwin Park	METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT	2012 2013	\$ 186	\$ 186	2	1	Did not meet Lapsing Policy Need to execute Amendment	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on a revised project schedule. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. City provided the revised project schedule to Metro on May 18, 2016 and Metro accepted the new schedule.
2	F5701	City of Burbank	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	2016 2017	\$ 710	-	0	0	Need to execute Letter of Agreement	Allow Project Sponsor until May 24, 2016 to obtain City Council approval of the Funding Agreement, and until May 31, 2016 to fully execute the Funding Agreement with Metro.	Concur with TAC recommendation. Letter of Agreement approved by City Council on May 24, 2016, and signed by the City officials on 5/26/2016.
3	F3317	Culver City	BUS SIGNAL PRIORITY IN CULVER CITY	2013 2014	\$ 2,201	\$ 2,134	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing award of construction contract.	Concur with TAC recommendation.
4	F3729	Culver City	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	2013 2014	\$ 2,018	\$ 1,972	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing award of construction contract.	Concur with TAC recommendation.
5	F1121	City of Diamond Bar	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON- & OFF-RAMPS)	2009 2010	\$ 2,294	\$ 2,108	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017 to have construction contract awarded. Project Sponsor must provide Metro staff a written financial commitment to cover the \$6 million shortfall by June 30, 2016. If this deadline is not met, the project may be recommended for deobligation. No further TAC appeals will be allowed.	Concur with TAC recommendation. June 27, 2016, the City of Industry transmitted the Financial Commitment letter to Metro.
6	F3714	City of Glendale	ARROYO VERDUGO COMMUTE MANAGER SYSTEM	2012 2013	\$ 418	\$ 371	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
7	F3174	City of Lancaster	10TH STREET WEST CAPACITY IMPROVEMENTS	2012 2013	\$ 1,596	\$ 1,596	2	1	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received a letter on May 10, 2016 clarifying that there is no Scope change, thereby satisfying the TAC deadline.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
8	F1198	City of Lawndale	INGLEWOOD AVE CORRIDOR WIDENING PROJECT	2009	\$ 1,019	\$ 948	5	4	Did not meet Lapsing Policy Need to execute Amendment	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work and revised project cost estimates. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on May 18, 2016. Revised scope of work is pending for Metro Board approval in this report.
9	F3112	City of Lawndale	INGLEWOOD AVENUE CORRIDOR WIDENING	2014 2015	\$ 2,172	\$ 223	0	0	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work and revised project cost estimates. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on May 18, 2016. Revised scope of work is pending for Metro Board approval in this report.
10	F7500	City of Lawndale	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES	2016 2018	\$ 186	-	0	0	Need to execute Funding Agreement	Allow Project Sponsor until May 16, 2016 to receive City Council approval of the Funding Agreement, and until May 31, 2016 to fully execute the Funding Agreement with Metro.	Concur with TAC recommendation. City Council approved the Funding Agreement on May 16, 2016. Agreement signed by the City on 5/23/2016.
11	F1528	City of Long Beach	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	2010 2012	\$ 783	\$ 691	4	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing that the project is on schedule per the submitted May 4, 2016 TAC Appeals Fact Sheet, including submittal of E-76 for construction by May 31, 2016. If Project Sponsor is unable to meet the Fact Sheet schedule, TAC recommends deobligation of project funds in 2017. No further TAC Appeals will be allowed.	Concur with TAC recommendation.
12	F1649	City of Long Beach	WILLOW STREET PEDESTRIAN IMPROVEMENT	2010 2012	\$ 2,180	\$ 1,806	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing that the project is on schedule per the submitted May 4, 2016 TAC Appeals Fact Sheet, including submittal of E-76 for construction by July 31, 2016. If Project Sponsor is unable to meet the Fact Sheet schedule, TAC recommends deobligation of funds in June 2017. No further TAC Appeals will be allowed.	Concur with TAC recommendation.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
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	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
13	F3518	City of Long Beach	DAISY CORRIDOR AND 6TH STREET BIKE BOULEVARD	2013 2015	\$ 1,115	\$ 108	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
14	F3711	City of Long Beach	PARKING GUIDANCE & WAYFINDING SYSTEMS (PGS)	2012 2013 2014	\$ 957	\$ 957	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
15	F1205	City of Los Angeles	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	2009 2010 2011 2012	\$ 2,874	\$ 1,150	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide a mid-year progress report to Metro staff by December 30, 2016 showing award of construction contract for Phase 2 by January 31, 2017. No further TAC Appeals will be allowed.	Concur with TAC recommendation.
16	F1615	City of Los Angeles	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	2009 2010	\$ 2,392	\$ 2,072	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
17	F1617	City of Los Angeles	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	2010 2012	\$ 619	\$ 531	3	3	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
18	F1630	City of Los Angeles	WASHINGTON BLVD. TRANSIT EXPERIENCE	2009 2011	\$ 1,671	\$ 1,385	5	3	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on 5/11/2016. Revised scope of work is pending for Metro Board approval in this report.
19	F1708	City of Los Angeles	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	2009 2010 2011	\$ 1,682	\$ 1,408	5	4	Did not meet Lapsing Policy	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work and revised cost estimate. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised scope of work on May 18, 2016. Revised scope of work is pending for Metro Board approval in this report.
20	F3142	City of Los Angeles	EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	2012 2013 2014 2015	\$ 2,910	\$ 1,164	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
21	F3171	City of Los Angeles	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST	2012 2013 2014 2015	\$ 7,498	\$ 3,206	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Allow Project Sponsor until December 30, 2016 to commit the additional \$10.5 million needed to complete the project through construction. If Project Sponsor is unable to do so, TAC recommends deobligation of project funds in June 2017. No further TAC Appeals.	Concur with TAC recommendation. Based on the project schedule and progress provided by the City, staff recommends deobligating the remaining project funds in December 2016.



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Sorted by Agency and Number of Years Extended

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22	F3640	City of Los Angeles	LANI-EVERGREEN PARK STREET ENHANCEMENT PROJECT	2013 2014 2015	\$ 844	\$ 468	1	1	Did not meet Lapsing Policy Need to execute Amendment	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is met, TAC recommends a one-year extension to June 30, 2017. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received revised Scope of Work on May 12, 2016. Revised scope of work is pending for Metro Board approval in this report.
23	F3721	City of Los Angeles	ANGELS WALK SILVERLAKE	2013 2014 2015	\$ 675	\$ 312	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017 contingent upon City of Los Angeles Public Works Board approval of the Design-Build contract in May 2016.	Concur with TAC recommendation. City of Los Angeles Public Works Board awarded the Design-Build contracts to Angels Walk on May 16, 2016..
24	F3722	City of Los Angeles	ANGELS WALK BOYLE HEIGHTS	2012 2013 2014	\$ 655	\$ 655	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017 contingent upon City of Los Angeles Public Works Board approval of the Design-Build contract in May 2016.	Concur with TAC recommendation. City of Los Angeles Public Works Board awarded the Design-Build contracts to Angels Walk on May 16, 2016..
25	F5624	City of Los Angeles	WASHINGTON BOULEVARD PEDESTRIAN/TRANSIT ACCESS	2016 2018	\$ 1,491	-	0	0	Need to execute Letter of Agreement	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. Staff received the final scope of work on 5/11/2016. Revised scope of work is pending for Metro Board approval in this report.
26	6281	Los Angeles County	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	2002	\$ 1,928	\$ 523	12	8	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
27	8120	Los Angeles County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2006 2007 2008	\$ 6,588	\$ 2,283	8	6	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
28	8127	Los Angeles County	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - PHASE IV	2006 2007 2008	\$ 8,187	\$ 2,308	8	6	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
29	F1311	Los Angeles County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2009 2010 2011 2017 2018 2019 2020	\$ 6,939	\$ 4,130	5	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
30	F1344	Los Angeles County	SLAUSON AVE. CORRIDOR IMPROVEMENTS-SIGNALS	2009 2010 2011	\$ 2,406	\$ 1,572	5	3	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.



RESULTS OF MAY 2016 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
31	F3136	Los Angeles County	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	2014 2015	\$ 15,001	\$ 6,735	0	0	Did not meet Lapsing Policy	One-year extension to June 30, 2017. Project Sponsor must provide an update at the January 4, 2017 TAC meeting providing a viable and timely path forward to complete the project through construction.	Concur with TAC recommendation.
32	F3139	City of Manhattan Beach	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	2012 2013 2014	\$ 6,813	\$ 5,373	2	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
33	F3806	City of Redondo Beach	RIVERA VILLAGE ENHANCEMENT PROJECT	2013 2014	\$ 545	\$ 542	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
34	F3535	City of Santa Clarita	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS	2013	\$ 217	\$ 133	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.
35	F5404	City of Signal Hill	CITY-WIDE BUS SHELTER UPGRADES W/ELECTRONIC KIOSKS	2016	\$ 127	-	0	0	Need to execute Funding Agreement	Project Sponsor has until May 18, 2016 to receive Metro staff concurrence on the final Scope of Work. If deadline is not met, project funds may be recommended for deobligation.	Concur with TAC recommendation. City requested and Metro concurred to downscope and funding reduction in proportion share. Revised scope of work is pending for Metro Board approval in this report.
36	8018	City of South Pasadena	SOUTH PASADENA FAIR OAKS CORRIDOR IMPROVEMENTS	2002	\$ 1,300	\$ 672	12	7	Did not meet Lapsing Policy	Deobligate project funding.	Concur with TAC recommendation.
37	8111B	Foothill Transit	EXPANSION OF COUNTYWIDE BSP	2007	\$ 1,500	\$ 576	7	4	Did not meet Lapsing Policy	One-year extension to June 30, 2017.	Concur with TAC recommendation.



Metro

Board Report

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

File #: 2016-0497, **File Type:** Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE

AUGUST 17, 2016

CONSTRUCTION COMMITTEE

AUGUST 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to:

1. EXECUTE Modification No. 13 for Phase 2 of Contract No. PS114330-2636 with STV/PB - ConnectLAX Joint Venture to prepare the Final Environmental Impact Report (EIR) and federal environmental documentation for the **Airport Metro Connector** (AMC) 96th Street transit station in the firm fixed amount of \$397,953 increasing the total contract value from \$6,886,444 to \$7,284,397;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS114330-2636, AMC, in the amount of \$150,000, increasing the total authorized CMA amount from \$1,800,255 to \$1,950,255; and

B. RECEIVING AND FILING:

1. Summary of Draft EIR and comments received during the public comment period (July 22, 2016 to August 6, 2016); and
2. quarterly status report on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

ISSUE

In March 2011, the Board approved the contract with the Joint Venture team, ConnectLAX to complete the Alternative Analysis, Draft Environmental Impact Statement/Report (Draft EIS/EIR) and Conceptual Engineering (CE) for the Metro Green Line to LAX (Project), now known as the AMC Project. On June 26, 2014, the Board approved adding a new transit station at 96th Street to the

Crenshaw/LAX Transit Corridor as the Locally Preferred Alternative for the AMC Project. The new Metro station is planned to connect with the future Automated People Mover (APM) system, to be built and operated by Los Angeles World Airports (LAWA). Since the Board did not authorize execution for Phase 2, preparation of the Final EIR and federal environmental documentation, Board authorization is now necessary.

The Board is also being requested to receive and file the summary of the Draft EIR and comments received as well as the quarterly status update on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

DISCUSSION

During the past quarter, staff completed and released the Draft EIR and initiated Schematic Design. The completion of the EIR will satisfy requirements of the California Environmental Quality Act (CEQA). Staff will also need to satisfy requirements of National Environmental Policy Act (NEPA). Discussions continue with the Federal Transit Administration (FTA) on the timing and type of NEPA documentation.

Staff continues to coordinate closely with LAWA on the parallel design and environmental clearances of our respective projects. Bi-weekly meetings are being held to coordinate our respective project level actions on real estate, construction activities related to Southwestern Yard, accommodations etc. On June 10, 2016, LAWA issued a Notice of Intent to prepare an Environmental Assessment for the Landside Access Modernization Program (LAMP). A public scoping meeting to accept comments on the scope of the EA was held on June 22, 2016. The scoping period closed on July 11, 2016. During the public comment period, LAWA received four comment letters. LAWA anticipates the release of their Draft EIR in September 2016.

Draft EIR

The AMC 96th Street Transit Station Draft EIR was completed and released on June 22, 2016 with a 45-day public review period. The comment period closed on August 6, 2016. The Draft EIR determined that the AMC Project would not cause any significant unavoidable impacts. One potentially significant impact associated with hazardous soil conditions at the Project site can be mitigated to less than significant levels with incorporation of mitigations. Attachment C contains the DEIR's Executive Summary. The full study is available at www.metro.net/projects/lax-extension <<http://www.metro.net/projects/lax-extension>>.

An elected officials briefing was held on June 20, 2016 to provide advance notice prior to the public release of the DEIR. The official Notice of Availability (NOA) was filed with the Los Angeles County Registrar and a Notice of Completion was sent to the State Clearinghouse for distribution to public agencies on June 22, 2016. Hardcopies and electronic copies of the Draft EIR were provided to eight local public libraries. A total of 21 online and print ads were placed in multiple sources, including Spanish-speaking publications. Email blasts and "Take One" notices were sent to 1,000 contacts and 1,400 stakeholders, respectively. Additionally, the "Take Ones" were placed on Metro buses and trains as well as other local municipal transit lines.

A public hearing to accept comments on the Draft EIR was held on July 13, 2016 and 45 community

members and stakeholders attended. During the public hearing, 10 attendees provided public testimony on topics that included the future of the LAX City Bus Center, impacts to Metro Green Line service and stations, Arbor Vitae Street at-grade railroad crossing, parking in neighboring communities, project funding, bicycle access to the station, and escalator and elevators capacities. As of July 26, 2016, staff received 64 comments via letters, Facebook, Twitter and email. The public comment period closed on August 6, 2016. Staff will provide an oral update at the Committee meetings of comments received by the end of the public review period.

Architectural and Engineering Design Services

The schematic design of the transit station was initiated in July, 2016 to advance the definition of the building, site and architectural plans. Staff continues to work with LAWA on coordinating proposed Project elements and coordination of station design guidelines as identified in the approved June 2014 Metro Board motion (Attachment D).

Crenshaw/LAX Design Accommodations

In June 2016, the Board approved issuing a Contract Modification for Walsh/Shea Corridor Constructors (WSCC) to begin construction of accommodations in an amount not to exceed \$7,400,000. Staff continues to negotiate with WSCC on the total time the work will take to accommodate the AMC Project and any potential impacts to the Crenshaw/LAX Transit Project. Staff will return to the Board for CMA when the direct costs and time impact negotiations are complete. In addition to the design and construction costs, there will be administrative costs incurred for construction management, as well as staff and other costs associated with any schedule impact.

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY17 budget includes \$1,930,000 for the AMC Project in Cost Center 4350 (Transit Corridors Planning), Project 460303 (Airport Metro Connector), Account 50316 (Professional Services). Since this is a multi-year contract, the cost center manager and the Chief Planning Officer, Countywide Planning will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds is Measure R Transit Capital 35%, which is not eligible for use on bus and rail operations.

ALTERNATIVES CONSIDERED

The Board could defer action or authorize a lower amount to prepare the Final EIR and final federal environmental documentation. These alternatives are not recommended. This would impact the project schedule and would not be consistent with prior Board direction to accelerate completion of the AMC Project.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 13 to Contract No. PS114330-2636 for the

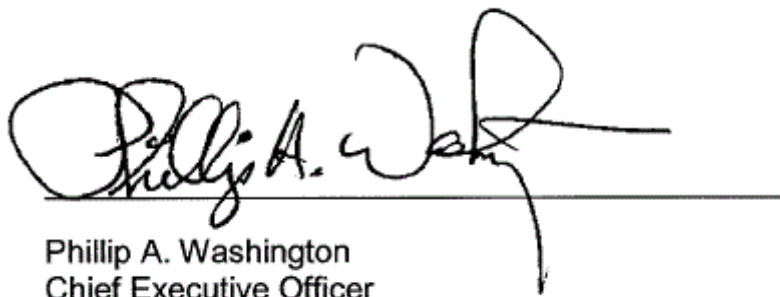
preparation of the Final EIR and federal environmental documentation. Staff will also determine with FTA the federal environmental clearance and other necessary next steps to meet federal environmental and funding eligibility requirements. Staff will continue to closely coordinate with LAWA staff on the final environmental documents, station design and the Crenshaw/LAX design accommodations.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Executive Summary Draft EIR
Attachment D - June 2014 Board Motion
Attachment E - DEOD Summary

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

AIRPORT METRO CONNECTOR/PS114330-2636

1.	Contract Number: PS114330-2636			
2.	Contractor: STV/PB-ConnectLAX Joint Venture			
3.	Mod. Work Description: Phase 2, Final Environmental Impact Report (EIR) and final federal environmental documentation for the Airport Metro Connector 96 th Street transit station.			
4.	Contract Work Description: Professional Services for the Airport Metro Connector			
5.	The following data is current as of: 7/22/16			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	03/24/11	Contract Award Amount:	\$4,751,273
	Notice to Proceed (NTP):	04/15/11	Total of Modifications Approved:	\$2,135,171
	Original Complete Date:	12/15/12	Pending Modifications (including this action):	\$397,953
	Current Est. Complete Date:	06/30/17	Current Contract Value (with this action):	\$7,284,397
7.	Contract Administrator: Ana Rodriguez		Telephone Number: (213) 922-1076	
8.	Project Manager: Cory Zelmer		Telephone Number: (213) 922-1079	

A. Procurement Background

This Board Action is to approve Contract Modification No.13 in support of Phase 2 preparation of the final environmental impact report (EIR) and final federal environmental documentation for the Airport Metro Connector (AMC) 96th Street transit station. This modification will also extend the period of performance from September 30, 2016 to June 30, 2017.

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

On March 24, 2011, Contract No. PS114330-2636, formerly known as the Metro Green Line to LAX, was awarded to STV/PB-ConnectLAX Joint Venture in the firm fixed price contract amount of \$4,751,273 for professional services to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Conceptual Engineering (CE) for the Metro Green Line to LAX project.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$399,953	\$396,000	\$397,953

CONTRACT MODIFICATION/CHANGE ORDER LOG

AIRPORT METRO CONNECTOR/PS114330-2636

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Supplementary Data Collection, Design and Environmental Analysis and extension of period of performance.	Approved	08/28/12	\$759,116
2	Correction of Contract Amount	Approved	10/25/12	\$0
3	Extension of Period of Performance	Approved	05/16/13	\$0
4	Inclusion of Through Intermodal Transportation Facility Alternative in the Draft Environmental Impact Statement/Report (EIS/R) and extension of period of performance.	Approved	10/24/13	\$567,813
5	Supplemental Work for Element 1 and 2	Approved	12/10/13	\$139,906
6	Additional analysis required within the project study area	Approved	01/29/14	\$7,498
7	Two model runs for Alternate B	Approved	06/9/14	\$12,593
8	Reallocation of tasks	Approved	09/12/14	\$0
9	Alternate Screening Report and extension of period of performance	Approved	09/25/14	\$449,791
10	Work through public draft EIR and environmental assessment	Approved	07/08/15	\$198,454
11	Extension of period of performance	Approved	11/18/15	\$0
12	Extension of period of performance	Approved	07/07/16	\$0
13	Phase 2, Final EIR and final federal environmental documentation for the AMC 96 th Street transit station and extension of period of performance	Pending	Pending	\$397,953
	Modification Total:			\$2,533,124
	Original Contract:			\$4,751,273
	Total:			\$7,284,397

Airport Metro Connector 96th Street Transit Station

Draft Environmental Impact Report – Executive Summary

State Clearinghouse No. 2015021009



INTRODUCTION

This Executive Summary is intended to provide the reader with a concise summary of the Airport Metro Connector (AMC) 96th Street Transit Station Project (proposed project) and its potential environmental impacts. It contains an overview of the proposed project, a summary of the potential environmental effects and mitigation measures, proposed alternatives, and a description of the cumulative impact scenario.

Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) summary identify the following:

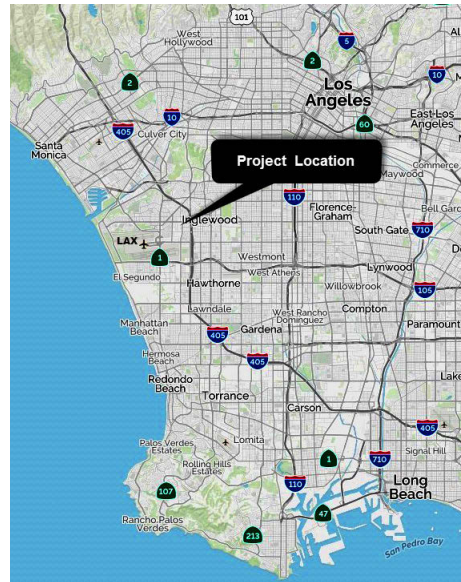
- Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and
- Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

OVERVIEW

In June 2014, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the addition of a station to the Crenshaw/LAX Line (currently under construction) at Aviation Boulevard/96th Street that will

serve as a transit “Gateway” to Los Angeles International Airport (LAX).

The general regional location of the proposed project within the western portion of the Los Angeles area is shown below.



The proposed project site is located 1.5 miles east of the LAX.

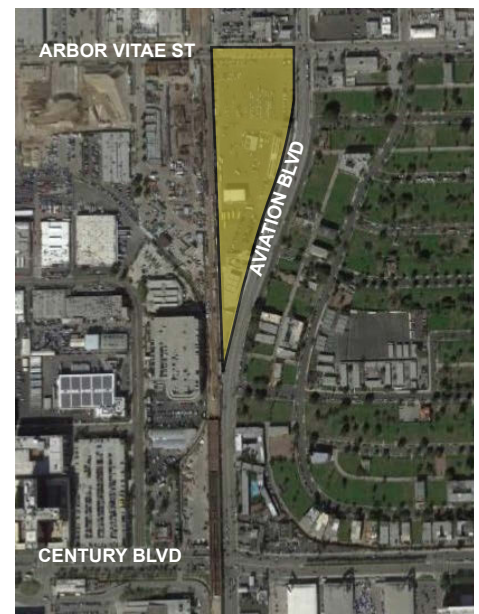
The proposed project is one of the 12 transit projects identified in Measure R and included in the Metro Long Range Transportation Plan. Measure R is a half-cent sales tax approved by Los Angeles County voters in 2008 and became a law in 2009.

The proposed project includes a new multi-modal transportation center with three at-grade Light Rail Transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between multiple

transportation modes. This proposed project will provide an improved connection between the regional rail and bus transit system and LAX as well as the surrounding area.

Project Objectives

- *Provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional bus and rail transit system.*
- *Integrate with existing and future transit connections and airport facilities.*
- *Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution.*



The proposed project site is approximately 9.5 acres, southwest of the Aviation Boulevard and Arbor Vitae Street intersection.

The EIR also evaluates the cumulative impacts of the proposed project with a connection to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA), as part of their Landside Access Modernization Program (LAMP).

LAWA's APM will be an elevated line on a dedicated right-of-way with three stations currently planned within the Central Terminal Area (CTA). Three additional stations are also planned to be located at LAWA's proposed Intermodal Transportation Facilities (ITF), Metro's AMC 96th Street Transit Station and LAWA's Consolidated Rental Car Facility (CONRAC). Transit passengers, visitors, employees and others will be able to transfer quickly and easily between the proposed project and the elevated APM.

HISTORY

Metro began studying LAX-related transit in 1988 with the Coastal Corridor Rail Transit Project. Since that time, Metro has continued to identify, study, and implement opportunities to facilitate transit to and from LAX.

The history is discussed in detail within Chapter 2. Project Description of this Draft EIR. In summary, the environmental document for an extension of the Metro Green Line Northern Extension Project was certified in

1989 but the project was halted due to concerns that the extension could adversely affect LAX. As a result of those concerns, an LAX/Metro Green Line Interagency Task Force was established in 1991 to create a plan for extending the Metro Green Line to LAX.

The plan consisted of a 5-mile Green Line extension from the Interstate 105 to Marina del Rey. The relevant environmental analyses were certified in 1992 and 1994, but the extension was not constructed due to funding constraints. In June 2006, the Metro Board voted to compile the plans and studies related to the Green Line to LAX extension and to coordinate with the City of Los Angeles and LAX in order to ascertain what would be required to implement the project and to estimate the financial cost of extending the Green Line to LAX.

In April 2011, the Metro Board initiated the Alternatives Analysis (AA) for the Metro Green Line to LAX project (now referred to as AMC 96th Street Transit Station) with the intent to plan a fixed guideway transit connection between Metro's regional rail system and LAX. Since 2011, Metro has completed three studies refining the alternatives for the AMC project – the Alternatives Analysis Report (April 2012), the Technical Refinement Study (October 2013), and the Supplemental Report (June 2014).



An environmental scoping meeting for the proposed project was held in February 2015.

In April 2012, the Metro Board received the Metro Green Line to LAX AA. Following the release of the AA, but before Metro initiated an EIS/EIR, LAWA released the Specific Plan Amendment Study (SPAS) report. After an extensive review of public comments, LAWA staff recommended a combination of airfield and terminal improvements, including, but not limited to, an ITF near Parking Lot C and a CONRAC in Manchester Square with access to the CTA via LAWA's APM.

In June 2013, the Metro Board directed staff to include the Through ITF Alternative (Intermediate LRT and Circulator i.e. APM) in the environmental review phase. In an effort to expedite the construction of a regional rail connection to the airport, Metro and LAWA worked collaboratively to further refine

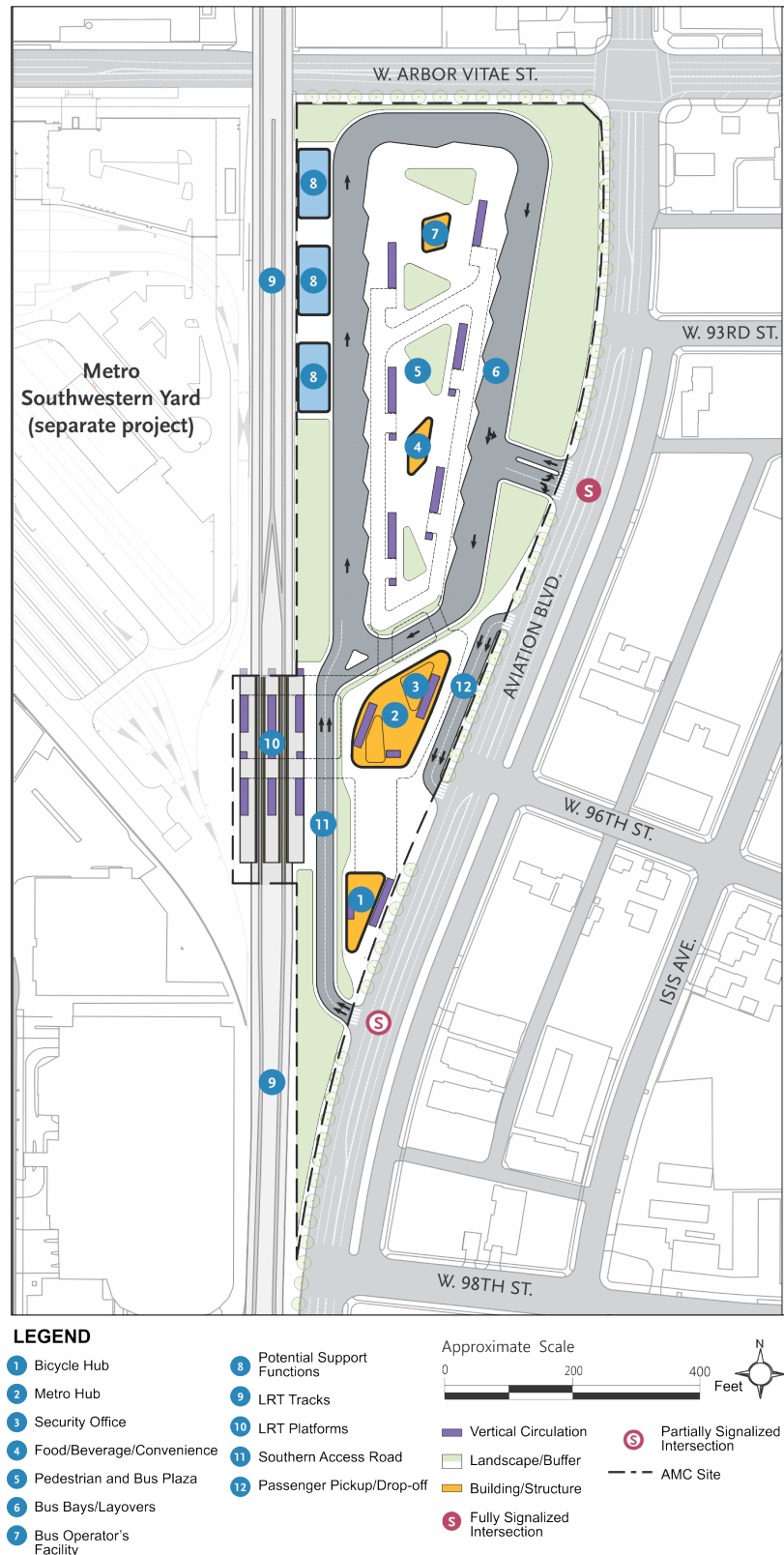
the definition of alternatives to be carried forward into the Draft EIR.

In January 2014, staff recommended the elimination of the Metro Rail extensions “through LAX” under the terminals and runways, and advancement of the Circulator, Intermediate Circulator and LRT, and Direct LRT Branch into the environmental review process. In June 2014, the Metro Board approved the AMC Supplemental AA report and selected the proposed project as the Locally Preferred Alternative (LPA).

THE PROPOSED PROJECT

The proposed project includes a new multi-modal transportation center with three at-grade LRT platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between the multiple transportation modes. The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility. Site amenities would include benches, trash receptacles, bollards or other low level fixtures, public art, and signage and wayfinding. The proposed project components would be linked together by a continuous system of elevated mezzanine walkways.

The LRT platforms, running

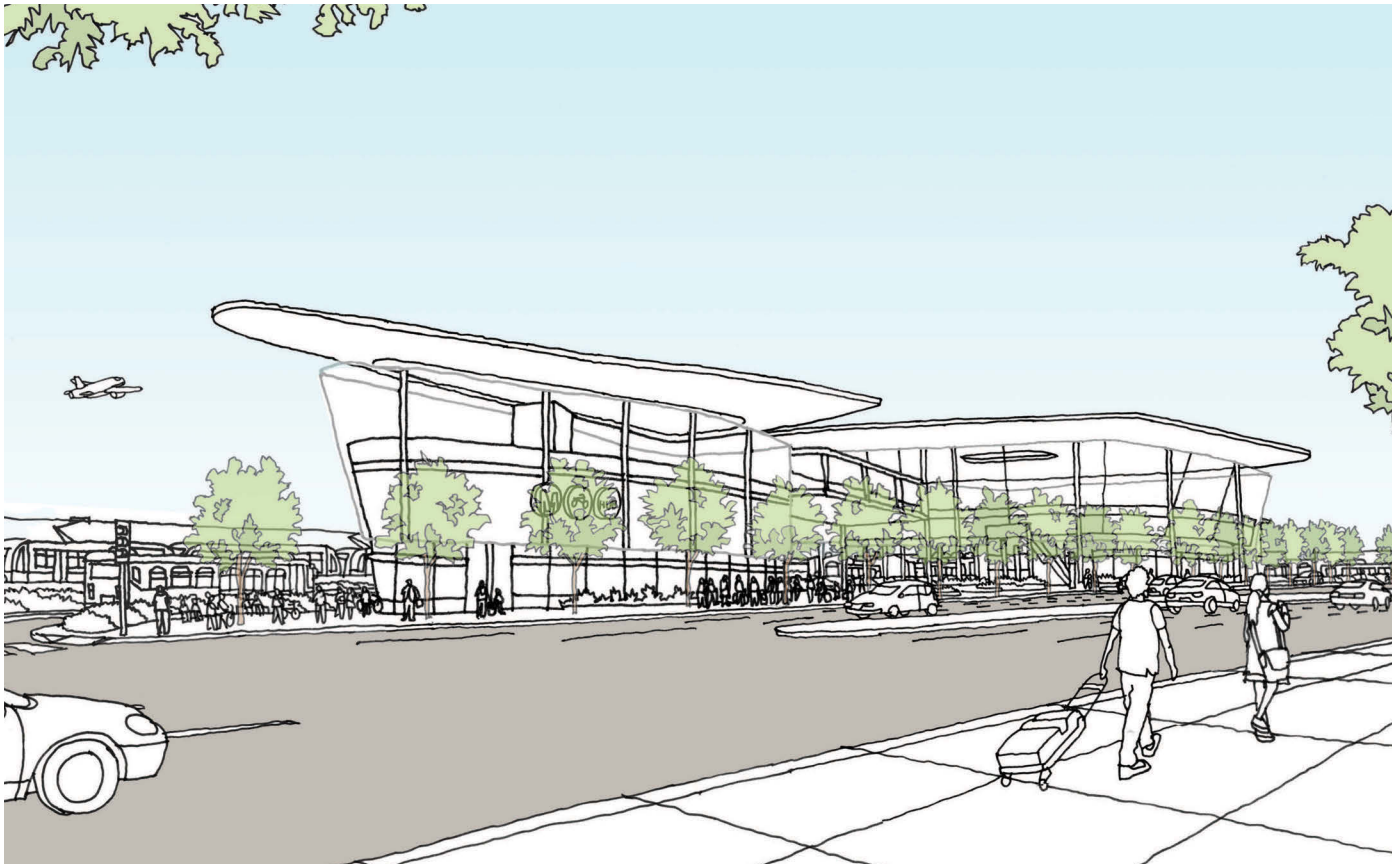


The proposed project conceptual site plan.

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

north and south, to be served by the Crenshaw/LAX Line and the extension of the Metro Green Line, would be located at the southwestern portion of the project site.

The bus facility would include up to 20 active bus bays and up to 18 layover bus bays for buses to park on the outside of the bus loop. The bus plaza would include pedestrian amenities space such as restrooms, a lounge for bus operators with restrooms and lockers, and other potential support services such as retail kiosks likely including coffee stand and concession stands.

The bicycle hub would accommodate up to 150 bicycles in a secure, indoor environment. Additional space for up to 50 bicycles would be provided for short-term parking. Amenities associated with the bicycle hub may include a repair area, a multi-use space, showers and lockers.

The passenger pick-up and drop-off area would provide easy access to the project site for passengers arriving and departing by automobile to the regional bus and rail transit system.

The Metro Hub would link the multiple modes of transit on the project site. The Metro Hub would be the area of transition for all passengers transferring from the transportation center. It would contain security office, food/beverage/convenience/

retail kiosk-type spaces, passenger amenities, artwork and information.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This EIR has been prepared by Metro to analyze potential significant environmental impacts of the proposed project and to identify mitigation measures capable of avoiding or substantially reducing adverse impacts. As shown in the following Table, the proposed project would not result in significant unavoidable impacts.

Potential impacts associated with hazardous soil conditions at the project site can be mitigated to less than significant levels. The following Table includes a summary of potential environmental impacts and, where applicable, mitigation measures.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3. Environmental Impacts and Chapter 4. Other CEQA Considerations of this Draft EIR. The following Table is organized according to the impact discussions provided in Chapters 3 and 4 and provides a summary of the potential environmental impacts of the project, recommended mitigation measures and the level of significance after mitigation.

PROJECT ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts, while substantially attaining the basic objectives of the project. This Draft EIR includes a No Project Alternative and a discussion of the feasibility of alternate project sites.

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the proposed project would not be implemented. Analysis of the No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

As discussed in Chapter 6, The No Project Alternative would not include development related to the AMC 96th Street Transit Station. The project site would continue to be occupied by the existing rental car facilities, CNG fueling station and towing storage yard.

The Crenshaw/LAX Line is scheduled for completion in 2019 and will be operating with or without development of the proposed project. The LRT tracks will be located on the western boundary of the project site. It is reasonably foreseeable that the existing regional bus transit facility located at Lot C would

TABLE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Chapter 3 Environmental Impacts			
Air Quality (Construction)	Less Than Significant	None	Less Than Significant
Air Quality (Operations)	Less Than Significant	None	Less Than Significant
Greenhouse Gas Emissions (Construction)	Less Than Significant	None	Less Than Significant
Greenhouse Gas Emissions (Operations)	Less Than Significant	None	Less Than Significant
Hazards and Hazardous Materials	Less Than Significant With Mitigation	<p>HAZ-1 Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required.</p> <p>If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with South Coast Air Quality Management District Rule 1166 (VOC Emissions from Decontamination of Soil). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.</p> <p>HAZ-2 Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.</p> <p>HAZ-3 Metro shall test for lead based paint (LBP) within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.</p> <p>HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure HAZ-1, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition.</p>	Less Than Significant

TABLE S.1 - SUMMARY OF IMPACTS AND MITIGATION MEASURES

(continued)

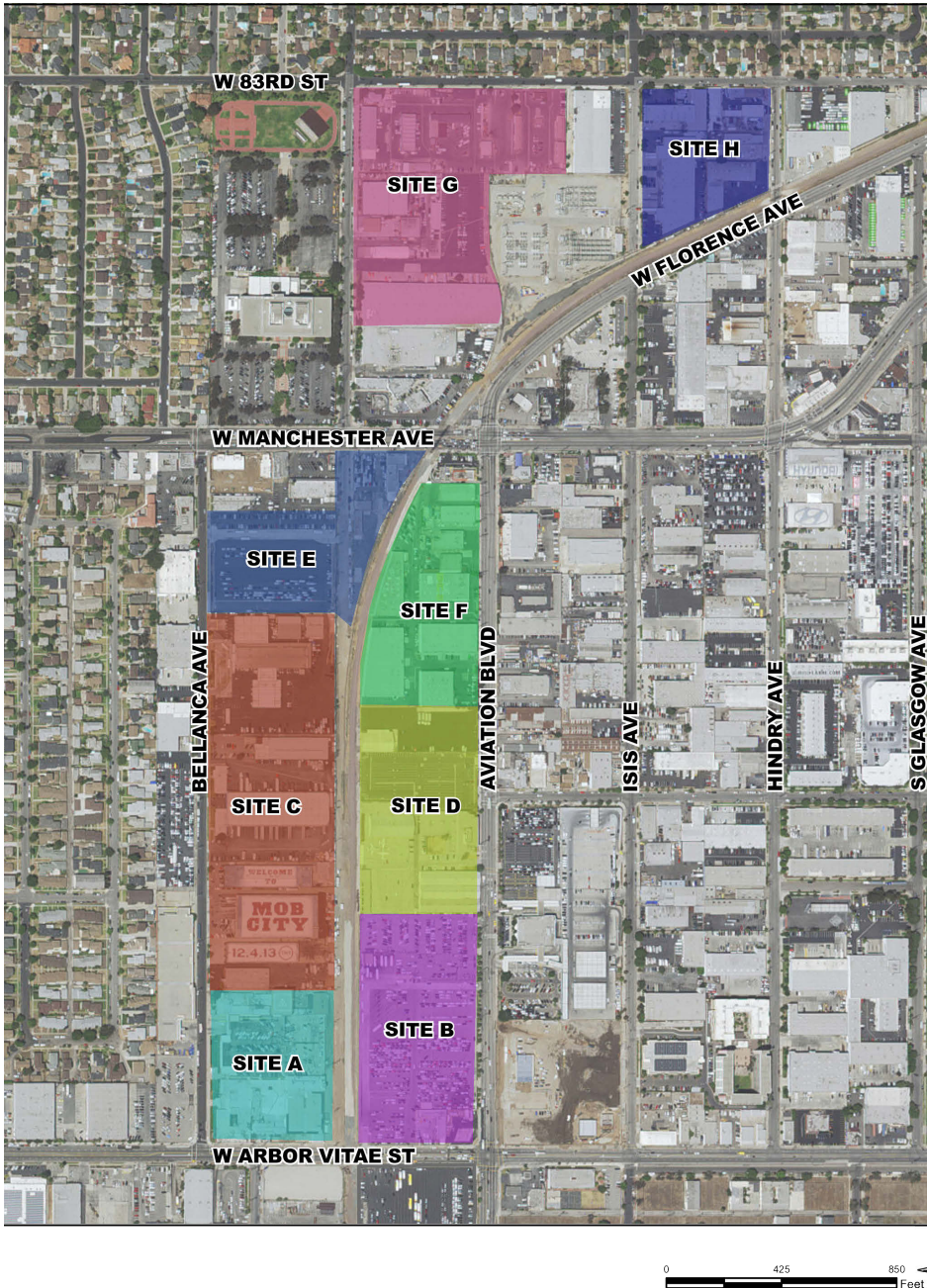
Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials (Continued)	Less Than Significant With Mitigation	HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to ensure that the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard would not be disturbed during construction activities or operation of the proposed project. HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.	Less Than Significant
Land Use and Planning	Less Than Significant	None	Less Than Significant
Noise and Vibration (Construction)	Less Than Significant	None	Less Than Significant
Noise and Vibration (Operations)	Less Than Significant	None	Less Than Significant
Transportation and Traffic (Construction)	Less Than Significant	None	Less Than Significant
Transportation and Traffic (Operations)	Less Than Significant	None	Less Than Significant
Chapter 4 Other CEQA Considerations			
Aesthetics	No Impact	None	Less Than Significant
Agricultural Resources	No Impact	None	Less Than Significant
Biological Resources	Less Than Significant	None	Less Than Significant
Cultural Resources	Less Than Significant	None	Less Than Significant
Geology and Soils	Less Than Significant	None	Less Than Significant
Hydrology and Water Quality	Less Than Significant	None	Less Than Significant
Mineral Resources	No Impact	None	Less Than Significant
Population and Housing	No Impact	None	Less Than Significant
Public Services	Less Than Significant	None	Less Than Significant
Recreation	No Impact	None	Less Than Significant
Utilities and Service Systems	No Impact	None	Less Than Significant
Energy Resources (Construction)	No Impact	None	Less Than Significant
Energy Resources (Operations)	No Impact	None	Less Than Significant

be relocated to the Aviation/Century station that is currently being constructed as part of the Crenshaw/LAX Line. The Crenshaw/LAX Line, the Aviation/Century station with the relocated bus facility and an

operating plan for an extension of the Green Line service were studied in the Crenshaw/LAX Transit Corridor Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which was certified by

the Metro Board in September 2011 and was issued a Record of Decision from the Federal Transit Administration in December 2011. The Aviation/Century station was environmentally cleared in the Crenshaw/LAX Transit Project EIS/EIR. Therefore, impacts from the relocation of the bus facility to the Aviation/Century station was not studied as a part of the No Project Alternative. The evaluation of alternative sites involved identifying a suitable location for the proposed project adjacent to the Crenshaw/LAX Line and in close proximity to LAX that avoided the hazardous materials impact identified and did not create new impacts. As further discussed in Chapter 6. Alternatives, nine locations were identified.

The candidate sites are shown on the map and labeled A through G. It was determined that eight of the nine sites (with the exception of Site D) were not suitable options due to impacts similar to the proposed project, the creation of new impacts or were infeasible due to physical constraints. Site D would be a feasible location but would remove a technical college and light industrial use. In addition, Site D would not meet one of the proposed project's primary objectives, which is to integrate with existing and future transit connections and LAX facilities.



The segment along the Crenshaw/LAX Line, between Aviation Boulevard and Imperial and Florence Avenue and Hindry Avenue was reviewed for alternative locations that reduce environmental impacts, were feasibility from an engineering perspective and met project objectives. Candidate locations were indentified along the Crenshaw/LAX Line north of Arbor Vitae. None were found that were environmentally superior to the proposed project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The analysis in Chapter 6 Alternatives demonstrates that the No Project Alternative would be the environmentally superior alternative as it would not change existing conditions at the project site (e.g., no requirement for the excavation and transport of contaminated soils), nor would there be additional or more severe undisclosed impacts at the Aviation/Century station, which have previously been evaluated in the Crenshaw/LAX Transit Corridor Project EIS/EIR.

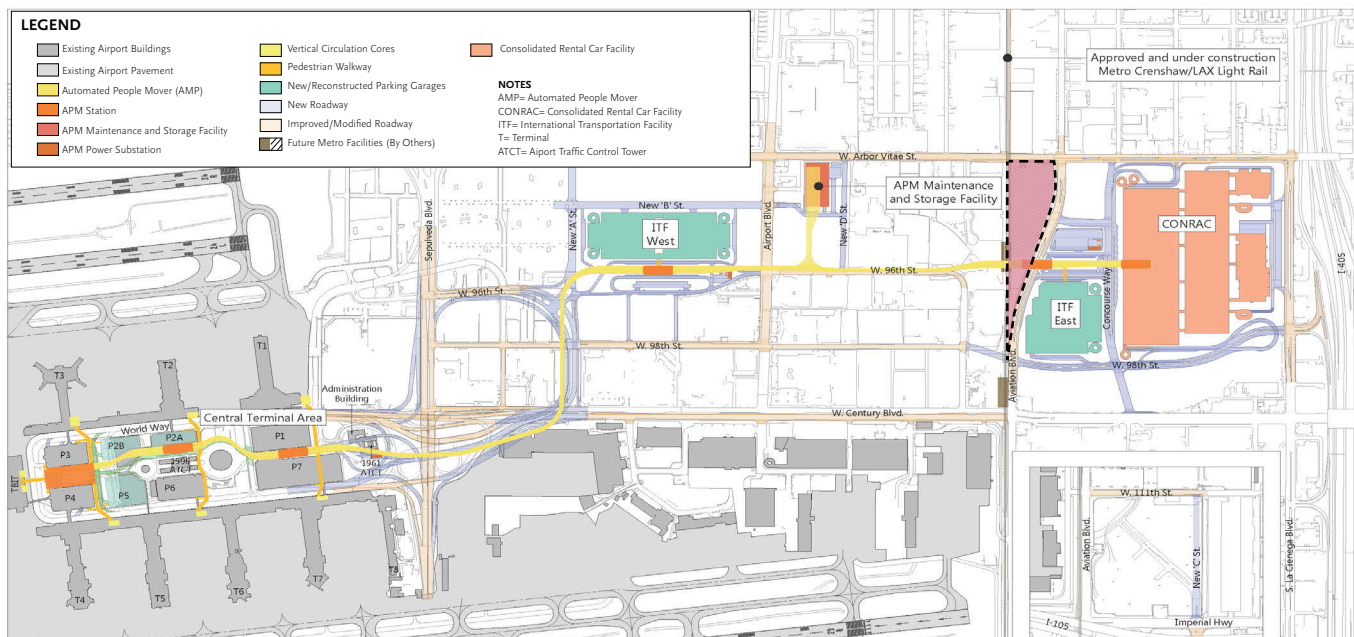
While the No Project Alternative would provide a regional transit connection to LAX through the Aviation/Century station, it could not be included in a

cumulative scenario involving the implementation of the LAMP by LAWA. Should the LAMP projects be constructed, locating the bus facility at the Aviation/Century station would require patrons to walk north about a quarter mile to the proposed APM station to take a shuttle bus to the CTA. This could require additional pedestrian and bicycle facilities along Aviation Boulevard. The project site was selected because of its strategic location and ability to link to existing and foreseeable future projects. Therefore, despite the No Project Alternative being the environmentally superior alternative to the proposed project, it would not fully satisfy the proposed project objectives.

THE PROPOSED PROJECT AND FUTURE CUMULATIVE SCENARIO

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. The cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

Projects that are considered in the cumulative impact analysis are those projects that may occur in the project vicinity within the same time frame as the proposed project (related projects).



The proposed project shown in the context of LAWA's proposed LAMP. The proposed project will have a direct interface with the LAWA APM at the mezzanine level.

Source: LAWA

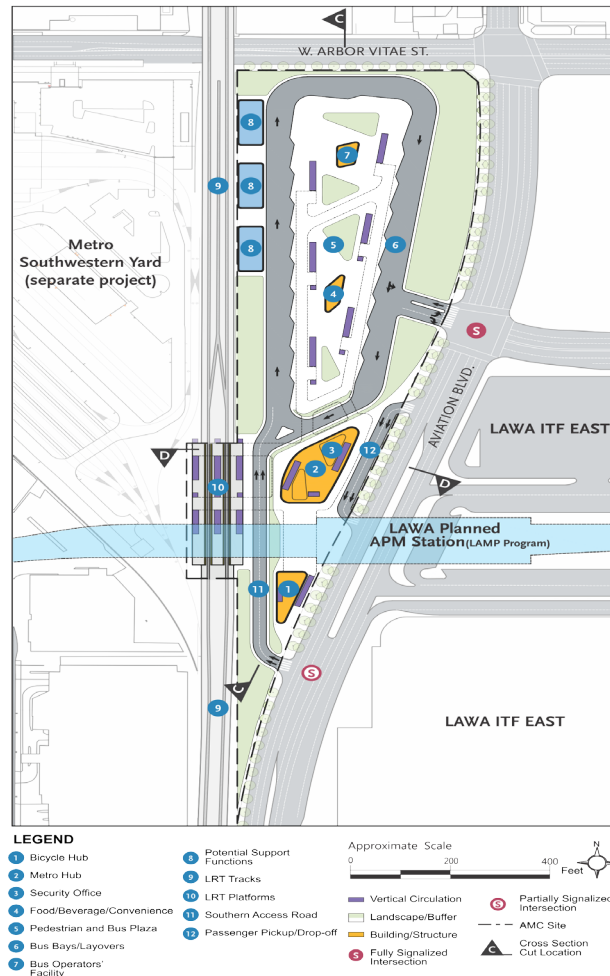
The cumulative impact analysis included in this EIR considers the combined effect of the proposed project with improvements proposed by LAWA as part of their LAMP as well as other private development projects in the project vicinity.

LAMP COMPONENTS

An approximately 2.25-mile APM system connecting a new CONRAC, two ITFs, airport parking and Metro's AMC 96th Street Transit Station to the airline terminals. There would be a total of six stations, including three in the CTA and one immediately adjacent to the proposed project. The APM system would simultaneously operate up to nine APM trains with a two-minute wait time and be free for airport users.

Two ITFs (ITF East to be located near 98th Street and Aviation Boulevard and ITF West to be located near 96th Street and Airport Boulevard) would include:

- LAX parking for private vehicles, passenger pick-up and drop-off areas, connections/transfers to hotels, shuttles/commercial vehicles, LAX FlyAway, and amenities such as waiting areas, concessions and ticketing/information kiosks;
- Modifications to existing passenger terminals and parking garages within the CTA for a passenger walkway system and vertical circulation



The proposed project conceptual site plan showing the APM alignment above the southern portion of the site.

elements to the arrival, departure and concourse levels;

- Roadway improvements to the CTA from Interstate 405 to develop access to the ITFs and CONRAC;
- Utilities infrastructure improvements; and
- Potential future collateral non-residential land use development (approximately 900,000 square feet) on LAWA-owned property adjacent to the proposed ITFs.

THE PROPOSED PROJECT INTERFACE WITH THE LAMP

The primary component of the LAMP as it relates to the proposed project would be an APM system, which would provide 24-hour access to the CTA for passengers, employees and other users of LAX.

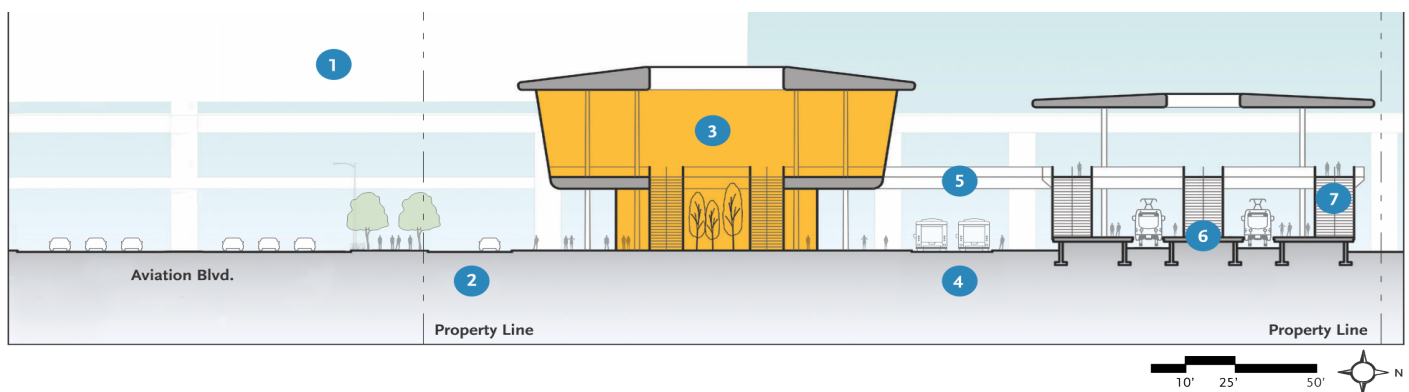
The APM would be built completely above grade and connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas. The APM would

transport passengers between the CTA and the other main components of the LAMP project located east of the CTA, including a CONRAC, new public parking facilities and multiple locations for passenger pick-up and drop-off.

The APM would pass above the southern portion of the proposed project site. The connection to the APM could be provided from the mezzanine level of the proposed project. This EIR includes a comprehensive cumulative impact analysis in Chapter 5 Cumulative Impacts. As discussed therein, the proposed project would not result in a considerable contribution to cumulative impacts.

AREAS OF CONTROVERSY/ ISSUES TO BE RESOLVED

Section 15123(b)(2) of the CEQA Guidelines states that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from various agencies and the public during the 30-day public comment period after the release of the Notice of Preparation (NOP) dated February 6, 2015, as well as input solicited during the public scoping meeting and an understanding of the community issues in the project area. Based on the scoping process, potential areas of controversy known to Metro include site access, transit connectivity and station design.



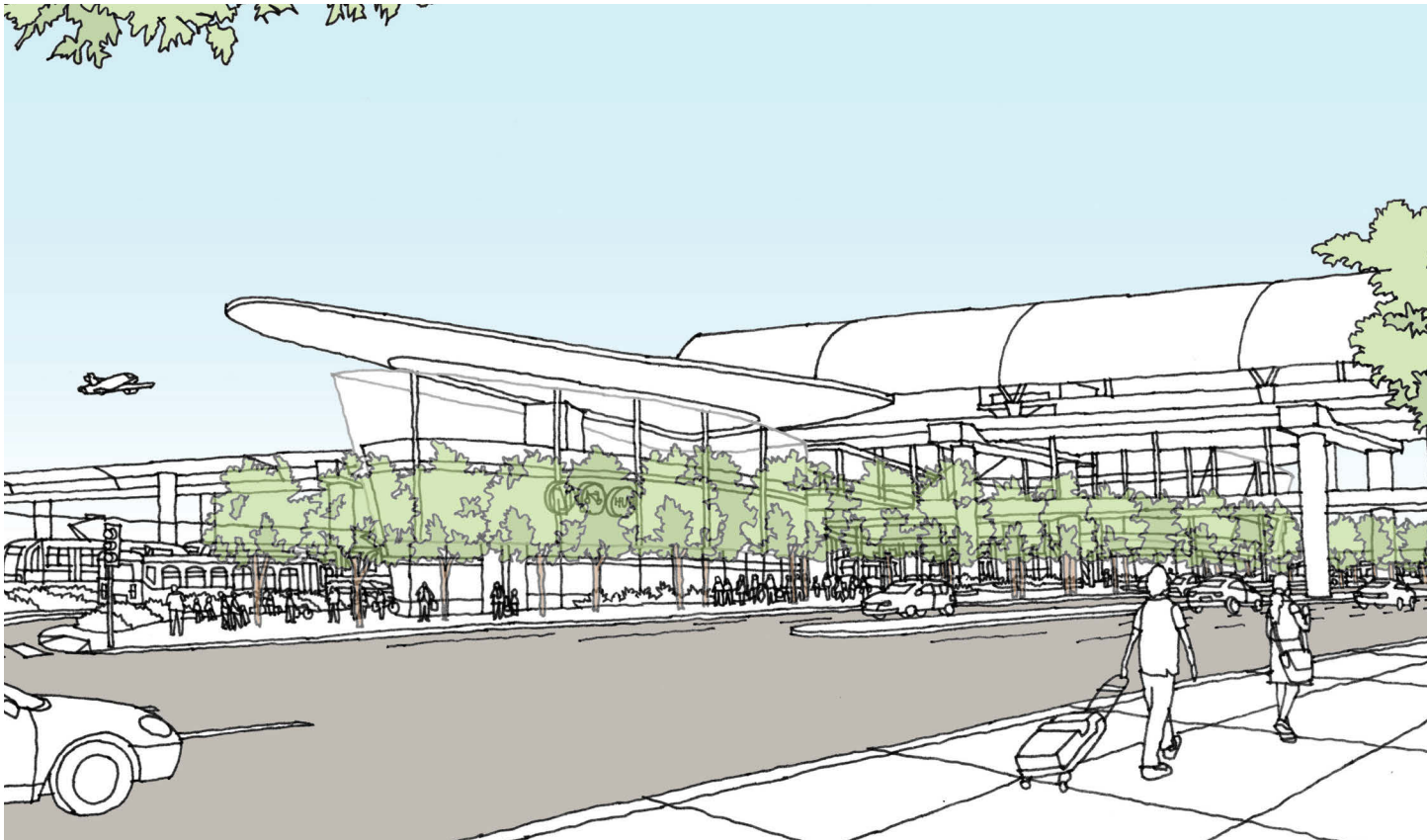
EAST-WEST CROSS SECTION D-D

LEGEND

- | | | |
|--|---------------------|------------------------|
| 1 LAWA Automated People Mover (LAMP PROGRAM) | 4 Bus Way | 6 LRT Platforms |
| 2 Passenger Pick-up/Drop-off | 5 Mezzanine Walkway | 7 Vertical Circulation |
| 3 Metro Hub | | |

This east west cross section of the proposed project in the Cumulative Scenario shows the basic profile of the APM in the background. Access to the APM from the proposed project would via the mezzanine level.

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

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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.

DEOD SUMMARY

AIRPORT METRO CONNECTOR PROJECT/PS114330-2636

A. Small Business Participation

STV/PB-ConnectLAX JV made a 29.10% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. In June 2014, STV/PB reported DBE participation of 13.65%, representing a 15.45% DBE shortfall. Current DBE participation is 22.32%. The current DBE shortfall is 6.78%. The project is 90% complete.

In its letter dated July 15, 2016, written in response to the DBE shortfall, STV/PB explained that in order to meet its 29.10% DBE commitment, they propose shifting currently authorized project responsibilities (Modification No.10) from the Joint Venture partners to four (4) DBE subcontractors* identified below. STV/PB explained that the shifts would have no negative impact on the team's performance, and would better prepare them to (1) respond to comments on their draft Environmental Impact Report, and (2) complete federal environmental documentation. STV/PB-ConnectLAX explained that shifting work from Modification No. 10 would represent an increase in its DBE commitment by \$114,548 or 1.59%, effective August 2016.

In addition, to demonstrate their commitment, pending approval of Modification No.13, STV/PB-ConnectLAX will increase its commitment to Terry A. Hayes and Associates, a DBE firm, by approximately 2.74%, or 50% of the total modification. STV/PB-ConnectLAX explained that it is "firmly" committed to meeting its 29.10% DBE commitment.

Small Business Commitment	DBE 29.10%	Small Business Participation	DBE 22.32%
----------------------------------	-------------------	-------------------------------------	-------------------

DBE Subcontractors		Ethnicity	% Commitment	Current Participation¹
1.	Cityworks Design	Hispanic	0.70%	1.11%
2.	Coast Surveying, Inc.	Hispanic	3.40%	5.27%
3.	D'Leon Consulting Eng. Corp*	Hispanic	2.74%	2.98%
4.	*Epic Land Solutions, Inc.*	Caucasian Female	0.61%	0.70%
5.	Ted Tokio Tanaka Architects	Asian Pacific	3.90%	1.15%

6.	Terry A. Hayes & Associates*	African American	11.45%	4.96%
7.	VCA Engineers, Inc.*	Asian Pacific	6.30%	6.15%
Totals			29.10%	22.32%

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

*DBE subcontractors' projected increase pending approval of Modification No. 10.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Airport Metro Connector

96th Street Transit Station

August 17, 2016 - Planning and Programming Committee

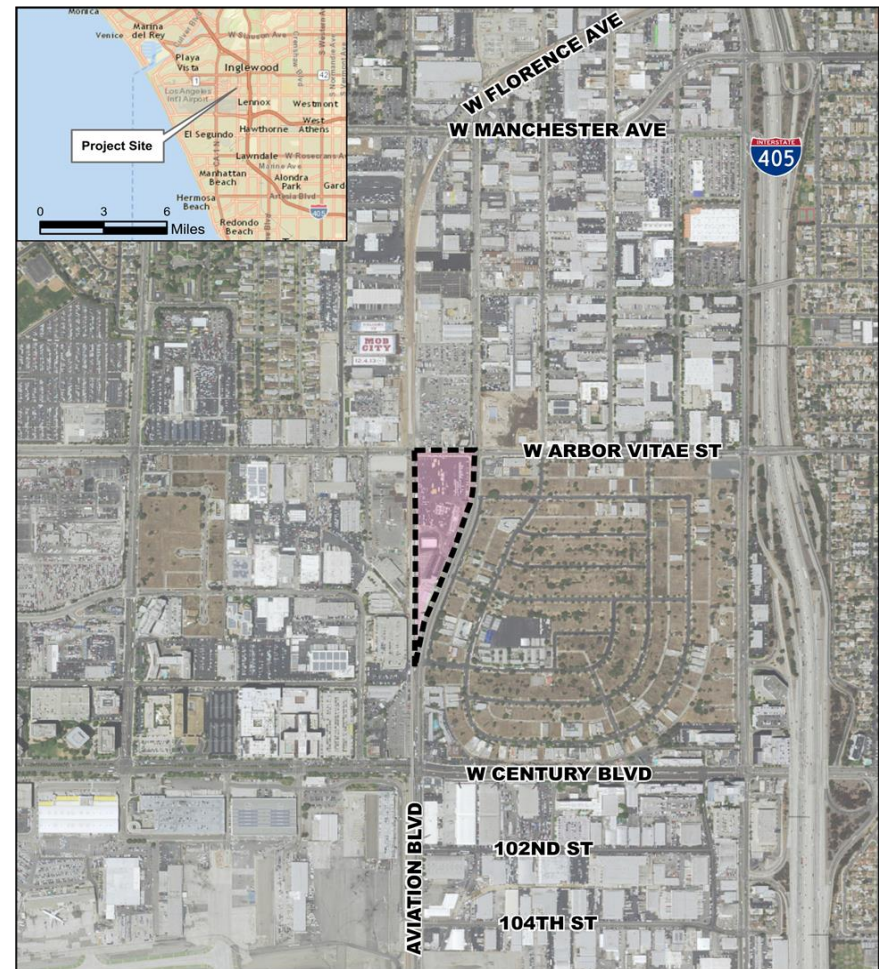
August 18, 2016 - Construction Committee



Draft Environmental Impact Report (EIR)

Project Components

- > Three at-grade Light Rail Transit Platforms served by Crenshaw/LAX and Green Lines
- > Bus plaza
- > Bicycle hub
- > Pedestrian plaza(s)
- > Passenger pick-up/drop-off area
- > Transit center/Terminal building (“Metro Hub”)



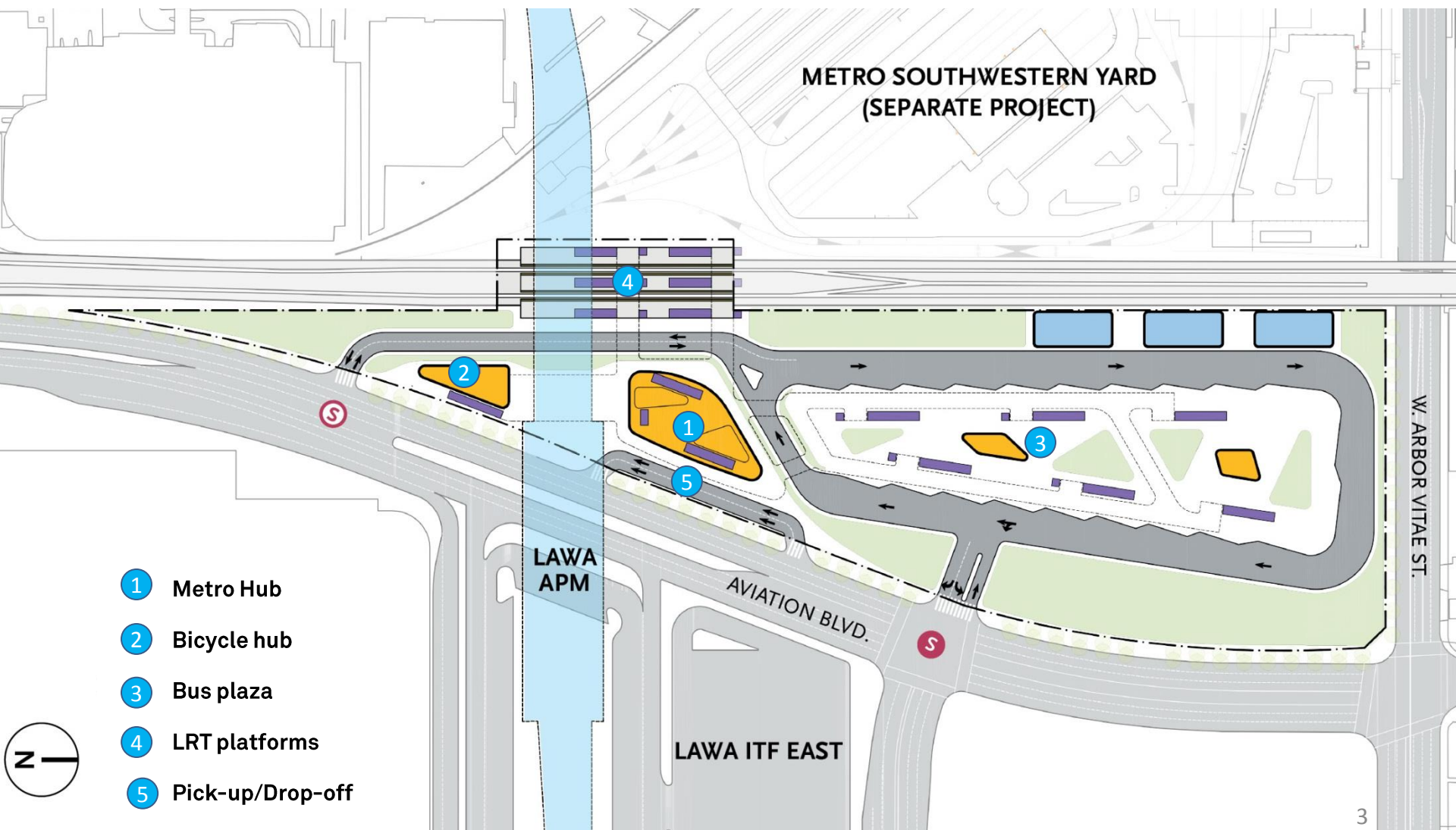
LEGEND
Project Site

Approximate Scale
0 1,000 2,000 Feet

* APM is being cleared by LAVA

Draft Environmental Impact Report (EIR)

Ground Level Conceptual Site Plan



Environmental Impact Report

> Draft EIR

- June 22nd – released for start of 45-day public review period
- July 13th – Public Hearing
 - 45 attendees
- August 6th – close of public review period

> Final EIR

- August 25th – Board authorization of contract modification to prepare Final EIR
- Fall 2016 – complete Final EIR and present to Board for certification

Draft Environmental Impact Report

Summary of Impact Analysis

Environmental Topic	Significance of Impact
Aesthetics Agricultural Resources Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems	No Impact
Air Quality Greenhouse Gas Emissions Land Use and Planning Noise and Vibration Transportation and Traffic	Less-Than-Significant Impacts
Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Public Services	Less-Than-Significant Impacts With Regulatory Requirements
Hazards and Hazardous Materials	Less-Than-Significant Impacts With Incorporation of Mitigation



DEIR Public Comments

- > 73 comments received via public comments at hearing, letters, Facebook, Twitter and emails
- > Comments generally relate to the following topics:
 - support for project
 - changes to bus facilities/services
 - impact to Metro Rail service and stations
 - Arbor Vitae grade crossing
 - parking in neighboring communities
 - Intersection level traffic analysis
 - Air quality
 - funding of the project
 - bicycle access along Aviation Boulevard
 - size and number of escalators and elevators
 - Cumulative project impacts



Metro

Next Steps

- > **Summer/Fall 2016**
 - Schematic design
 - Initiate federal environmental clearance
 - Complete EIR

- > **Continue coordination with:**
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard



Board Report

File #: 2016-0534, **File Type:** Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 17, 2016

SUBJECT: PROGRAM FUNDS FOR SR-71 GAP FROM I-10 TO RIO RANCHO ROAD

ACTION: APPROVE \$59.3 MILLION IN PROJECT FUNDING

RECOMMENDATION

AUTHORIZE \$59.3 Million in funding for the **SR-71 Gap from I-10 to Rio Rancho Road Project.**

ISSUE

Staff is requesting Board's authorization to program \$59.3 million in repurposed funding for improvements along the SR-71 from I-10 to Rio Rancho Road.

DISCUSSION

The SR-71 is in the Metro Long Range Transportation Plan (LRTP) with an escalated budget of \$445 Million (I-10 to Mission Blvd and Mission Blvd to Rio Rancho Road in the city of Pomona). The Project scope is to widen the existing roadway from a four lane expressway to an eight lane freeway between Mission Blvd and Rio Rancho Road, close three at grade intersections, rebuild deficient bridge structures, construct soundwalls and other improvements as necessary - along the entire project (see Attachment A for location map and photos of existing conditions). Funds are required for the final design and right of way acquisition of the Project and the requested action will fully fund the final design and right of way acquisition for the Project.

In May 2016, the Board authorized federal repurposed earmark funds to be used for the Project. At the onset of the repurposing process, up to \$96 million in local agency earmarks were deemed potentially eligible for repurposing as described under Item A of the Board Report (Agenda Item 12, File #2016-0329). Additionally, approximately \$7.7 million in earmarks assigned to Metro were deemed potentially eligible for repurposing as described in Attachment B of the Board Report. Of this \$7.7 million, the Board chose to repurpose \$2.4 million in Metro earmarks to the Airport Metro Connector Project as described under Item C of the May Board Report. After completion of the eligibility determination process, only \$85.9 million in earmarks (inclusive of both local agency and Metro earmarks) was actually eligible for repurposing of which \$59.3 million was identified and programmed to the SR-71 project; \$7.9 million is being repurposed into other projects and \$18.7 million will be retained by the original project sponsors and remain in the projects for which they were originally earmarked.

DETERMINATION OF SAFETY IMPACT

There are no adverse safety impacts to Metro patrons and other users of the facility from this action. The Project will be implemented by Caltrans consistent with their policies, procedures and standards.

FINANCIAL IMPACT

Adoption of the budget will have no negative financial impact to the agency. Accelerated delivery of this project will allow for more cost effective implementation of the project.

Impact to Budget

The project will have no impact on the 2016-17 Budget. The funding source to deliver final design and right-of-way acquisition will be federal funds which are not budgeted by Metro.

ALTERNATIVES CONSIDERED

The Board could choose not to program the funds. This option is not recommended due to the regional significance of the SR-71 Project and its anticipated positive impacts on regional mobility, congestion relief and safety. The project has received its environmental clearances and is ready to be advanced to final design.

NEXT STEPS

Upon Board's approval, staff will negotiate the funding agreement with Caltrans and start the project.

Attachment A - SR-71 Gap From I-10 to Rio Rancho Road Location Map & Photos

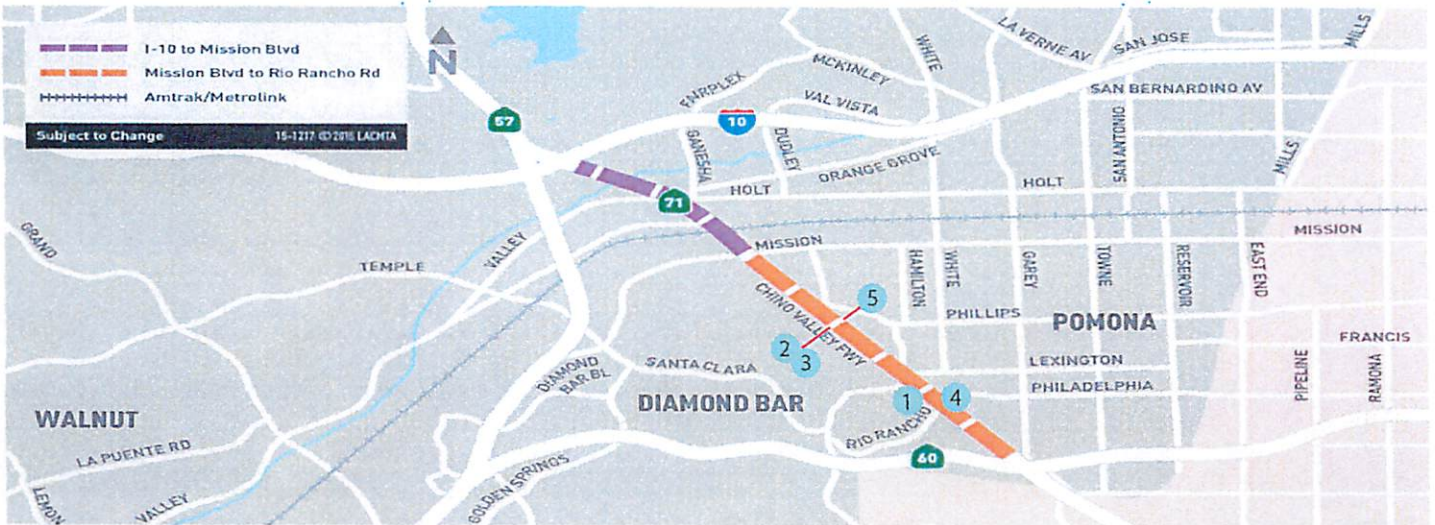
Prepared by: Benkin Jong, Senior Manager, Transportation Planning, (213) 922-3053
Will Ridder, Executive Officer, Regional Programming, (213) 922-2887
Abdollah Ansari, Senior Executive Officer, Program Management-Highway
Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, Program
Management, (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

Attachment A SR-71 Gap From I-10 to Rio Rancho Road Location Map & Photos



1 Southbound SR-71 & Old Pomona Road



2 Southbound SR-71 & N. Ranch Road Intersection



3 East N. Ranch Road & SR-71



4 Southbound SR-71 & Rio Rancho Off Ramp



5 Northbound SR-71 & N. Ranch Road



Board Report

File #: 2016-0534, **File Type:** Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 17, 2016

SUBJECT: PROGRAM FUNDS FOR SR-71 GAP FROM I-10 TO RIO RANCHO ROAD

ACTION: APPROVE \$59.3 MILLION IN PROJECT FUNDING

RECOMMENDATION

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Staff is requesting Board's authorization to program \$59.3 million in repurposed funding for improvements along the SR-71 from I-10 to Rio Rancho Road.

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The SR-71 is in the Metro Long Range Transportation Plan (LRTP) with an escalated budget of \$445 Million (I-10 to Mission Blvd and Mission Blvd to Rio Rancho Road in the city of Pomona). The Project scope is to widen the existing roadway from a four lane expressway to an eight lane freeway between Mission Blvd and Rio Rancho Road, close three at grade intersections, rebuild deficient bridge structures, construct soundwalls and other improvements as necessary - along the entire project (see Attachment A for location map and photos of existing conditions). Funds are required for the final design and right of way acquisition of the Project and the requested action will fully fund the final design and right of way acquisition for the Project.

In May 2016, the Board authorized federal repurposed earmark funds to be used for the Project. At the onset of the repurposing process, up to \$96 million in local agency earmarks were deemed potentially eligible for repurposing as described under Item A of the Board Report (Agenda Item 12, File #2016-0329). Additionally, approximately \$7.7 million in earmarks assigned to Metro were deemed potentially eligible for repurposing as described in Attachment B of the Board Report. Of this \$7.7 million, the Board chose to repurpose \$2.4 million in Metro earmarks to the Airport Metro Connector Project as described under Item C of the May Board Report. After completion of the eligibility determination process, only \$85.9 million in earmarks (inclusive of both local agency and Metro earmarks) was actually eligible for repurposing of which \$59.3 million was identified and programmed to the SR-71 project; \$7.9 million is being repurposed into other projects and \$18.7 million will be retained by the original project sponsors and remain in the projects for which they were originally earmarked.

DETERMINATION OF SAFETY IMPACT

There are no adverse safety impacts to Metro patrons and other users of the facility from this action. The Project will be implemented by Caltrans consistent with their policies, procedures and standards.

FINANCIAL IMPACT

Adoption of the budget will have no negative financial impact to the agency. Accelerated delivery of this project will allow for more cost effective implementation of the project.

Impact to Budget

The project will have no impact on the 2016-17 Budget. The funding source to deliver final design and right-of-way acquisition will be federal funds which are not budgeted by Metro.

ALTERNATIVES CONSIDERED

The Board could choose not to program the funds. This option is not recommended due to the regional significance of the SR-71 Project and its anticipated positive impacts on regional mobility, congestion relief and safety. The project has received its environmental clearances and is ready to be advanced to final design.

NEXT STEPS

Upon Board's approval, staff will negotiate the funding agreement with Caltrans and start the project.

Attachment A - SR-71 Gap From I-10 to Rio Rancho Road Location Map & Photos

Prepared by: Benkin Jong, Senior Manager, Transportation Planning, (213) 922-3053
Will Ridder, Executive Officer, Regional Programming, (213) 922-2887
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Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, Program
Management, (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2016-0529, File Type: Project

Agenda Number: 30.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016

SUBJECT: PERFORMANCE UPDATES ON LINE 501 PILOT EXPRESS BUS SERVICE

**ACTION: APPROVE CONTINUED OPERATION OF LINE 501 EXPRESS BUS SERVICE AND
ADOPT STAFF'S RECOMMENDED SERVICE MODIFICATIONS**

RECOMMENDATION

CONSIDER:

- A. Extending **Line 501 Pilot Express Bus Service** for an additional 180 days; and
- B. Approving modification of the service to improve scheduling efficiencies and increase service.

ISSUE

On October 2015, the Metro Board approved staff's implementation plan for a 180 day pilot bus program. The new service was expected to mitigate some of the impacts to travel in this region caused by the Interstate 5 construction expansion project in the Burbank area, as well as connect residents of the San Gabriel Valley via the Metro Gold Line to the San Fernando Valley Metro Orange and Red Lines. A new express bus service, Line 501, began service on March 1, 2016. The Board requested staff report back with a review of the operation and performance based on criterion established at the start of service.

Line 501 was designed to be a frequent service that provided quick service connecting the Orange Line with the Gold Line with few stops in high demand areas such as the Burbank Media District and Glendale. The route was placed on the freeways as much as possible to expedite travel. Caltrans assisted by providing revised HOV entrance and exit locations so this bus service could enter the HOV lanes as soon as possible.

In the implementation report approved by the Board, it was recommended that the performance of the new express line should be 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 was expected to attract 1,750 riders on an average week day. If performance measures could not be achieved, it was stated that staff should take corrective actions to improve the attractiveness of the line or tailor the service to better match ridership patterns.

As part of the approval to operate the service, staff was to return at the end of 180 days with a performance report and recommendation to continue, modify or discontinue the service.

DISCUSSION

Prior to implementation, staff worked closely with LADOT, Burbank Bus, Pasadena Transit and Glendale Beeline to ensure that seamless connections are being made with Line 501. In addition, the City of Burbank currently operates Burbank Bus NoHo to Airport route which provides a direct connection from North Hollywood Station to the newly renamed Hollywood Burbank Airport and other destinations near Burbank's Empire Center.

In preparation, Metro Communications department began developing a marketing campaign to help brand and promote the new service. A special bus wrap with matching billboards and brochures were developed. The products were also cross advertised with the Metro Gold Line extension to Azusa opening.

An extensive marketing program on the new Metro Express service was initiated a month prior Line 501 initiating service, and is continuing today. This program is outlined in **Attachment A**.

Prior to the opening of Line 501, Communications, Light Duty employees, and Service Planning staff began handing out brochures to Metro Orange and Red Line patrons. A ribbon cutting was televised and featured on the nightly news, and radio and newspaper stops were purchased. Once the line began, Metro Commute Services began an outreach effort that reached 40 businesses. First, they were emailed and mailed, and later called to further advertise the service.

Findings

Once the service began, Service Planning staff rode the buses and met patrons along the route. Metro Customer Relations also received request for additional stops. While the criterion for the service was to provide fast express service, it became evident that a few additional stops were needed, as shown in **Attachment B**. The implementation of these stops was in an effort to help improve sagging ridership. On June 12, 2016, two stops in each direction were added to Line 501. These stops provide additional connectivity to other bus lines and improve accessibility by serving new destinations along the route. The new stops were placed at Olive Ave / Alameda Ave and Lankershim Bl / Vineland Ave. Onboard notices were distributed and marketing materials were updated to advertise the change. Weekday ridership continues to grow, and adding these two stops provides improved access to the Burbank Media District employment center.

As approved by the Board, this line was expected to attract 1,750 riders on an average week day. The following shows improvements in ridership since April 2016 (the first full month of operation), but it has not reached the expected patronage, as of June 2016.

Average Daily Boardings			
Month	Weekday	Saturday	Sunday
May April	511	280	186
June May	959	472	410
June	971	558	394
July	1,079	549	433

Attachment C shows Line 501 daily boardings by stop.

Considerations

June 2016 ridership data shows that Line 501 is still not performing at expected levels. Based on the Route Performance Index, the measure used to evaluate the performance of all Metro bus lines, Line 501 index is 0.36. Metro bus lines are considered to be low performers if their score is 0.60 or lower. Ridership on Line 501 would need to increase to 1,580 daily to exceed an index value of 0.60.

Weekend ridership on Line 501 is very low, averaging 9 boarding passengers per bus service hour. Weekday ridership on average is better but still only 12 boarding per bus hour. The highest ridership demand periods are weekday morning and afternoon peaks.

Staff recommends that the weekend service be reduced from every 30 minutes to every 45 minutes and that the span of service be reduced to operate between 8am and 8pm. These actions would save 2,100 annual revenue bus hours. These savings could be reinvested into an expanded weekday peak period service. Presently Line 501 operates every 15 minutes during weekday peaks and every 30 minutes during weekday mid-day and weekends. Using the weekend service hours during the weekday peak periods would allow service to be operated every 12 minutes during heart of each peak period. This would make the service more attractive and easier to use during the highest ridership demand periods.

Considerations

Metro staff has met with Glendale Beeline and a representative from the Crescenta Valley community to explore potential improved transit connections from Line 501 to the Glendale Beeline, LADOT Commuter Express Lines 419 and 549. A meeting was conducted with Metro, Glendale Beeline staff and Bus Operations Subcommittee. It was determined that an online survey of residents be developed by Metro to assess the area transit connections and potential demand in the Glendale/La Canada Flintridge area. Neighborhood councils will be responsible for administering the survey.

DETERMINATION OF SAFETY IMPACT

Metro Line 501 reduces traffic on area freeways and streets, thereby improving safety to area motorist.

FINANCIAL IMPACT

Adoption of the staff recommendation would retain the same amount of bus service hours on Line 501 as are currently operated resulting in no added cost for this enhanced service, however, there would be a need to add two buses to the peak periods.

Impact to Budget

No net change in operating cost would be incurred by approving the staff recommendation.

ALTERNATIVES CONSIDERED

Continuing the existing weekend and weekday peak period's service would maintain bus service as operated today. Staff does not recommend this alternative as weekend ridership is low, and resources from the weekend service could be redeployed into more frequent weekday peak hour service. Weekday peak service is now every 15 minutes, and would increase to every 12 minutes.

NEXT STEPS

Upon approval, proposed changes to Line 501 could be implemented as early as October 2016.

ATTACHMENTS

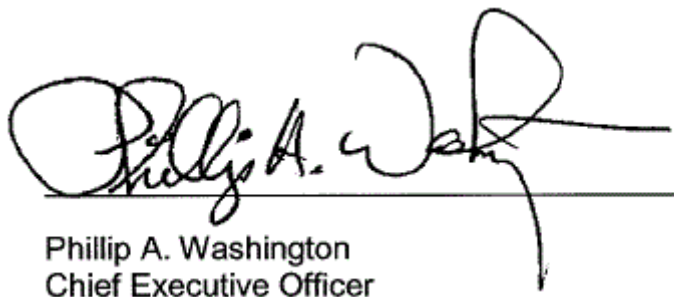
Attachment A - Line 501 Marketing Efforts

Attachment B - Line 501 Map

Attachment C - Line 501 Daily Boardings

Prepared by: Jon Hillmer, Executive Officer, (213) 922-6972
Scott Page, Director, (213) 922-1228

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



Phillip A. Washington
Chief Executive Officer

Marketing Efforts on Line 501

Physical Content

- **Take Ones** with line information and map of new route, system-drop distribution (*drop 1- mid-Feb, drop 2- mid-April*)
- **Car cards** promoting new connection from Pasadena to North Hollywood; Burbank Bus also assisted with the placement of car card on their buses (*1/25-4/25*)
- **Vinyl Banners** at selected locations to promote new service (*currently still at stations, posted in Feb*)
- **Timetable updates** created new timetable for print and online versions (*completed by planning group on Feb 15*)
- **Large Bus Wraps** promoting Line 501 were installed on entire fleet covering the both sides of the buses; buses are essentially mobile pieces of advertisement along the route. (Feb-present)

Digital Content

- **Digital Billboards** along corridor promoting new service (*2/1-4/24*)
- **E-blast** to all Employee Transportation Coordinators promoting new service (*Monthly Feb, Mar, Apr*)
- **Employee Transit Coordinator (ETC) Monthly Newsletter** post short blurb with information of new service (*Feb, Mar*)
- **Transit Passenger Information System (TPIS) AD** posted at selected Red, Orange and Gold Line Stations with connecting service to promote the new 501 service (*2/11- still running*)
- **Web Module** includes web banners on metro.net promoting new service and updated web page with Line 501 information (*2/15-4/1*)
- **Metro Briefs** with information on express service targeted for beginning (*Monthly Feb, Mar, Apr*)
- **Story** on *The Source* and *El Pasajero* with information about new service (*several stories done starting in Feb*)
- **Featured** on MyBurbank.com article (*4/23/16*)
- **NoHo To Pasadena Express was on KTTV Fox 11** "Car-less Commute." Link to story at: <http://www.foxla.com/news/local-news/142440668-story>. The 501 line is featured at approximately 1:48 minutes into the segment.

Social Media

- **Social Media** posts on Facebook, Instagram and Twitter promoting new line (*began March 2016*)

Paid Advertisement

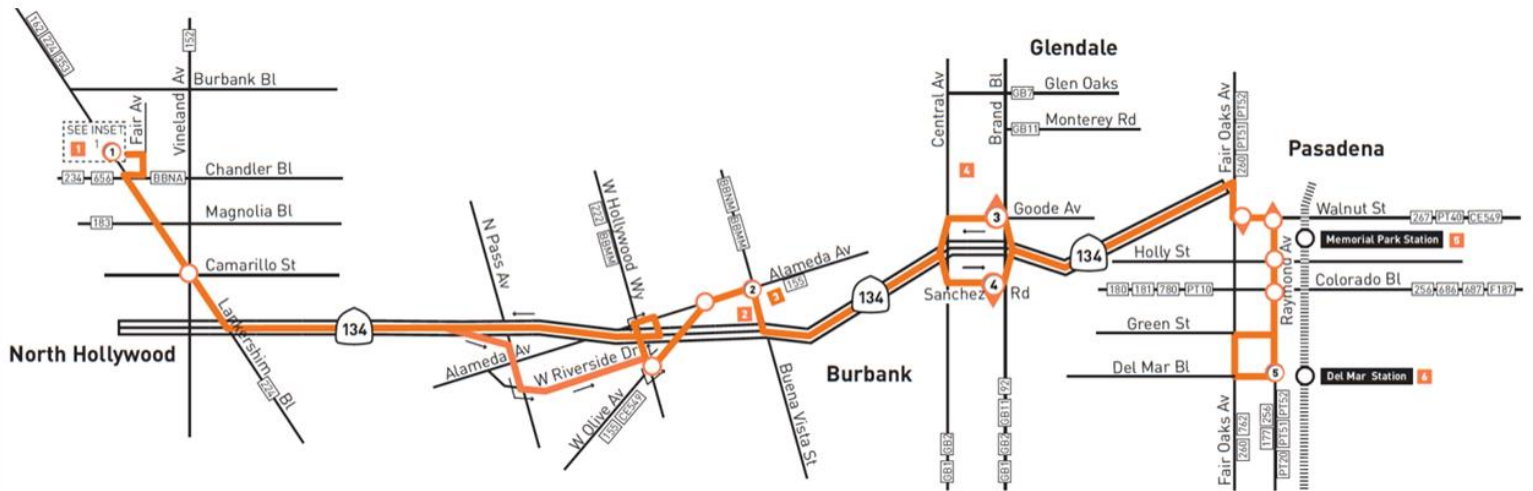
- **Bus Shelters** along the bus route promoting new service (*2/1-4/24*)
- **Bus Benches** along the bus route promoting new service (*2/1-4/24*)
- **Newspaper Ads** targeted at cities where route travels (*2/11-3/20*)

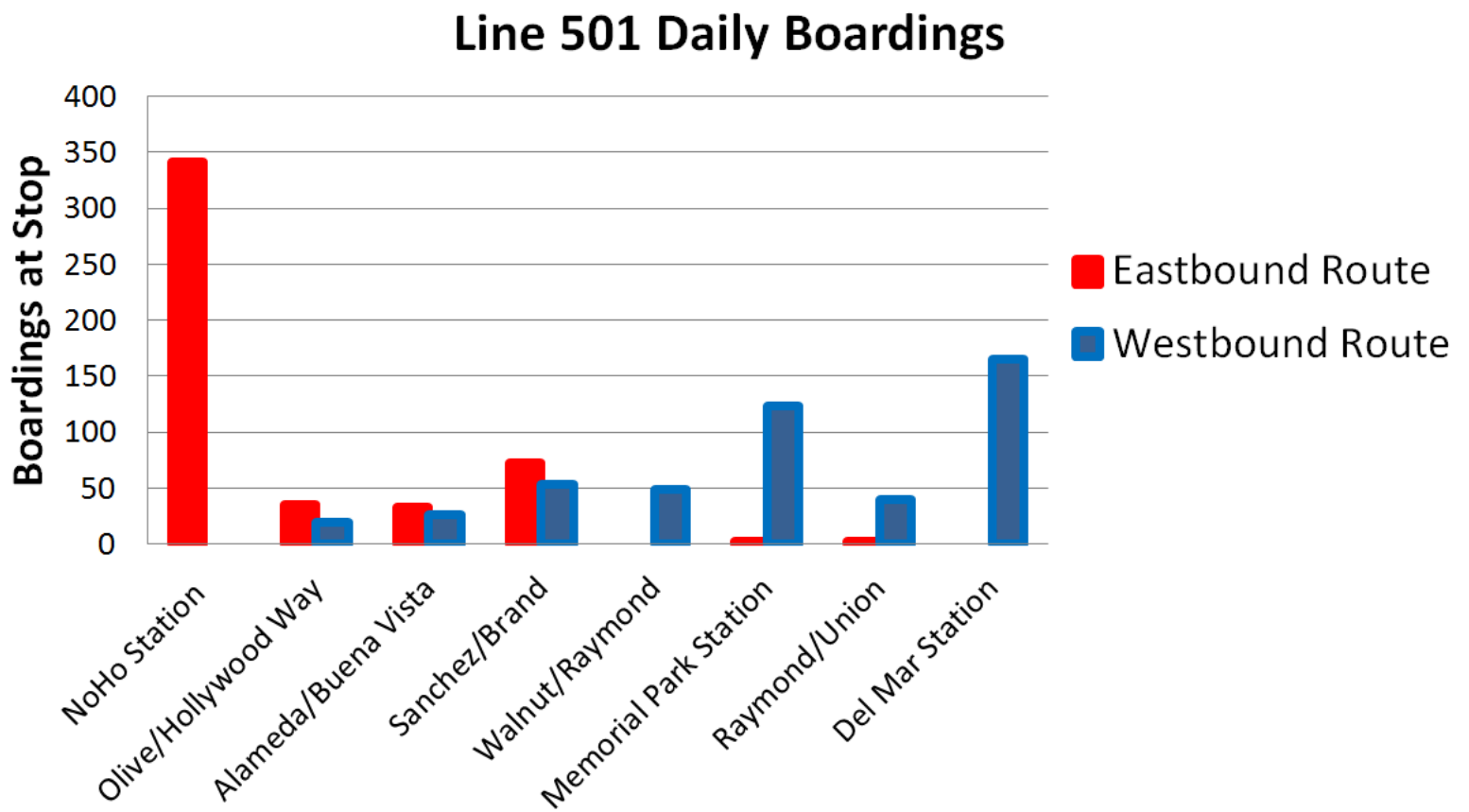
Other Forms of Marketing

- **Partnership with Disney** to promote Line 501 to their Burbank campus as well as promote Metro's B-TAP Program. (May-June 2016)

<ul style="list-style-type: none"> • Messages on Hold promoting new service, began a week before service (<i>Ran all of Feb, March all month. Will start again end of April- we stagger these as we have limited space</i>)
Meetings and Presentation
<ul style="list-style-type: none"> • Ongoing – Metro Staff has continued to promote and distribute take-ones at: <ul style="list-style-type: none"> ○ SGV COG Governing Board ○ SGV Service Council ○ Transportation Forum hosted by Assembly member Nazarian ○ Transportation Forum at CSUN hosted by Senator Hertzberg ○ District office of Councilmember and Board Director Krekorian ○ Universal City – North Hollywood Chamber of Commerce ○ Encino Chamber of Commerce • Formal Presentations at: <ul style="list-style-type: none"> ○ San Gabriel Valley and San Fernando Valley Service Councils ○ San Fernando Valley COG Transportation Committee ○ VICA Transportation Committee
Events
<ul style="list-style-type: none"> • Media Event - ribbon cutting event in Pasadena (March 2016) • Ride Along with Krekorian, Najarian and Talamantes on 4/14/16 • Line 501's physical appearance at "Burbank on Parade"; Ad space was also purchased on the Burbank Guide to promote this service (4/23/16) • "Metro in the Community" - Metro Staff Set up information tables on launch week and again on 4/14/16 • Promoted at Assembly District 41 block party (7/30/16)
Future Advertisement
<ul style="list-style-type: none"> • Will be prominently featured at the North Hollywood Station Underpass ribbon cutting even (8/15/16) • Will be promoted at a series of scheduled CSUN campus visits. (begin August 2016)

Line 501 Map







Board Report

File #: 2016-0094, File Type: Contract

Agenda Number: 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016****SUBJECT: COMPRESSED NATURAL GAS FUEL CYLINDERS****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AWARD Contracts to the following two lowest responsive and responsible bidders for **Compressed Natural Gas (CNG) Fuel Cylinder Tanks** for an Indefinite Delivery Indefinite Quantity, for a total amount not to exceed \$4,351,161 inclusive of sales tax:

- A. Contract No. MA24755-1 with Worthington Industries for line item 1 for a total contract amount not-to-exceed \$2,903,368; and
- B. Contract No. MA24755-2 with Hexagon Lincoln for line item 2 for a total contract amount not-to-exceed \$1,447,793.

ISSUE

In order to keep Metro's bus fleet size at its current level, and fit within the projected bus replacement schedule, staff identified a need to retrofit up to 346 buses with new CNG fuel cylinders. In January 2016, the Board approved the purchase of CNG cylinders to retrofit 150 buses. An additional 196 buses must be kept in revenue-service beyond the 15 year-life of the CNG fuel cylinders installed on the buses at time of manufacture to reach the projected retrofit need. The Contracts will provide up to 882 CNG cylinders from Worthington Industries to be installed on up to 126 buses from the 76-7949 NABI series (7 cylinders per bus) and up to 462 CNG cylinders from Hexagon Lincoln to be installed on up to 77 buses from the 53-5522 New Flyer series (six cylinders per bus). The configuration of the cylinder is different for each of the two bus series.

DISCUSSION

In 1998, Metro initiated an Accelerated Bus Replacement program for the bus fleet. Between 1999 and 2002, over 1,200 40' CNG buses were purchased. All of these buses have "15-year" CNG fuel cylinders that cannot be used after they reach their 15 year expiration limits. CNG fuel cylinders are tested and date stamped for a given lifespan. Federal regulations do not permit the use of CNG fuel cylinders past their expiration dates, and there is not a process to recertify or otherwise extend the life of CNG cylinders.

This procurement is required to ensure the availability of CNG fuel cylinders to continue the campaign to replace expired cylinders to ensure that revenue service is not negatively impacted due to equipment shortages. The next bus procurement will not start delivery of additional vehicles until after July 2017.

The buses targeted for CNG fuel cylinder replacement are the 2000-01 40' New Flyer 5300 series buses and 2001 40' NABI 7600 series buses. The vehicles were selected based on the condition of the buses and major components, including the engine. Mechanics in Metro's Central Maintenance Shops will perform CNG fuel cylinder replacements on 28 buses a month until the completion of the project in February 2017. Replacing the CNG fuel cylinders on one bus requires 58 hours.

DETERMINATION OF SAFETY IMPACT

Award of these Contracts will result in a positive impact on safety. Replacing expired CNG fuel cylinders on the bus will help ensure the safe and compliant operation of the vehicle.

FINANCIAL IMPACT

Total base contract value is not-to-exceed \$4,351,161. The funding of \$4,351,161 for these engines is included in the FY17 budget in cost center 3366, Central Maintenance Shops under project 306002, Operations Maintenance and line item 50441, Parts- Revenue Vehicle. This project is currently scheduled to be completed in February 2017. If required, the Cost Center Manager, Project Manager, and Chief Operations Officer will ensure that this project is budgeted in future Fiscal Years.

Impact to Budget

The source of funds for this procurement will come from Federal, State and local funding sources that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

The alternative is not to award this master agreement contract and procure CNG fuel cylinders on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and guaranteed fixed price CNG cylinders.

Due to the time frame required to procure new vehicles and the number of buses in the current fleet with CNG cylinders reaching the 15 year expiration, there are no alternative options available other than replacing CNG cylinders on Metro buses with expiring cylinders. Not pursuing this strategy will impact the quantity of buses available for revenue service and would necessitate service reductions.

NEXT STEPS

Upon Board approval, staff will execute the contracts with Worthington Industries and Hexagon

Lincoln. Upon receipt of the new CNG cylinders, additional 5300 series buses and 7600 series buses will be brought to the Central Maintenance Shops for fuel cylinders removal and the reinstallation of new cylinders.

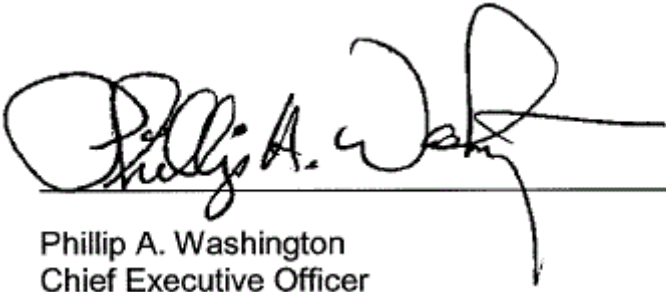
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Amy Romero, Director of Central Maintenance, (213) 922-5709 Christopher Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: Ivan Page, Chief, Vendor/Contract Management (Interim) (213) 922-6383
James T. Gallagher, Chief Operations Officer (213) 922-4424



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

COMPRESSED NATURAL GAS FUEL CYLINDERS / MA24755-1 AND MA24755-2

1.	Contract Number: Worthington Industries MA24755-1 and Hexagon Lincoln MA24755-2	
2.	Recommended Vendor(s): Worthington Industries and Hexagon Lincoln	
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: 3/9/16	
	B. Advertised/Publicized: 3/9/16	
	C. Pre-Proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 5/5/16	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: 5/31/16	
	G. Protest Period End Date : 7/29/16	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 5
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: John Roberts	Telephone Number: 213/922-5060

A. Procurement Background

This Board Action is to approve Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. MA24755-1 for up to 882 CNG Fuel Cylinders, and Contract No. MA24755-2 for up to 462 CNG Fuel Tank Assemblies.

IFB No. MA24755 was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued on March 25, 2016 responded to potential bidder's questions; and
- Amendment No. 2, issued on April 14, 2016 responded to potential bidder's questions.

A total of five bids were received on May 5, 2016.

B. Evaluation of Bids

The firms recommended for award are Worthington Industries and Hexagon Lincoln (Bid #1), which were found to be in full compliance with the bid and technical requirements.

Line 1 – up to 882 CNG Fuel Cylinders (inclusive of sales tax)

Bidder Name	Bid Amount
Hexagon Lincoln (Bid 1)	Non-Responsive
Hexagon Lincoln (Bid 2)	Non-Responsive
Worthington Industries	\$2,903,368
McNeilus Truck and Manufacturing	\$3,139,713
New Flyer Industries	\$3,531,860

Hexagon Lincoln's bids for Line 1 were deemed non-responsive as a result of the technical review of their product.

Line 2 – up to 462 CNG Fuel Cylinders (inclusive of sales tax)

Bidder Name	Bid Amount
Hexagon Lincoln (Bid 1)	\$1,447,793
Hexagon Lincoln (Bid 2)	\$1,586,277
Worthington Industries	\$1,627,067
McNeilus Truck and Manufacturing	\$1,746,758
New Flyer Industries	\$1,903,930

C. Price Analysis

The recommended firm fixed unit prices were determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Metro analyzed and selected the lowest priced items from multiple bids in accordance with the IFB which defined Metro's "right to award on an item by item basis."

Low Bidder(s) Name	Bid Amount	Metro ICE
Worthington Industries Line 1	\$2,903,368	\$2,755,900
Hexagon Lincoln (Bid #1) Line 2	\$1,447,793	\$1,466,850

D. Background on Recommended Contractor

The recommended firm, Worthington Cylinder for line item 1 is located in Pomona, CA has been in business for 60 years, and is a leader in the field of manufacturer of CNG cylinder assemblies, aircraft, space craft, rail cars, and natural gas vehicles. Worthington Cylinder has provided similar products to other transit agencies including New York Metro, Sacramento Transit, Riverside Transit, MARTA, Cleveland Transit and other agencies that operate CNG buses. Worthington Cylinder has provided satisfactory service and products to Metro on previous purchases.

The recommended firm, Hexagon Lincoln for line item 2 is located in Lincoln, NE, has been in business for 53 years, and is a leader and manufacturer of IV composite pressure vessels to bus manufacturers such as Gillig, New Flyer, NABI, and Coach USA. Hexagon Lincoln has provided satisfactory service and products to Metro on previous purchases orders.

DEOD SUMMARY

COMPRESSED NATURAL GAS FUEL CYLINDERS/ MA24755-1 AND MA24755-2

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal based on the lack of subcontracting opportunities. In addition, Metro's Project Manager confirmed that Metro staff will perform equipment installation. Worthington Industries and Hexagon Lincoln did not make a DBE commitment.

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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0517, File Type: Contract

Agenda Number: 32.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE AUGUST 18, 2016

**SUBJECT: LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES - GOLD LINE
FOOTHILL EXTENSION**

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5608900 for the **Landscape and Irrigation maintenance services along Metro Gold Line Foothill Extension** with Woods Maintenance Services, Inc., the lowest, responsive and responsible bidder, for a not-to-exceed amount of \$861,875 for the three-year base period inclusive of as-needed services, \$280,800 for the first option year, and \$280,800 for the second option year, for a combined total of \$1,423,475, effective September 15, 2016 through September 14, 2021.

ISSUE

Under this new contract, the contractor is required to provide landscape and irrigation maintenance services for Metro's newly opened Division 24 and the Foothill Extension stations and facilities. Currently, these facilities are maintained under the Construction Authority warranty and maintenance contract due to expire on September 23, 2016.

To ensure providing safe, quality and on-time services, performing routine landscape and irrigation maintenance, and responding to as-needed inquiries throughout Division 24 and the Foothill Extension, a new contract award is required effective September 15, 2016, allowing a week of service overlap for the proper transfer of responsibilities.

DISCUSSION

The Foothill Extension is 11.5 miles of Right-of-Way (ROW) extending the Metro Gold Line from Sierra Madre Villa Station in East Pasadena to Citrus Avenue in the City of Azusa. There are a total of six (6) new stations along the alignment, four (4) parking structures, one (1) parking lot, and 10 Traction Power Substations (TPSS).

Division 24 is the Foothill Extension's new maintenance yard. This 24 acre Gold Line Operations campus in Monrovia allows Metro to provide efficient transportation and maintenance services.

Division 24 and the Foothill Extension stations and facilities combined include over four acres of lush landscaped areas supplied by a permanent irrigation system.

Under this Contract, the contractor is required to provide general landscape and irrigation maintenance services. The contractor is also required to provide optimal water management service to comply with local water agencies irrigation water use ordinances. In addition, the contractor will provide, during the initial three-year term, as-needed services as directed by Metro staff, such as repairing vandalized or damaged irrigation system components and replacing damaged or lost plant materials.

Regular and as-needed landscape and irrigation maintenance services are necessary in order to maintain proper plant health and keep planters free of trash and weed infestation to provide a neat appearance at all times.

To ensure providing timely landscape and irrigation maintenance services and maintain healthy plants and pleasant overall appearance and cleanliness, a new contract award is required effective September 15, 2016.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure meeting Metro maintenance standards in delivering clean and well maintained facilities and properties, provide on-going landscape and irrigation maintenance services, and provide prompt response time to deliver safe, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

Funding for these services are included in the FY17 budget in the Facilities Maintenance Department, Project 300055 - Rail Operations, Gold Line, Account 50308 - Service Contract Maintenance.

Since this is a multi-year contract, the cost center manager, Project Manager, and the Executive Director, Maintenance will ensure that the balance of required funding is budgeted in future fiscal years.

Impact to Budget

The source of funds for these services will come from Federal, State, and Local sources that are eligible for Operating projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered providing this service through in-house staff; however, this would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective

option for Metro.

NEXT STEPS

Upon approval, staff will execute Contract No. OP5608900 to Woods Maintenance Services, Inc. effective September 15, 2016, to provide landscape and irrigation maintenance services for Division 24 and the Metro Foothill Extension stations and facilities.

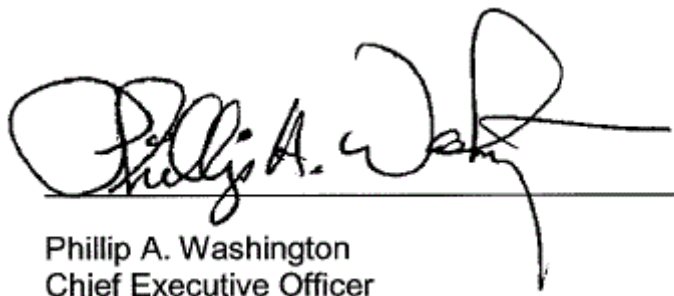
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Brady Branstetter, Director, Facilities Maintenance, (213) 922-6767
Lena Babayan, Facilities Maintenance Manager, (213) 922-6765
Chris Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES – GOLD LINE
FOOTHILL EXTENSION / OP5608900**

1.	Contract Number: OP5608900	
2.	Recommended Vendor: Woods Maintenance Services, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 20, 2016	
	B. Advertised/Publicized: April 20, 2016	
	C. Pre-proposal/Pre-Bid Conference: May 3, 2016	
	D. Proposals/Bids Due: May 18, 2016	
	E. Pre-Qualification Completed: June 9, 2016	
	F. Conflict of Interest Form Submitted to Ethics: June 18, 2016	
	G. Protest Period End Date: August 25, 2016	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Shaunt Avanesian	Telephone Number: (213) 922-5931

A. Procurement Background

This Board Action is to approve contract award in support of Facilities Maintenance to provide landscape and irrigation maintenance services throughout Metro Gold Line Foothill Extension facilities which consists of eleven miles of Right-of-Way (ROW), six passenger stations, ten traction power sub-stations (TPSS), one Operations and Maintenance Yard, four parking structures, and one parking lot as outlined in Invitation for Bid (IFB) No. OP27454.

The IFB was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

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

- Amendment No. 1, issued on May 10, 2016, provided pre-bid conference material including sign-in sheets, planholder's list, and living wage information.

A Pre-Bid Conference was held on May 3, 2016. A total of three bids were received on May 18, 2016.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with, standard Metro's Acquisition Policy for a competitive sealed bid. The three bids received are listed below in alphabetical order:

1. Far East Landscape and Maintenance
2. Parkwood Landscape Maintenance, Inc.
3. Woods Maintenance Services, Inc.

All three firms were determined to be responsive, responsible, and qualified to perform the required services based on the IFB's minimum requirements and technical evaluation by the Project Manager. Further analysis was conducted to review appropriate staffing levels for each bid, and all were deemed responsive to the IFB requirements by the Program Manager's technical evaluation.

C. Cost/Price Analysis

The recommended pricing from Woods Maintenance Services, Inc. has been determined to be fair and reasonable based upon adequate competition, fact finding, and Metro's independent cost estimate. Woods Maintenance Services confirmed that they can provide the services required in the IFB at the rates they bid.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Woods Maintenance Services, Inc.	\$1,423,475.00	\$2,322,045.00	\$1,423,475.00
Parkwood Landscape Maintenance, Inc	\$2,374,405.29		
Far East Landscape and Maintenance	\$4,406,605.00		

D. Background on Recommended Contractor

Woods Maintenance Services, Inc. has over 20 years of experience in the industry and is currently performing landscape and irrigation maintenance services for Metro in a satisfactory manner. The firm started as a janitorial maintenance contractor in 1975 under the name of D & B Maintenance, Inc. Graffiti Control Systems was added as a new division to the company in 1980. Woods Maintenance Services, Inc. began to provide landscape and irrigation services in early 1990, and became a prime in these areas, employing subcontractors, in 2007. While continuing to expand their services with Metro, the firm has also held contracts with the Los Angeles County Department of Public Works, the City of Tustin, and the City of Glendale. Woods Maintenance Services, Inc. employs over 140 technicians and maintains all necessary licensing and permits to perform the services for this contract.

DEOD SUMMARY

**LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES – GOLD LINE
FOOTHILL EXTENSION/ OP5608900**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) goal for this solicitation. Woods Maintenance Services, Inc. exceeded the goal by making a 25.43% SBE commitment.

Small Business Goal	25% SBE	Small Business Commitment	25.43% SBE

SBE Subcontractors	% Committed
Far East Landscape and Maintenance	25.43%
Total Commitment	25.43%

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. 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.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0126, File Type: Contract

Agenda Number: 33.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE AUGUST 18, 2016

SUBJECT: ELEVATOR / ESCALATOR MAINTENANCE SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4939100 for **comprehensive preventative maintenance, inspections, repairs, and cleaning of elevators, escalators and their associated systems and equipment**, with Mitsubishi Electric USA, Inc. (MEUS). Services are provided throughout Metro facilities, excluding Metro Gateway Headquarters and Union Station East Portal which are covered under a separate contract. This contract not-to-exceed amount is \$75,077,960 for the five-year base period, plus \$32,592,290 for the one, two-year option term, for a combined total of \$107,670,250, effective November 1, 2016.

ISSUE

The existing contract with MEUS will expire October 31, 2016. To continue providing the critical services to the elevators and escalators system-wide, a new contract award is required effective November 1, 2016.

Under the new contract, the contractor will continue to provide preventative maintenance, inspections, repairs, cleaning and as-needed services for our current inventory of 171 elevators, 139 escalators and their associated systems and equipment agency-wide.

DISCUSSION

BACKGROUND: This contract requires the contractor to provide elevators and escalators maintenance, inspections, cleaning and as-needed repair services. A systematic preventive maintenance program and timely repair of the equipment is necessary to meet the State code requirements and provide a safe and reliable vertical transportation system to our patrons.

The combined annual average availability for Metro's 171 elevators and 139 escalators is over 99%. The information used to calculate units availability takes into consideration downtime inquiries reported to Metro's Rail Operations Control (ROC) and Facilities Maintenance Help Desk, as well as contractor's scheduled maintenance to perform repairs and cleaning services.

SCOPE OF WORK: The elevators and escalators throughout Metro transit system play a vital role in riders' access, especially mobility impaired patrons. In order to maintain service continuity, sustain high levels of equipment availability and reliability, and minimize equipment downtime and impact on riders, the contract period of performance has been increased, compared to the current contract, from five (5) years to seven (7) years, inclusive of a two-year option term.

To improve units' cleanliness, service frequencies have been increased from once a year to twice annually in order to enhance the overall appearance of the elevator pits, hoistway glass and escalator steps throughout the system.

As Metro's system continues to expand, services have been modified to include units for Metro's expanded services, new operating divisions and newly added equipment within the existing stations. This includes eight (8) elevators throughout the Foothill Extension stations, eight (8) elevators throughout the Expo II stations, three (3) elevators at Division 13, two (2) elevators at Division 24, one (1) elevator at Division 14, and three (3) elevators and two (2) escalators at MRL Universal City Station, for a combined additional total of 25 new elevators and two (2) new escalators.

Thus, the total number of elevators and escalators to be maintained under the new contract has increased from 146 elevators and 137 escalators to 171 elevators and 139 escalators. **140 elevators and 139 escalators are transit units servicing Metro patrons system-wide.** To accommodate Metro's system expansion and improved service levels, the number of MEUS dedicated FTEs / technicians has been increased from 18 to 24 to ensure providing the critical maintenance, inspections and cleaning services in a timely manner.

Under the existing contract, over \$2 million has been spent on state-of-good-repair refurbishment projects including, but not limited to, the replacement of obsolete parts, elevator step treads, corrosion damage repairs, and the cleaning of elevator hoistway glass enclosures. This important function is expected to continue into the future, and over \$5 million has been allocated for this purpose.

More demands are placed on the maintenance contractor as we strive to improve service levels. Additional as-needed services will be performed under the new contract to repair damages caused by water intrusion, vandalism and misuse of units. Example of services includes the replacement of corroded elevator floors, hoistway entrances and escalator step treads. The replacement of obsolete parts and equipment upgrades are also part of the as-needed services to ensure service reliability, state of good repair and compliance with State code requirements.

The contract scope of work includes terms and liquidated damages designed to minimize equipment downtime. The contractor is required to respond to inquiries within 30 minutes during normal hours of operations from 6:00 a.m. to 9:00 p.m., and within 60 minutes during after hours, seven (7) days a week, in order to avoid liquidated damages. Liquidated damages are also imposed for failure to repair a unit after repeated calls for the same problem and excessive equipment downtime.

Procurement

Considering the importance of the critical services required to maintain the safety and reliability of the elevators and escalators, staff worked diligently to reach out to companies within this industry to increase competition and attract more vendors to do business with Metro.

A detailed description of the procurement process and results is contained in Attachment A, Procurement Summary. Staff is satisfied that the procurement process has developed the best results currently possible. To continue providing the critical services to inspect, maintain, and repair the elevators and escalators system-wide, a new contract award is required effective November 1, 2016.

DETERMINATION OF SAFETY IMPACT

The approval of this item will provide a Metro-wide continuity of quality elevators and escalators maintenance and repair services in an effort to continue delivering safe, on-time, and reliable access to our patrons.

FINANCIAL IMPACT

Funding for these services are included in the FY17 budget in the Facilities Maintenance and Strategic Transit Asset Management departments, in multiple projects within account 50308 - Service Contract Maintenance.

Since this is a multi-year contract, the cost center manager, project managers, and the Senior Executive Officer, Maintenance will ensure that the balance of required funding is budgeted in future fiscal years.

Impact to Budget

The source of funds for these services will come from Federal, State, and Local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring of State certified technical personnel, the purchase of parts, equipment, vehicles, supplies, and the acquisition of warehouse space to inventory long lead parts and supplies. Establishing an in-house maintenance capability would require years to develop and be very challenging for Metro to consistently attract, train, and retain a sufficient number of certified employees to perform the work within this highly competitive industry. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP4939100 with Mitsubishi Electric USA, Inc. to

provide elevator and escalator maintenance services system-wide excluding Gateway and Union Station East Portal.


ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765
Chris Reyes, Transportation Planning Manager III, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Interim Chief, Vendor/Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**ELEVATOR/ESCALATOR MAINTENANCE SERVICES
CONTRACT NUMBER OP4939100**

1.	Contract Number: OP4939100	
2.	Recommended Vendor: Mitsubishi Electric US, Inc. (MEUS)	
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: November 30, 2015	
	B. Advertised/Publicized: November 27, 2015	
	C. Pre-proposal/Pre-Bid Conference: December 16, 2015	
	D. Proposals/Bids Due: January 28, 2016	
	E. Pre-Qualification Completed: April 7, 2016	
	F. Conflict of Interest Form Submitted to Ethics: April 19, 2016	
	G. Protest Period End Date: May 30, 2016	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 1
6.	Contract Administrator: Kenneth Takahashi	Telephone Number: (213) 922-1047
7.	Project Manager: Carlos Martinez	Telephone Number: (213) 922-6761

A. Procurement Background

This Board Action is to approve Contract No. OP4939100 issued in support of obtaining an elevator/escalator maintenance services contractor for all facilities and equipment located outside of the Metro headquarters building.

Prior to issuing the solicitation, Metro staff conducted an Industry Review of the Statement of Work (SOW) beginning September 24, 2015, with comments due on October 13, 2015. As part of the review, the SOW was sent out to six large elevator/escalator firms in the industry for an opportunity to review and provide comments and feedback. In addition, the six firms were invited to attend annual inspections of Metro's elevators and escalators to review the equipment and system; however, only Mitsubishi Electric US attended the annual inspections. As a result of the Industry Review, only Mitsubishi Electric US, Inc. offered comments and feedback on the SOW.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price for maintenance work and time and material for any required repair and/or replacement work on an as-needed basis.

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

- Amendment No. 1, issued on December 17, 2015 revised DEOD subcontractor listings, the scope of work, extended the proposal due date, and provided responses to questions;
- Amendment No. 2, issued on January 13, 2016 extended the proposal due date.

A total of four months were committed for industry technical/operational reviews and proposal development prior to the due date of the RFP to ensure sufficient time for the potential proposers to review the operations, familiarize themselves with Metro's requirements, submit questions, receive responses, and submit their proposals.

One proposal from Mitsubishi Electric US, Inc. was received on January 28, 2016.

A market survey was conducted of plan holders that had not submitted a proposal to ascertain the reason(s) for non-submittal. Two responses were received. One planholder indicated that her organization had a personnel change and they did not have sufficient time to draft a proposal. The other planholder indicated that they could not accept responsibility for the entire system without performing a review of all facilities and equipment.

As part of the Industry Review of the SOW, none of the plan holders submitted any comments or feedback during this review process, with the exception of Mitsubishi Electric US.

Additionally, elevator/escalator firms were offered the opportunity to view operations on several occasions before and during the solicitation; however, none of the firms accepted the invitation to do so, including the firm that indicated they could not accept responsibility.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from General Services and Facilities Maintenance was convened and conducted a comprehensive evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Qualifications of the Firm and Staff | 25 percent |
| • Work Plan | 31 percent |
| • Contracting Outreach and Mentor Protégé Approach | 4 percent |
| • Price | 40 percent |

The proposal evaluation criteria are appropriate and consistent with criteria developed for similar elevator/escalator maintenance and repair contracts. Several factors were considered when developing these weights, giving the greatest importance to the technical areas of the Work Plan and Qualifications of the Firm and Staff.

During the week of February 1, 2016, the evaluation committee met and began its review of the proposal. Concurrently, audits were initiated for the cost proposals from the prime contractor and the named subcontractors and supplier.

The breakdown of the scoring conducted by the PET is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Mitsubishi Electric US, Inc.				
3	Qualifications of the Firm and Staff	89.00	25.00%	22.25	
4	Work Plan	93.33	31.00%	28.93	
5	Contracting Outreach and Mentor Protégé Approach	60.00	4.00%	2.40	
6	Price	100.00	40.00%	40.00	
7	Total		100.00%	93.58	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an examination that included reviews of the MASD findings, the independent cost estimate, cost analysis, technical evaluation, fact finding, increased personnel requirements (number of technicians increased from 18 to 24), and negotiations with Mitsubishi and five of their subcontractors. Metro staff successfully negotiated a cost savings of \$3,483,718 from the firm's proposed price.

	Description	Proposal Amount	Metro ICE	BAFO/Recommended Amount
1.	Base Contract Term (Years 1-5)	\$77,282,526	\$67,694,343	\$75,077,960
2.	One, Two-Year Option Term (Years 6-7)	\$33,871,442	\$24,124,727	\$32,592,290
3.	Totals	\$111,153,968	\$91,819,070	\$107,670,250

Although the BAFO proposal received is higher than the independent cost estimate, it factors in the labor rate adjustments governed by the International Union of Elevator Constructors (IUEC), the expanded system requirements, improved service frequencies and general market escalation.

D. Background on Recommended Contractor

The recommended firm, Mitsubishi Electric US, Inc. (MEUS), located in Cypress, California, has been in business for over 85 years and is a leader in the elevator and escalator field. MEUS had sales in 2015 of over \$36 billion worldwide, of which \$4 billion was direct elevator and escalator sales and maintenance.

MEUS has recently completed several projects including, JW Marriott at LA Live, the Broad Museum, and 8055 Irvine Center Drive. They have three branches in the Los Angeles area, one covering LA/Riverside/Orange Counties, another covering San Diego and San Bernardino Counties, and a branch that only services Metro. Additionally, MEUS personnel are exclusively assigned to the Metro branch and are not available for the other two branches to draw upon.

MEUS is the incumbent contractor and their past performance has been satisfactory.

DEOD SUMMARY

ELEVATOR ESCALATOR MAINTENANCE SERVICES / OP4939100

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal inclusive of a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mitsubishi Electric US (MEUS) exceeded the goal by making a 10.56% small business commitment, inclusive of a 7.51% SBE and 3.05% DVBE commitment.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	7.51% SBE 3.05% DVBE
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	SBE Subcontractors	% Commitment
1.	Elevators Etc. LP	2.78%
2.	Lift Solutions Inc.	0.06%
3.	Elite Escalator, Inc.	1.85%
4.	Excelsior Elevator Corporation	2.82%
	Total SBE Commitment	7.51%

	DVBE Subcontractors	% Commitment
1.	Vintage Elevator Services, Inc.	3.05%
	Total DVBE Commitment	3.05%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor two firms, one SBE and one DVBE for protégé development. The selected protégés are Elevators Etc. (SBE) and Vintage Elevator Services (DVBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

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

include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0550, File Type: Contract

Agenda Number: 34.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE AUGUST 18, 2016

SUBJECT: NEXTRIP BUS ARRIVAL ELECTRONIC SIGNAGE

ACTION: AWARD 3-YEAR CONTRACT FOR NEXTRIP BUS ARRIVAL ELECTRONIC SIGNAGE

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year fixed price Contract No. PS5491000 to Syncromatics in the amount of \$3,998,865 to **furnish, install, and maintain electronic signs at bus shelters throughout Los Angeles County for the display of real-time bus arrival and other passenger information.**

ISSUE

The purpose of Metro's bus system is to ensure transit riders a safe and efficient mode of transportation throughout the Los Angeles County region. As technology has continued to advance and become more prevalent in all aspects of society, there has also been an increasing desire from our patrons for real-time arrival information, particularly the display of this information at our bus stops. While Metro already provides real-time arrival information on its metro.net website and through its "Go Metro" mobile application as well as many other third party mobile applications, not all patrons have access to this information. Some patrons are more comfortable with technology than others and some may simply not have the means to own a capable device; making this information less accessible for them. According to the latest 2016 Metro Bus Customer Satisfaction Survey, a majority of our bus patrons (62%) still do not have access to a smartphone. Although we believe the transition to smartphones is expected to continue, improving the customer experience for all transit patrons through various user-friendly technology applications is a priority for Metro. Studies (*TCRP Synthesis 104 - Use of Electronic Passenger Information Signage in Transit*) have also shown that the implementation of these e-signs improve the perceived wait time of passengers, which can aid in improving their overall safety and satisfaction with the system and agency.

To help bridge this information gap and to increase access and reliability to data for all patrons, Metro has piloted about 10 electronic signs (e-signs) at shelters in the Downtown/ Civic Center area of Los Angeles. Metro also has similar signs in and around Union Station. These signs display stop-specific information: real-time arrival information of Metro and other municipal operators who operate at these stops, date/ time information, and stop/ route/ system-wide messages. Metro would like to expand the e-sign program and begin installing these signs throughout the County with this contract. Both

existing and new signs will have Push-to-Talk (PTT) technology, allowing the arrival times to be audibly played over a nearby speaker; making this information ADA accessible for the visually impaired.

The recommended contract award will install and maintain approximately 300 e-signs at existing bus shelters throughout Los Angeles County. The shelters have been prioritized based on ridership and will also include the replacement of existing Rapid Bus e-signs. These signs will work in tandem with Metro's Nextrip program, but will also include arrival information for municipal operators, if available, where shelters are shared with Metro.

Approximately one-third of the e-sign installations will be solar powered to help expand Metro's sustainability footprint and provide a lower cost installation solution where access to commercial power is limited.

DISCUSSION

In keeping with the agency-wide goal of offering efficient and high-quality service to its customers, Metro introduced Nextrip five years ago to provide patrons with real-time arrival information. Displaying this information at stops is arguably both the most accessible and convenient way to communicate this information to a multitude of passengers, regardless of phone ownership or technological literacy. Customers have frequently ranked access to real-time arrival information as a top priority. This project both addresses this expressed patron desire and aligns with Metro's organizational goals for improving the customer experience through technology.

Around the country and around the world, electronic signs have been growing in popularity and use. Other major United States transit operators that have made this investment include: Chicago CTA, San Francisco MUNI, AC Transit in the East Bay, King County Metro, Tri-Met in Portland, New York MTA, and WMATA in Washington DC.

In Los Angeles County, municipalities own and maintain the bus stops and shelters within their borders as part of their Right-of-Way. Thusly, this effort to furnish, install, and maintain electronic signage on existing bus shelters must be a closely coordinated effort with the County (for shelters in unincorporated areas), local municipalities, and shelter owners where these e-signs will be installed. Further, the wide array of site conditions, shelter types, shelter owners, and power conditions create highly-complex and variable situations that the project will need to consider in completing the installation of the e-signs throughout the county.

DETERMINATION OF SAFETY IMPACT

Providing real-time arrival information provides the transit rider with information that can be used to reduce anxiety and offer an opportunity for the rider to take shelter behind the street front and seek additional shade and safety if warranted or simply help improve their travel planning options

FINANCIAL IMPACT

Funding for this service has been approved under a capital project (CP 207141) and is included in

the FY17 budget under cost center 9210, Information Management - Transit Applications. Since this is a multi-year project, the project manager and the Chief Information Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The funding for this action will be a combination of local operating funds such as Prop A, Prop C and, TDA and is also eligible for federal funds.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the contract award. This option is not recommended based on both the desire for real-time information from patrons and Metro's commitment to continue to enhance the customer experience through technology and innovation.

NEXT STEPS

Upon approval of the Board, staff will move forward with awarding the new contract and developing an e-sign bus shelter installation schedule.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

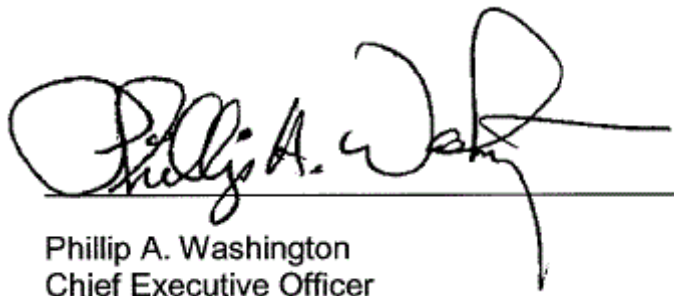
Al Martinez, Director, IT Transit Applications - (213) 922-2956

Reviewed by:

James Gallagher, Chief Operations Officer, Transit Operations - (213) 922-4424

David C. Edwards, Chief Information Officer, ITS Administration - (213) 922-5510

Ivan Page, Chief, Vendor/Contract Administration (Interim) - (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NEXTRIP BUS ARRIVAL E-SIGNAGE / CONTRACT NO PS5491000

1.	Contract Number: PS5491000	
2.	Recommended Vendor: Syncromatics	
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: December 18, 2015	
	B. Advertised/Publicized: December 18, 2015	
	C. Pre-Proposal/Pre-Bid Conference: January 7, 2016	
	D. Proposals/Bids Due: February 22, 2016	
	E. Pre-Qualification Completed: June 1, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 7, 2016	
	G. Protest Period End Date: August 30, 2016	
5.	Solicitations Picked up/Downloaded: 15	Bids/Proposals Received: 2
6.	Contract Administrator: Mark Lu	Telephone Number: 213-922-4689
7.	Project Manager: Al Martinez	Telephone Number: 213-922-2956

A. Procurement Background

This Board Action is to approve Contract No. PS5491000 issued in support of furnishing, installing, and maintaining electronic signage on existing bus shelters throughout Los Angeles County. The RFP was originally issued as a non-federally funded project.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

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

- Amendment No. 1, issued on January 14, 2016, provided highlights from the Pre-Proposal Conference, and provided responses to questions received;
- Amendment No. 2, issued on January 26, 2016 provided responses to questions received;
- Amendment No. 3, issued on January 28, 2016 provided responses to questions received;
- Amendment No. 4, issued on February 5, 2016 distributed additional Statement of Work information;
- Amendment No. 5, issued on February 8, 2016 provided responses to questions received; and
- Amendment No. 6, issued on February 18, 2016 extended proposal due date.

A total of two proposals were received on February 22, 2016.

Subsequently, the project office clarified that this project will be partially federally funded. Therefore, a revised RFP package, to include applicable federal clauses and requirements, was distributed to both proposers on March 29, 2016, and the firms were allowed the opportunity to submit revised proposals by May 12, 2016. Metro received revised proposals from both proposers by the due date.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Information Technology Services, Service Planning and Scheduling, Chief Administrative Services Office, Regional Transit Planning, and LADOT was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated in accordance to the following evaluation criteria and weights:

- | | |
|--|------------|
| • Qualifications of Firm and Staff | 20 percent |
| • Technical Approach and Compliance | 25 percent |
| • Relevant Past Performance and References | 15 percent |
| • Cost | 40 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar types of procurement. Several factors were considered when developing these weights, giving the greatest importance to cost and technical approach and compliance.

The two proposals received were determined to be within the competitive range, and are listed below in alphabetical order:

1. NextBus, Inc.
2. Syncromatics

The PET conducted the initial independent technical evaluation of the proposals received and determined that both firms were within the competitive range. On April 22, 2016, the PET met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions.

In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience. The firms were asked to submit Best and Final Offers (BAFO) based on the discussions and clarifications communicated at the interview.

Revised proposals were received from both firms on May 12, 2016. After the final evaluation of the revised proposals, which was completed on May 18, 2016 using the same evaluation criteria from the RFP, it was determined that Syncromatics was the highest qualified proposer.

Qualifications Summary of Firms Within the Competitive Range:

NextBus Inc.

NextBus, Inc., a Delaware corporation with its offices located in Emeryville, California, was formed in 1997. In January of 2013, Cubic Transportation Systems acquired NextBus, Inc. NextBus provides real-time predictive arrival information and signage for public transit and other transportation fleets. Its patented technology allows users to obtain bus arrival information via e-signage at bus stops, interactive voice response systems, web and mobile apps. The company's unique technology predicts the arrival of each bus based on real-time and historical information.

Since inception in 1997, NextBus' installed base has grown from half a dozen to over 160 agencies and organizations in North America. NextBus has extensive experience working with customers large and small around the world. Its largest customer has 3,500 buses and smallest customer has two. NextBus customers include Boston's Massachusetts Bay Transportation Authority and Los Angeles County Metropolitan Transportation Authority. Their performance on Metro projects has been satisfactory.

For this project, NextBus proposed as the prime contractor, to manage the project and team as a whole, and serve as the client interface to Metro. NextBus has assigned personnel who were responsible for management and successful delivery of previous major projects. This team of experienced individuals will be responsible for complete design, development, testing and delivery of the proposed Bus Arrival E-signage for Metro.

Syncromatics

Syncromatics is a transit technology company based in Downtown Los Angeles that provides Intelligent Transportation Systems products and services to the Los Angeles Department of Transportation and more than 35 other clients around the United States. It has expertise in the design, installation, and operation of transit technology hardware, including mobile devices on transit vehicles and stationary assets at bus stops and transit centers. It provides a comprehensive transit management software platform through an Internet cloud based "software as a service" model.

Syncromatics proposed as the prime contractor for this project to manage the project and team as a whole, and serve as the client interface to Metro. Syncromatics will

also provide technical expertise in transit software and data management, as well as physical installation of transit technologies. Syncromatics will be primarily responsible for building the network and communications infrastructure and middleware software that accesses data from the Metro Application Programming Interface (API) (and/or other API's if needed) and distributing data to the electronic signs at their designated shelters.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Syncromatics				
3	Qualifications of Firm and Staff	86.67	20.00%	17.33	
4	Technical Approach and Compliance	96.67	25.00%	24.17	
5	Relevant Past Performance and References	71.67	15.00%	10.75	
6	Cost		40.00%	40.00	
7	Total		100.00%	92.25	1
8	NextBus Inc.				
9	Qualifications of Firm and Staff	76.67	20.00%	15.33	
10	Technical Approach and Compliance	65.00	25.00%	16.25	
11	Relevant Past Performance and References	73.33	15.00%	11.00	
12	Cost		40.00%	31.20	
13	Total		100.00%	73.78	2

C. Cost/Price Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	BAFO Amount
1.	Syncromatics	\$5,872,076	\$3,069,000	\$3,998,865
2.	NextBus Inc.	\$4,117,150	\$3,069,000	\$5,128,189

The adjustments in the BAFO prices for both firms are a result of the technical clarifications and discussions that occurred during the interviews.

D. Background on Recommended Contractor

The recommended firm, Syncromatics, located in Los Angeles, has been in business for 10 years and is a leader in the design, installation, and operation of transit technology hardware, including mobile devices on transit vehicles and stationary assets at bus stops and transit centers. It provides a comprehensive transit management software platform through a cloud based “software as a service” model.

Syncromatics has deployed more than 60 LED real time passenger information signs across the United States. These signs are in a variety of sizes and formats, some are small signs for individual bus shelters and some are multi line signs for transit centers. Syncromatics has been managing the real time data feeds for electronic signs for over five years, and has gone through hardware generational upgrades in that process as it has improved upon its approach and adapted to changing cellular data networks during the migration from 2G to 3G cellular data service. In addition to deploying LED signs, Syncromatics has installed and provided real time information to a number of full color multimedia flat panel displays utilizing LED technology.

DEOD SUMMARY

NEXTRIP BUS ARRIVAL E-SIGNAGE/CONTRACT NO. PS5491000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Syncromatics exceeded the goal by making a 23.64% DBE commitment.

Small Business Goal	15% DBE	Small Business Commitment	23.64% DBE
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DBE Subcontractor	% Committed
Cordoba Corporation	23.64%
Total Commitment	23.64%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Cordoba Corporation	Construction Management
2.	ND Construction	Electrical Services
3.	Daktronics	Supply Displays
4.	Shelter Clean	Maintenance Services

E. Project Labor Agreement/Construction Careers Policy

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



Metro

Board Report

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

File #: 2016-0583, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 42.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

- A. **AB 1889 (Mullin)** -High-Speed Rail Authority: high-speed train operation. **SUPPORT**
- B. **SB 882 (Hertzberg)** - Crimes: Public Transportation: Fare Evasion by minors **NEUTRAL**
- C. **Proposition 53 (Cortopassi)** - California Public Vote on Bonds Initiative **OPPOSE**
- D. **AB 1217 (Daly)** - Membership on the Orange County Fire Authority (OCFA) **OPPOSE**

ATTACHMENTS

Attachment A - AB 1889 (Mullin) Legislative Analysis
Attachment B - SB 882 (Hertzberg) Legislative Analysis
Attachment C - Proposition 53 (Cortopassi) Legislative Analysis
Attachment D - AB 1217 (Daly) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Government Relations Administrator, (213) 922-2230

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: AB 1889

AUTHOR: ASSEMBLYMEMBER KEVIN MULLIN
(D-SAN FRANCISCO)

SUBJECT: HIGH-SPEED RAIL AUTHORITY: MEMORANDUM OF
UNDERSTANDING PROJECTS

STATUS: SENATE COMMITTEE ON APPROPRIATIONS

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on AB 1889 (Mullin). This bill would add clarifying language to the 2012 statute (SB 1029) that appropriated the \$8 billion federal and state funds to construct the high-speed rail segments in the Central Valley and provide “bookend” funding for the High Speed Rail project.

ISSUE

Existing law authorizes the High Speed Rail Authority to develop and implement a high speed rail system in California. Under Proposition 1A, \$9.95 billion in general obligation bond authority was programmed to fund the planning and construction of the high-speed rail system and provided allocations for “bookend” projects that would include rail system improvements that fed into the high-speed rail system. The High Speed Rail Authority has the mandate to administer funding for these “bookend” connectivity projects and AB 1889 (Mullin) adds clarifying language to the statute that would assist in securing the funding as specified.

This bill provides that upon approval of a funding plan for a specific corridor or usable segment by the High-Speed Rail Authority (HSRA), the project(s) identified in the funding plan will be deemed suitable and ready for high-speed train operation, as specified.

DISCUSSION

In 2012, the California High Speed Rail Authority (SCHRA) released its business plan which included so called “bookend” investments. These investments are essential elements of the project in Northern and Southern California that while ultimately needed for the project would provide utility for rail services now. These improvements were memorialized in Memoranda of Understanding (MOU) between Northern California transportation agencies and Southern California transportation agencies including

Metro. Metro is a signatory to the Southern California MOU. The Legislature subsequently approved legislation funding the High Speed Rail project which included funding for the bookend investments. Under that plan funding plan approved by the Legislature, funding was made available for the bookend projects in Southern and Northern California. In Northern California, this includes improvements to the Caltrain Corridor. In Southern California these projects include the required improvements to Union Station as well as grade separations and track improvements that are ultimately needed for the HSR project. The projects are ultimately needed for the HSR project and as an added benefit they do provide utility now for existing rail services.

The language in the original budget agreement needs to be clarified so that funding can be made available for these projects. These projects are not somehow separate from the HSR project; rather they are projects that are ultimately required for the completion of the HSR project. AB 1889 simply clarifies the language of the budget trailer bill and will ensure that these vital projects can be funded.

Staff recommends that the Board adopt a SUPPORT position on AB 1889 (Mullin).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The enactment of the provisions in this statute could result in securing accelerated funding for Metro's list of approved "bookend" projects. The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2016 State Legislative Program Goal Number 10 which involves working to support efforts to implement the High Speed Rail project in Los Angeles and ensure timely implementation of Proposition 1A funding allocations as well as previous Board actions to support the MOU projects.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this bill, staff will communicate the Board's position to the author and work to ensure its passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT B

BILL: SB 882

AUTHOR: SENATOR ROBERT HERTZBERG
(D-VAN NUYS)

SUBJECT: MINORS: FARE EVASION

STATUS: ASSEMBLY THIRD READING FILE

ACTION: NEUTRAL

RECOMMENDATION

Staff recommends that the Board of Directors adopt a NEUTRAL position on SB 882 (Hertzberg). This bill would amend existing law to prohibit a minor from being charged with an infraction or misdemeanor for fare evasion and/or the misuse of a discount transit ticket; and authorize transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts.

ISSUE

Existing law authorizes public transportation agencies to impose and enforce administrative penalties for certain adult passenger misconduct, (e.g.: fare evasion, smoking where prohibited, unauthorized sale of goods) in a public transit facility or vehicle. Existing law also allows two agencies, Metro and San Francisco Municipal Transportation Agency to adopt ordinances allowing these agencies to implement an administrative process for these citations.

This bill would:

- Prohibit transit agencies from issuing criminal citations to minors for specified offenses related to fare evasion.
- Allow transit agencies to use an administrative process to cite minors in the same manner as adults, for violations on transit properties or vehicles, including such acts as fare evasion, disturbing the peace and smoking and eating/drinking where prohibited.

DISCUSSION

Under the authority granted by the state under the provisions of SB 1749 (Migden, 2006) and SB 1320 (Hancock, 2010), Metro's Transit Court was established. Transit Court provides an alternative civil infraction (administrative) process for fare evasion for adults. Originally, the existing transit courts were limited to processing violations for

adults. Last year, SB 413 (Weickowski) allowed transit operators to seek administrative penalties against minors for specified transit violations, including fare evasion.

According to the Assembly Public Safety Committee analysis of the legislation, “This bill decriminalizes fare evasion by minors, making the administrative review process the only option for collecting penalties from minors.” Since Metro has already adopted such an ordinance SB 882 does not effectively apply to Metro with the exception that Metro needs to complete the process of incorporating minors into its transit court process in accordance with SB 413.

The California Transit Association (CTA), which sponsored SB 413 (Weickowski, 2014) opposes the measure, citing that enacting this legislation would pose an undue financial and operational challenge for transit agencies that do not currently have a Transit Court equivalent in other regions within the state of California.

The bill is currently opposed by the California Police Chiefs’ Association, State Sheriff’s Association, California Transit Association, Riverside Transit Agency and Sacramento Regional Transit District. Support for this measure includes a number of youth organizations, legal juvenile and community coalitions.

Staff recommends that the Board adopt a NEUTRAL position on SB 882 (Hertzberg).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

There could be potential financial impacts related to updating the agency’s current fare evasion policy to enable the issuance of administrative citations to minors and adjudication through the use of Metro’s Transit court.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or support position on the bill. An oppose or support position would pre-suppose that Metro would be impacted by this legislation. By considering a NEUTRAL position on the measure, staff maintains that Metro has mechanisms in place to cite and process minors through Metro’s established Transit Court, and this legislation does not hinder Metro’s ability to do so.

NEXT STEPS

Should the Board decide to adopt a NEUTRAL position on this bill, staff will communicate the Board’s position on the proposed legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: PROPOSITION 53

AUTHOR: DEAN & JOAN CORTOPASSI

SUBJECT: CALIFORNIA PUBLIC VOTE ON BONDS INITIATIVE: PUBLIC AGENCY BOND ISSUANCES

STATUS: NOVMEBER 8, 2106 GENERAL ELECTION BALLOT

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board of Directors adopt a OPPOSE position on Proposition 53.

ISSUE

Proposition 53 would require a statewide vote on any bond issuance over \$2 billion by the State of California.

DISCUSSION

The State of California is authorized to issue bonds for various purposes based on measures that have been approved by the voters in California. Once these bond measures are approved, the State implements a process mainly through the budget act and other mechanisms to actually implement the bonds authorized by the voters. Proposition 53 would require an additional vote anytime the specific bond measures are being implemented and that implementation process results in a sale of \$2 billion or more of the previously approved bond measures.

Local agencies such as Metro are specifically exempt from Proposition 53 so there is not direct impact to Metro's ability to issues bonds. However, Metro frequently partners with the State in the funding of major transportation improvement projects and those projects may rely on the ability of the State to sell bonds as authorized by the voters. Most recently, Metro partnered with Caltrans to successfully implement projects funded by Proposition 1B which was passed by the voters in 2006. These projects include improvements to Interstate 5 in both the San Fernando Valley and the Gateway Cities areas as well as goods movement projects throughout the region.

Proposition 53 would jeopardize the state's ability to issue bonds and creates significant uncertainty with the ability of the state to sell bonds and thus implement key infrastructure projects.

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

There could be potential financial impacts related to Metro's ability to fund major infrastructure projects in Los Angeles County.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a neutral position on the bill. A neutral position would be inappropriate due to the significant impact Proposition 53 would have on major infrastructure projects.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this bill, staff will communicate the Board's position on this measure in accordance with the laws governing the communication of government agencies on proposed statewide ballot measures.

ATTACHMENT D

BILL: AB 1217

AUTHOR: ASSEMBLYMEMBER TOM DALY
(D-ANAHEIM)

SUBJECT: MEMBERSHIP ON THE ORANGE COUNTY FIRE AUTHORITY
(OCFA)

STATUS: SENATE THIRD READING FILE

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board adopt an OPPOSE position on AB 1217 (Daly).

ISSUE

Assembly Bill 1217 would:

- Prohibit the Orange County Fire Authority from appointing alternates to its Board of Directors.

The bill represents an intrusion into local control by the State Legislature by prohibiting a local agency from determining its appropriate governing structure.

DISCUSSION

Existing law, the Joint Powers Act, allows government entities to form joint powers agencies to exercise their individual powers in common. Cities in Orange County have formed the OCFA for the provision of emergency services. The bill arises out of a discussion amongst the JPA members regarding the governing of this JPA. The JPA has been in existence since 1995 and has been amended before.

Staff are concerned that the introduction of legislation on a specific governing structure of a specific agency is an unwarranted intrusion by the state into the governing structure of a local agency.

Staff recommends that the Board adopt an OPPOSE position on AB 1217 (Daly).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

This bill has no direct impact to Metro.

ALTERNATIVES CONSIDERED

Staff has considered adopting a neutral position on the bill. A neutral position would be inconsistent with previous Board actions that support local control.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this bill, staff will communicate the Board's position to the author and others in the legislative process. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Metro

Board Report

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

File #: 2016-0560, File Type: Contract

Agenda Number: 43.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016

SUBJECT: MEDIA PLANNING AND PLACEMENT SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS5603300, pending the resolution of a protest, for **media planning and placement services that include strategy, planning, placement, and optimization of traditional, digital, and social media advertising** with Civilian, Inc., for a not-to-exceed amount of \$1,804,590 for the three-year base period, and a not-to-exceed amount of \$1,245,179 for the two-year option term, for a combined not-to-exceed total of \$3,049,769, effective September 1, 2016 through August 31, 2021.

ISSUE

Metro Communications is charged with helping to increase ridership, improve the customer experience and educate the public about the Long Range Transportation plan. To this end, Metro needs to keep pace with changes in how our customers choose to receive information, and employ new technologies and tools that allow for more effective communications. In an effort to reach our audiences at scale with greater efficiency, Metro Communications is recommending awarding a contract to Civilian to provide traditional, digital and social media ad planning and placement services.

DISCUSSION

The Metro Communications department has, through the procurement process, identified advertising agency Civilian as the ideal firm for media planning and buying services. The firm has the capacity to provide detailed audience research, cross-platform placement, real-time optimization, conversion tracking and detailed reporting on advertising return on investment (ROI). Communications has deemed the firm's capabilities to satisfy broadcast, print, digital and social media services, as well as their capacity to leverage new technologies to develop custom media mixes for promoting each of Metro's programs and initiatives. In addition, having trusted relationships with media partners enhances Civilian's position to negotiate favorable rates for Metro.

Considerations

The benefits of hiring Civilian as Metro Communications' media planning and placement services agency include: having a team of experts dedicated to researching, developing and executing Metro's media plans; having enhanced negotiating power with media dollars due to solid relationships with media partners; having the expertise and tools to do advanced targeting, optimization and reporting for Metro initiatives, and has an existing working relationship with Metro on digital advertising campaigns.

DETERMINATION OF SAFETY IMPACT

There are no safety issues or impact associated with this procurement.

FINANCIAL IMPACT

In assessing Metro's potential budget for the life of the Contract, Metro Communications and Civilian will be responsible for approximately \$1.85 million for media planning and placement. Should the two-year option be exercised, the contract's budget would increase by an additional \$1.245 million.

Impact to Budget

Funding for these costs will parallel the allocated benefiting projects funding and may include operating eligible sources like fares, sales tax, federal and state source. The impact will vary year-to-year based on advertising dollars budgeted to support Metro programs and initiatives. Since this is a multi-year contract, the head of communications and the project managers will be responsible for budgeting funds in future years.

ALTERNATIVES CONSIDERED

Alternatives to Board approval include bringing the media planning and placement services in-house, which would require two to three full-time employees with expertise in media strategies plus procurement of enterprise level advertising placement, optimization and reporting software tools, or procuring a sole source media buyer (which is what Metro had for several years) rather than an integrated marketing agency. Either alternative would limit Metro's ability to leverage new media in a rapidly changing advertising market, reduce our ability to leverage the buying power of a full service advertisement agency, and reduce our access to the strategic advice and expertise that comes with an integrated full-service ad agency.

NEXT STEPS


Upon Board approval, staff will execute Contract No. PS5603300 with Civilian as Metro Communications' agency-of-record for media planning and placement services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bernadette Mindiola, Director, Communications (213) 922-5646

Reviewed by: Glen Becerra, DEO, Communications (213) 922-5661
Pauletta Tonilas, Chief Communications Officer, (213) 922-3777
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

MEDIA PLANNING AND PLACEMENT SERVICES/PS5603300

1.	Contract Number: PS5603300	
2.	Recommended Vendor: Civilian, 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: September 13, 2015	
	B. Advertised/Publicized: September 23, 2015	
	C. Pre-Proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: October 27, 2015	
	E. Pre-Qualification Completed: April 18, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 30, 2016	
	G. Protest Period End Date: August 25, 2016	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Bernadette Mindiola	Telephone Number: (213) 922-1056

A. Procurement Background

This Board Action is to approve a contract award in support of Metro's Communications Department to plan and place advertising in traditional printed, social media, and digital formats as outlined in the Request for Proposal (RFP) No. PS197287140.

The RFP was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy. The contract type is a firm fixed unit price.

No amendments were issued during the solicitation phase of this RFP.

A total of three proposals were received on October 27, 2015.

The three proposers are listed in alphabetical order:

1. Civilian, Inc.
2. RadioWave
3. Sensis

B. Evaluation of Proposals/Bids

Proposal submittals were evaluated in accordance with the criteria established in the RFP and in compliance with Metro's Acquisition Policy.

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

- Qualifications of the Firm 25%
- Staffing and Project Organization 25%
- Work Plan 25%
- Price 25%

The evaluation criteria are appropriate and consistent with criteria developed for other similar services procurements. Several factors were considered when developing these weights, giving equal importance to the various criteria.

The Proposal Evaluation Team (PET), consisting of staff from Metro's Communications Department and external subject matter expert, met on November 10, 2015, to conduct a comprehensive review of the technical qualifications of the firms' proposals based on the technical criteria consistent with the qualifications, experience, and resources necessary to meet the requirements of the RFP.

Based on additional questions from the PET, interviews were scheduled with all three firms on January 14, 2016. During the interviews, each firm's presentation addressed the requirements of the RFP and their experience with all aspects of the required tasks. Each firm was asked questions relative to each of their proposed alternatives and previous experience. After the interviews, staff still needed to engage with all three firms on multiple rounds of questions regarding staffing plans, work plans, and perceived project issues.

This process highlighted the need for staff to revise the statement of work and increase the number of hours to accurately reflect what is needed to complete the project. In February 2016, staff began to revise the statement of work and the pricing sheets.

On May 5, 2016, a revised Statement of Work and a Schedule of Quantities and Prices were developed and sent out as a Best and Final Offer (BAFO) request to all three proposed firms.

As a result of the proposals, interviews, and BAFO responses, the PET recommendation for contract award is the following:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Civilian, Inc.				
3	Qualifications of the Firm	87.00	25.00%	21.75	
4	Staffing/Project Organization	89.00	25.00%	22.25	
5	Work Plan	85.00	25.00%	21.25	

6	Price	100	25.00%	25.00	
7	Total		100.00%	90.25	1
8	Sensis				
9	Qualifications of the Firm	79.00	25.00%	19.75	
10	Staffing/Project Organization	80.32	25.00%	20.08	
11	Work Plan	78.68	25.00%	19.67	
12	Price	99.96	25.00%	24.99	
13	Total		100.00%	84.49	2
14	RadioWave				
15	Qualifications of the Firm	67.32	25.00%	16.83	
16	Staffing/Project Organization	59.32	25.00%	14.83	
17	Work Plan	55.00	25.00%	13.75	
18	Price	98.80	25.00%	24.70	
19	Total		100.00%	70.11	3

C. Cost/Price Analysis

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

PROPOSER	BAFO AMOUNT	METRO ICE	AWARD AMOUNT
Civilian, Inc.	\$3,049,769.10	\$3,408,395.00	\$3,049,769.10
Sensis	\$3,051,312.00		
RadioWave	\$3,082,047.36		

D. Background on Recommended Contractor

Civilian, Inc.

Civilian, Inc., located in San Diego, has been in business for 18 years and is a leader in marketing campaigns and placement services. In 2010, Civilian made the strategic decision to work only with organizations that help strengthen and improve

communities. The following are benefits and advantages to working with Civilian: 1) demonstrated ability to produce positive measureable shifts in attitudes, beliefs and behaviors within communities; 2) proven capacity to leverage new technologies to find the right solutions for marketing, consumer loyalty and growth, and marketing automation; 3) demonstrated public sector experience promoting public education, awareness and social marketing campaigns specifically for public transportation; and 4) a systematic and holistic approach which is informed by foundational research, fueled by engaging and resonant messaging, and directed from a strategic insight into making lasting shifts in awareness and the attitudes that deliver widespread change.

DEOD SUMMARY

**MEDIA PLANNING AND PLACEMENT FOR METRO
COMMUNICATIONS/PS5603300**

A. Small Business Participation

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

Civilian, Inc., an SBE Prime, is performing 100% of the work with its own workforce and made an SBE commitment of 100%.

	SBE Firm Name	SBE % Committed
1.	Civilian, Inc. (Prime)	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

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

Board Report

File #: 2016-0236, File Type: Agreement

Agenda Number: 44.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

SUBJECT: OVERVIEW OF BILLBOARD PROGRAM AND REVENUE SERVICES CONTRACT

ACTION: AMEND EXISTING REVENUE CONTRACT WITH ALL VISION LLC

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or his designee to:

- A. AMEND the **existing revenue services contract with All Vision LLC by entering into a Second Amended and Restated Contract** to clarify the terms of such contract and provide Metro with an additional option to develop new digital billboard signs on Metro property; and
- B. EXERCISE the four remaining one-year options to extend the Contract for four (4) years commencing September 1, 2016 and ending June 30, 2020.

ISSUE

Metro has entered into that certain Revenue Services Contract with All Vision LLC ("All Vision") issued on April 12, 2010, which was amended and restated on November 18, 2013 ("Contract") whereby All Vision seeks and implements, at Metro direction, opportunities for new revenue from new digital outdoor advertising displays on Metro owned property. In implementing the work, the parties have discovered an alternative development option which is not currently contemplated under the Contract, but which is proving to be a viable option for more than one local jurisdiction. Further, the Contract expires on August 31, 2016 and staff would like to exercise the four remaining one-year options to extend the term of the Contract to June 30, 2020. Exercising the remaining options is in recognition of the extended time and effort likely to implement a program within the City of Los Angeles. Finally, upon review of the Contract, there are provisions that need clarification as detailed below.

Approval to amend the Contract to clarify the terms of the Contract, to include an additional alternate development option, and to exercise the four remaining one-year options to extend the Contract requires Board approval.

OVERVIEW OF BILLBOARD PROGRAM

The Billboard Removal and Relocation Program offers local municipalities and communities the

opportunity to reduce the number of billboards in their communities and to receive public benefits in exchange for the right to place a limited number of digital billboards in locations approved by the local municipality and community. It is an opt-in program, whereby local municipalities and communities can elect to participate. Some of the public benefits that this program offers include the following:

- a) Improved Rail safety;
- b) Revenue Sharing;
- c) Community messaging;
- d) Transit Messaging;
- e) Amber Alerts;
- f) Removal of billboards at undesirable locations;
- g) Increased non-fare box revenue to Metro; and
- h) No public money is used to pay for the removal of billboards.

Many local municipalities have developed ordinances that provide for the removal of static billboards in communities where the municipality and community have determined billboards are no longer appropriate. In connection with the recently completed Metro project in the City of Long Beach, the City required Clear Channel Outdoor (CCO) to remove eleven (11) billboard structures throughout the City of Long Beach, containing 5,376 square feet of billboard panels. This includes the removal of six (6) of the eight (8) structures on Metro property containing 3,288 sq. ft. of billboard area and five (5) structures on private properties that were designated by the City containing 2,088 sq. ft. of billboard faces. The two remaining static panels on Metro property were converted into a two-sided digital structure containing 1,344 square feet of billboard area. The City and the community placed a high priority on the removal of billboards from residential areas.

In addition, the placement of digital billboards allows communities, as well as Metro, to provide real-time public service announcements as part of the signage program. Each municipality and community is presented the opportunity to place signage only in locations that meet their individual safety and aesthetic criteria.

Allvision and Metro staff are continuing to meet with local municipalities to determine if they are interested in opting into this program. Following is a summary of previous Board actions concerning this program:

On January 28, 2010, the Board authorized a 3-year revenue service contract with two 1-year options (for a total of five years) with All Vision to provide management services for new outdoor advertising displays on Metro owned property. The purpose of the Contract was to increase Metro's revenues by optimizing its billboard assets, at no additional cost to Metro.

On May 23, 2013, the Board authorized the CEO to amend and restate the Contract to add five 1-year options to potentially extend the term of the Contract to a total term of 10 years and provide Metro with two options to develop new billboard signs on Metro property with different compensation rates to All Vision depending on the option selected.

At the Board meeting held in December 2015, the Board authorized further changes to the Contract which will be incorporated as part of the Second Amended and Restated Contract contemplated herein to the extent not further modified by the changes requested in this report. These changes

include, without limitation:

- a) Metro will waive the requirement for Allvision to pay \$500,000 in accrued Guaranteed Annual Revenue Payment that was due June 30, 2015;
- b) All Vision will waive reimbursement of \$769,000 in Contractor Expenses;
- c) All Vision will reduce its share of Net Incremental Payment Revenue from 30% to 25% for billboard signs developed under Option 1;
- d) If new billboard signs in the Cities of Long Beach and Carson are successfully completed and generating revenue, as compensation All Vision will receive 25% of Net Incremental Payment Revenue generated from those billboard signs over the next 30 years;
- e) Require All Vision to submit a work plan and budget, subject to Metro staff approval, prior to initiating any entitlement actions for new billboard signs on Metro property; and
- f) if Metro approves a work plan for the City of Los Angeles, New Payment Revenue generated from new billboard signs in the Cities of Downey, Long Beach and Carson shall not be used to reimburse All Vision for its Contractor Expenses associated with the new billboard signs project in the City of Los Angeles unless and until the Guaranteed Annual Payment Revenue which is then owing to Metro has been paid.

After further negotiations, the following additional amendments to the Contract are being requested under this report:

- 1. Clarify and update certain contract provisions, including, without limitation, integrating the Strategic Plan within the Statement of Work;
- 2. Add an alternative development option (Option 3) that was not included in the Contract that provides that All Vision will assist Metro staff in negotiating with billboard companies who will obtain entitlements from local municipalities, finance, construct, and operate the digital billboards, at the billboard company's sole cost and expense. All Vision will be required to provide a work plan and budget for any new billboard assets to be developed under Option 3 for Metro staff review and approval. In the event that Metro staff does not approve the work plan and budget for Option 3, Metro staff will direct All Vision not to proceed. This alternative is an option for Metro and will be evaluated on a case-by-case basis. All Vision's compensation for services under Option 3 will also be determined on a case-by-case basis but in no event shall All Vision's compensation exceed 25% of net incremental revenue generated from these projects over the next 30 years if the projects are successfully completed and generating revenue;
- 3. Exercise the four remaining one-year options thereby extending the term of the Contract to June 30, 2020;
- 4. Provide that All Vision will submit to Metro staff a proposed work plan and budget for Metro's

review and approval for any potential projects located in the City of Los Angeles within 60 days after execution of the proposed amended contract. All Vision will submit a work plan and budget for sites in other jurisdictions within six (6) months after execution of the proposed amended contract.

5. If Metro staff approves the work plan and budget for the City of Los Angeles, and the City of Los Angeles adopts a Billboard Ordinance, that provides for development of digital billboards on Metro property, any time before June 30, 2020, then All Vision, provided that they are not in default beyond any applicable cure and notice period, will have an additional three years to manage implementation, entitlement, construction and commencement of operations of such New Digital Billboard Sign(s) in the City of Los Angeles and related sales contracts, leases, and/or license agreements;
6. Provide that if Metro approves the City of Los Angeles work plan and budget and the City of Los Angeles project is developed under the new Option 3, All Vision will receive as compensation 25% of the Net Incremental Revenue over the next 30 years plus its share of the Lump Sum Monetization Payment, if any. Further, All Vision's Contractor Expenses, as defined in the agreement, associated with or incurred in connection with the City of Los Angeles project will only be reimbursed from revenue generated from the City of Los Angeles project;
7. Provide All Vision with rights to manage implementation, entitlement, construction and commencement of billboard operations of any New Digital Billboard Signs during the term of the Contract for any billboard location that Metro staff has approved a Work Plan and budget subject to the terms of the approved work plan. If Metro does not approve a particular work plan and budget, then All Vision shall not be authorized to commence work on such project and Metro shall not proceed to implement any billboard projects covered by the unapproved work plan and budget until after June 30, 2020 (or June 30, 2023, with respect to the City of Los Angeles, should an Ordinance be adopted);
8. Provide that All Vision will provide technical assistance with the inspection, review and audit of billboard companies' books and records for each billboard asset put in place under the Contract to affirm that the parties have received their appropriate share of revenue from those billboard companies during the 30 year term of the revenue sharing arrangement;
9. Require that All Vision provide all of the following services, including providing an onsite supervisor of all work, for each new billboard sign constructed on Metro property:
 - Coordinate and schedule each aspect of the development process with Metro real estate, engineering and operation departments
 - Coordinate contractor safety training with SCRRRA and other required agencies
 - Supervise contractors for each site and stage of development work
 - Coordinate boring samples
 - Coordinate site preparation
 - Oversee structure and sign installation
 - Coordinate utility connections

-
10. Provide that after the expiration of the Option 2 billboard warranty contract, the parties will jointly determine whether the Option 2 billboard needs to be replaced. The cost for the replacement of the Option 2 billboard shall be initially paid by All Vision and reimbursed from New Payment Revenue but only after payment in full of Base Annual Payment Revenue to Metro and payment of the Local Jurisdiction Fee.

A summary of the changes already approved in December, 2015 and the changes requested under this report is included in Attachment "A".

Summary of Status of Billboard Program

All Vision has completed a comprehensive review of existing billboards on Metro property. This review included an in-depth analysis of all Metro-owned property and its potential for generating additional revenue from billboard assets. As part of this review and analysis, All Vision (1) reviewed each existing billboard site; (2) investigated local and state ordinances related to billboards; (3) conducted meetings with local municipalities and Metro staff; and (4) prepared a Strategic Plan ("Strategic Plan") for Billboard Advertising on Metro Property.

The Strategic Plan, which was approved by the Board on May 23, 2013, offers Metro the opportunity to permit new digital billboards on its property that will provide the potential for significant increases in long-term revenue. All potential development sites have been reviewed for conformance with federal and state laws, valued for highest and best outdoor advertising revenue opportunity to Metro, and selected for consideration after an initial CEQA assessment and input from the Metro real estate, planning, operations and engineering departments. Proposed locations have been organized into projects by local jurisdiction. All Vision, Metro staff, and, if applicable, the billboard companies, will work with each local jurisdiction that has a Metro project opportunity to obtain the necessary entitlements.

Currently there are 263 outdoor advertising billboards structures ("Billboards") in place on Metro property and rights-of-way in the County of Los Angeles. The locations of the existing billboards on Metro property are shown on Attachment "B". These Billboards were assigned to Metro when the railroad right-of-way was purchased in the early 1990's. Due to lease terminations for transit projects, annual revenue from these Billboard leases has declined over the last several years from approximately \$2.6 million to \$1.2 million.

Meeting with Local Municipalities

All Vision, Metro, and where appropriate, the billboard companies met with the following local municipalities to discuss the proposed digital billboard program: Santa Clarita, Downey, Inglewood, Long Beach, Carson and Los Angeles. All of the municipalities were interested in participating in the digital billboard program because it provides the municipalities the opportunity to eliminate blighted conditions by converting the existing static billboards located in their jurisdiction into fewer new digital billboards that will generate additional revenue to the municipalities.

Following is a summary of the outcomes of each meeting with those municipalities:

1. Downey: Metro and the City of Downey entered into a Development Agreement on August 27, 2013, that provided for the construction and operation of a digital billboard at Metro's Division 4 located at 7878 Telegraph Road in Downey. The billboard was constructed and began operation on January 1, 2015. Metro received \$144,000 for the first year and staff anticipates that the project will generate \$9 million in new revenue to Metro over the thirty-year term of the Development Agreement, including the 10-year extension.
2. Long Beach: The City of Long Beach approved a Conditional Use Permit to Clear Channel Outdoor, Inc. (CCO) that provided for the removal of eight (8) existing static billboards at Division 11 located at 1011 Carson Street in Long Beach and the construction and operation of one two-sided digital billboard. CCO removed the existing billboards on March 13, 2016 and installed the digital billboard. The new digital billboard became operational on July 1, 2016 and that the project will generate \$4.1 million in new general fund revenue to Metro over the thirty-year term of the license agreement with CCO.
3. Carson: CCO is negotiating a development agreement with the City of Carson to provide for the construction and operation of a digital billboard on the Harbor Subdivision and anticipates obtaining City approval during the third quarter of 2016. If the City approves the project, staff will return to the Board for approval of the license agreement with CCO. Staff anticipates that this billboard project will be completed by the end of the fourth quarter of 2016 and will generate \$4.6 million in new general fund revenue to Metro over the thirty-year term of the license agreement with CCO.
4. Santa Clarita: On February 25, 2014, the Santa Clarita City Council approved a General Plan Amendment, Zone Change, Zone Amendment, Development Agreement and three Lease Agreements granting Metro entitlements and the right to use the three proposed billboard development sites for the construction and operation of three digital billboards in exchange for the removal of 118 billboards on Metro property. The Santa Clarita billboard project was never developed due to local opposition.
5. Inglewood: The proposed location in the City of Inglewood is located on the portion of the Harbor Subdivision right-of-way that is being used for the LAX Crenshaw Corridor Project. Metro staff is working with Project staff to develop a timeline for the completion of Project improvements in the vicinity of the proposed location before working with All Vision to initiate contact with City officials to discuss a development agreement.
6. Los Angeles: All Vision and Metro staff have had preliminary discussions with the City of Los Angeles. The City is considering various options for the adoption of a new billboard ordinance. The City of Los Angeles Project offers Metro the greatest potential for new revenue from the conversion of static billboards to digital billboards.

All Vision, Metro, and, if appropriate, the billboard companies will work with each local jurisdiction that has a Metro project opportunity to determine if the municipality is interested in opting into the program.

Even though static billboards will be removed, the potential revenue from the new digital billboard

signs on Metro property that could be generated to Metro ranges from \$89 million to \$111 million over thirty years depending on the number of new sites and the development option selected by Metro for these locations.

Summary

In most cases the income streams generated by the new digital billboard assets are expected to continue for thirty (30) years providing a long-term stable revenue stream. The program will continue to provide productive partnerships with local jurisdictions by converting static billboards within their municipalities with fewer new digital billboards and will allow them, in certain cases to participate in the revenue generated by the new billboard.

In addition, the placement of digital billboards allows communities, as well as Metro, to provide real-time public service information, such as amber alerts, traffic information and other public announcements. Each community is also presented with the opportunity to place signage only in locations that meet their individual safety and aesthetic criteria. Metro is also provided with the right to place Metro ads at no cost on the new billboard.

All Vision has performed significant work and has completed a comprehensive review of all Metro-owned property for the potential for generating additional revenue from billboard assets. All Vision's staff has extensive experience nationally in billboard management, operations, sales, and representing the interest of property owners, making it prudent to continue the All Vision Contract to ensure Metro receives an optimal return on its assets.

DETERMINATION OF SAFETY IMPACT

This Project will enhance rail safety and alleviate a major safety concern. Static paper and/or vinyl billboards have created safety problems during the high wind season as large numbers of these signs have been blown off the billboards and have fallen onto the adjacent railroad tracks, creating significant safety concerns.

FINANCIAL IMPACT

This is a revenue contract and is expected to generate a minimum of \$500,000 in new general fund revenue by June 30, 2020. The Contract has generated approximately \$144,000 in new revenue to Metro through December 31, 2015. Further increases are predicted to begin when development of the new billboard structures are completed. These additional revenues could range from \$2 million to \$10 million over the life of the Contract; however, only the minimum payment is guaranteed.

ALTERNATIVES CONSIDERED

The alternative is to allow the Contract to expire and to revert to negotiating and managing existing billboard leases directly with outdoor advertising companies. This is not recommended as the contractor's experience is particularly valuable in negotiating complex reduction and replacement billboard contracts. The agreement involves no out-of-pocket cost by Metro, relies upon local jurisdictions to voluntarily participate and is expected to produce revenues in excess of those that could be obtained by managing the existing billboard inventory.

Furthermore, All Vision has demonstrated a strong commitment to the billboard program by investing substantial time and resources toward moving the program forward.

NEXT STEPS

The Parties will enter into a Second Amended and Restated Contract which will include the terms and conditions set forth in this report.

All Vision will develop, subject to Metro staff approval, a work plan and budget for potential billboard opportunities. After Metro staff has approved the work plan and budget and selected which Option development of the new billboard will proceed under, All Vision and Metro staff, and, if applicable, the billboard companies will begin working with local municipalities interested in participating in the digital billboard program to obtain the necessary entitlements or identify the next steps for moving forward.

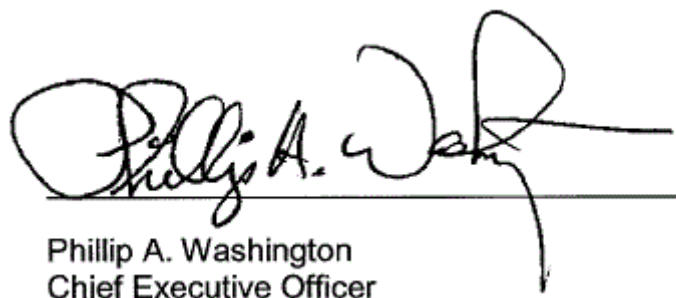
ATTACHMENTS

Attachment A - Summary of Contract Amendment Key Terms

Attachment B - Table of Existing Billboard Locations on Metro Property

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A**SUMMARY OF CONTRACT AMENDMENT KEY TERMS**

Provisions	Existing Contract	Amendment
Accounting and Expenses	N/A	<p>Contractor Expenses associated with or incurred in connection with the City of Los Angeles project will only be reimbursed from revenue generated from the City of Los Angeles project.</p> <p>All Vision will provide technical assistance with the inspection, review and audit of billboard companies' books and records for each billboard assets put in place under the contract to affirm that the parties have received their appropriate share of revenue from those billboard companies during the 30 year term of the revenue sharing arrangement.</p>
Contract Options	<p>The Allvision contract provides that to the extent that entitlements for new billboard assets have been initiated by Allvision consistent with the approved Strategic Plan and the billboard assets have not commenced operations prior to the end of the Allvision contract, the Allvision contract will be automatically extended for 12 months at a time to allow Allvision to manage implementation, construction, and</p>	<p>All Vision will be required to submit a work plan and budget for Metro approval prior to initiating entitlements on new billboards on Metro property. All Vision will submit to Metro staff a proposed Work Plan and Budget for Metro's review and approval for any potential projects located on the within the City of Los Angeles within 60 days after execution of the proposed amended contract. All Vision will submit to Metro staff a Work Plan and Budget for sites in other jurisdictions within six (6) months.</p> <p>If Metro staff approves the Work Plan and Budget for the City of Los Angeles, then if the City of Los Angeles adopts an Ordinance that provides for</p>

Provisions	Existing Contract	Amendment
Contract Options	commencement of operation of the new billboard asset and related sales, license, and other related agreements.	development of digital billboards on Metro property, any time before June 30, 2020, then All Vision will have an additional three years to manage implementation, entitlement, construction and commencement of operations of such New Digital Billboard Sign(s) in the City of Los Angeles and related sales contracts, leases, and/or license agreements.
Exclusive Rights	N/A	All Vision shall have rights to manage implementation, entitlement, construction and commencement of billboard operations of any New Digital Billboard Signs during the term of the Contract for any billboard location that Metro staff has approved a work plan and budget subject to the terms of the approved work plan. If Metro does not approve a particular work plan and budget, then All Vision shall not be authorized to commence work on such project and Metro shall not proceed to implement any billboard projects covered by the unapproved work plan and budget until after June 30, 2020 or June 30, 2023, with respect to the City of Los Angeles, should an Ordinance be adopted.
Option 2	N/A	After the expiration of the Option 2 billboard warranty contract, the parties will jointly determine whether an Option 2 billboard needs to be replaced. The cost for the replacement of the Option 2 billboard shall be initially paid by All Vision and reimbursed from New Payment Revenue but only after payment in full of Base

Provisions	Existing Contract	Amendment
Option 2		Annual Payment Revenue to Metro and payment of the Local Jurisdiction Fee.
Site Development Process	<p>Allvision will commence the site development process on behalf of Metro after securing local entitlements and State permits (where applicable) and in conjunction with advertising sales company negotiations. This process could include:</p> <ul style="list-style-type: none"> Coordinating and scheduling each aspect of the development process with Metro real estate, engineering and operation departments Coordinating contractor safety training with SCRRA and other required agencies Supervising contractors for each site and stage of development 	<p>Under all Options, Contractor will commence the site development process on behalf of Metro after local entitlements and State permits (where applicable) are secured and in conjunction with sales company negotiations. This Task shall include:</p> <p>Coordinating and scheduling each aspect of the site development process with Metro real estate, engineering and operation departments;</p> <p>Coordinating contractor safety training with Southern California Regional Rail Authority (SCRRA) and other required agencies;</p> <p>Supervising and coordinating all work performed on- site for each New Billboard Sign at all stages of the site development work;</p> <p>Coordinating boring samples; Coordinating site preparation; Overseeing New Billboard Sign installation; and Coordinating utility connection</p> <p>Contractor will coordinate and communicate with subcontractors, sales companies and Metro's engineering, operational, and real estate departments.</p> <p>Contractor will work with the Metro's County Counsel and Metro real estate staff to</p>

Provisions	Existing Contract	Amendment
<p>Site Development Process</p>	<p>work</p> <ul style="list-style-type: none"> • Coordinate boring samples • Coordinate site preparation • Oversee structure and sign installation • Coordinate utility connection <p>Developing outdoor advertising assets on property that is used primarily for public transportation is a difficult and complex process that involves many unique challenges. All Vision will develop a work plan based on strategic communications between Allvision, subcontractors, and Metro's engineering, operational, and real estate departments. All Vision understands that it is imperative that construction and operation of the signs have no adverse impact on any rail or other transit related day-to-day operations.</p>	<p>negotiate, execute, and where applicable and at Metro's election, enter into contracts, leases, licenses, entitlements, agreements, lump sum payments for New Billboard Sign(s), or any other understandings or arrangements relating to Metro's property.</p> <p>Contractor understands that it is imperative that construction and operation of the New Billboard Signs have no adverse impact on any rail or other transit related day-to-day operations and will develop and construct the New Billboard Signs in such a manner that have no adverse impact on any rail or other transit related day-to-day operations.</p>

Provisions	Existing Contract	Amendment
Option 3 Alternative Development Option	N/A	<p>All Vision will assist Metro staff in negotiating with billboard companies who will obtain entitlements from local municipalities, finance, construct, and operate the digital billboards, at the billboard company's sole cost and expense. All Vision will be required to provide a work plan and budget for any new billboard assets to be developed under Option 3 for Metro staff review and approval. In the event that Metro staff does not approve the work plan and budget for Option 3, Metro staff will direct All Vision not to proceed. This alternative is an option for Metro and will be evaluated on a case-by-case basis. If Metro approves the City of Los Angeles work plan and budget and the City of Los Angeles project is developed under the new Option 3, All Vision will receive as compensation 25% of the Net Incremental Revenue over the next 30 years plus its share of the Lump Sum Monetization Payment, if any. All Vision's compensation for services under Option 3 in other local jurisdictions will be determined on a case-by-case basis but in no event shall All Vision's compensation exceed 25% of net incremental revenue generated from these projects over the next 30 years if the projects are successfully completed and</p>

Provisions	Existing Contract	Amendment
		generating revenue.
Term	Contract term currently expires on August 31, 2016	Exercise last four remaining options now to extend the term of the contract to June 30, 2020.

TABLE OF EXISTING BILLBOARD LOCATIONS ON METRO PROPERTY

Los Angeles County Supervisory District	No. of Billboards
1 - Hilda L. Solis	19
2 - Mark Ridley-Thomas	49
3 - Sheila Kuehl	78
4 - Don Knabe	19
5 - Michael D. Antonovich	72
Grand Total	237



Board Report

File #: 2016-0317, File Type: Program

Agenda Number: 45.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

SUBJECT: METRO'S INVOLVEMENT IN AFFORDABLE HOUSING

**ACTION: AUTHORIZE INVESTMENT IN HOUSING AND SMALL BUSINESS TRANSIT
ORIENTED COMMUNITIES LOAN PROGRAMS**

RECOMMENDATION

AUTHORIZE:

- A. investing \$9,000,000 in the **Metro Affordable Transit Connected Housing Program (Metro MATCH) as described in the Metro MATCH Investment Plan** and \$1,000,000 in a Transit Oriented Community (TOC) Small Business Program to be managed by the Community Development Commission of Los Angeles County (CDC) by establishing a \$10,000,000 Life-of-project budget as empowered by the Board's September 2015 motion (Attachment A);
- B. the CEO or his designee to execute necessary agreements in support of Metro MATCH investment and with the CDC in support of the TOC Small Business Program.

ISSUE

In September 2015, the Metro Board of Directors approved a motion (Attachment A) directing staff to take several actions in support of investing \$10,000,000 in transit oriented affordable housing and small business loan programs including the allocation of \$2,000,000 per year for 5 years. As directed by the Board, staff has worked with a consortium led by the California Community Foundation (CCF) and the Low Income Investment Fund (LIIF) and including Enterprise Community Partners (ECP) to negotiate terms and conditions for investing in Metro Affordable Transit Connected Housing Program (Metro MATCH), focused on funding affordable housing preservation and new development. In addition, Staff has identified the Community Development Commission of the County of Los Angeles (CDC) as a partner to implement a Transit Oriented Communities (TOC) Small Business Program. In the course of these negotiations, staff has identified some changes needed to the funding account and timeline previously recommended to the Board. The recommended actions will allow Metro to invest funding for these programs and to execute the agreements necessary to implement the programs. In addition, an update is provided on efforts to execute Memoranda of Understanding with municipalities to coordinate on the development of affordable housing.

DISCUSSION

Metro Affordable Transit Connected Housing Program (Metro MATCH)

As directed in the September motion, staff has worked with CCF, LIIF and ECP (Housing Consortium) to negotiate a structure for Metro MATCH, which was submitted in draft form to the Board in January 2016. Since then, the Housing Consortium has developed a more detailed investment plan for Metro MATCH, included as Attachment B, which is generally consistent with the structure submitted in January. The investment plan is summarized herein. Staff is recommending Metro to invest \$9,000,000 over three years, and an additional \$120,000 in start-up costs. The reduction from \$10,000,000 to \$9,000,000 is to allow sufficient funding for the Small Business Loan Program.

The aim of Metro MATCH is to stabilize neighborhoods served by Metro transit investments and experiencing rising housing prices and rents, resulting in potential displacement of low-income households. This potential displacement impacts households most likely to use public transit. The program will assist by creating new affordable housing projects and preserving existing, naturally-occurring lower-rent housing threatened by increasing land values and rents with then goal of expanding the number of affordable housing units at these sites. This would be achieved through two program segments:

- *Predevelopment Loan (approximately 25% of program)* - developing approximately 800 units. This program will provide predevelopment financing for experienced borrowers that have projects with evidence of site control and an achievable strategy and schedule for project financing and implementation. A key goal of this program segment is to create a strong pipeline of transactions to compete for available affordable housing construction and permanent funding, with projects in construction within 2-3 years of the predevelopment loan closing.
- *Housing+Transportation Loan (H+T Loan) (approximately 75% of program)* - preserving 500 units initially and expanding to 1500 units, or 2,250 units if the program revolves 1.5 times. This program will provide financing to assist with the costs associated with affordable housing development beyond what is typically available from community lending institutions. In the short term, the program will preserve naturally occurring lower cost housing near transit; non-restricted housing at rents lower than average market rents that are held stable only temporarily by market forces and rent stabilization ordinances. These units are at risk of becoming unaffordable as market prices rise and properties begin to flip. The H+T Loan program will help affordable housing developers purchase multifamily properties in advance of gentrification and displacement forces. In the mid-term, the goal is to redevelop the sites with permanent, covenanted affordable housing at a higher (but appropriate) density than currently exists.

Both program segments would be administered through the investment plan detailed in Attachment B, and summarized below.

Administrative Structure

The Housing Consortium is creating a Single Purpose Entity (SPE) that will administer the Metro

MATCH Program. The SPE will be formed and constituted by three to five Community Development Financial Institutions (CDFIs) that meet the qualifications of originating CDFIs described below. The selection of participating lenders will be made by the SPE members as well as Metro staff and the Housing Consortium. Metro has been invited to invest in Metro MATCH through the SPE. The SPE will contract with an administrative agent who will manage the day to day administration of the Program and report to the investors, including Metro.

Participating Originating Lenders and Foundation Funding

CDFIs from across Los Angeles County will be invited to participate in the loan fund. All originating lenders will be required to be nonprofit CDFIs with at least ten years of experience in the Los Angeles County region, with originations of at least \$50 million in multifamily affordable lending, acquisition and predevelopment financing. The fund is expected to raise \$36 - \$66 million in originating loan funds. In addition to CDFI lenders and Metro, the fund is targeting \$11 million in philanthropic Program Related Income (PRI) from foundations which could increase to \$15 million.

Leveraging and Risk Allocation of Funds

Metro's \$9 million investment will be leveraged with the foundation and CDFI funding, creating a total fund estimated to range from \$56 - \$86 million. The investment plan assumes a portion of Metro's funds would be the most at risk, followed by the foundations and then the CDFI funds. To the extent that there is gain from the fund, Metro will receive the first return on investment. The interest rate earned by Metro investment would be 1% net of administrative costs and other fees. The loans are meant to be revolving such that repayment of principal and interest to foundations and Metro would be reinvested back into the fund for additional investments.

Eligibility Criteria

Staff has prepared a draft of the criteria that would be used to determine, at a staff level, the eligibility of a project for participation in the program. The criteria requires that projects be: (a) within a ½ mile of fixed-guideway stations and/or the intersection of two 15 minute max frequency peak period buses (of any bus operator), also known as a "High Quality Transit Node;" (b) have a safe path of travel to transit; and (c) have a minimum unit size of 49 units for the Predevelopment segment and/or 20 existing units that will be at least doubled for the preservation segment.

Advisory Committee

Staff is developing the framework for an advisory committee to the manager of the loan fund to advise on such topics as outreach to potential borrowers, geographic distribution, performance goals and metrics and similar matters. Staff will report to the Board on the proposed structure and function of the advisory committee.

Metro Investment

The program structure recommends that Metro invest \$3,000,000 per year over the next 3 fiscal years. This is at variance with the original direction of the September 2015 motion where \$2,000,000 per year for 5 years was proposed. This approach will better attract seed funding in sufficient amounts matched by the foundations to maximize the CDFI capital and support a more efficient loan program.

Transit Oriented Communities (TOC) Small Business Program

The September 2015 Board motion allocated \$500,000 for the creation of a small business loan program. Staff conducted research and informational interviews with non-profit and municipal entities to determine the most effective structure for such a program, and determined that there was no interest by small business loan administrators due to the relatively high administrative costs of such programs compared with the proposed funding. Based on this research, staff has worked with the Community Development Commission of the County of Los Angeles (CDC) to develop a small business loan program assuming an additional \$500,000 could be allocated to create a \$1,000,000 TOC Small Business Program. The program targets tenant improvements to ground floor retail spaces in Metro Joint Development Projects or other affordable housing developments and/or buildings within 500 feet of a High Quality Transit Node. The terms are included as Attachment C and summarized below.

Basic Conditions

- Loans up to \$100,000
- Local businesses with at least 3 years of cash flow
- Tenants would have a 3 year lease with an option to extend to 5 years, which would run the length of the loan
- Developments/existing buildings within 500 feet of High Quality Transit Node
- Geographic distribution across the County
- CDC will provide door to door outreach to small businesses in targeted geographies

Loan Targets

Loans to developers of new or existing affordable projects or other existing property owners adjacent to high-volume transit locations to support tenant improvements of ground floor retail space

- Low-interest loan to developers of new project or owners of buildings with vacant ground floor retail spaces with a priority to affordable housing projects and businesses near transit centers
- Targeted to affordable housing projects or other development/tenanting situations where conventional financing of such tenant improvements is unlikely
- Require property owner to pass on savings to small business tenants through reduced rent payments or flexible lease terms

Metro Investment

This program would require an additional \$500,000 dollar contribution by Metro above that authorized by the Board to create a total of a \$1,000,000 program. The additional \$500,000 is proposed to be allocated from the \$10,000,000 set aside by the Board for the transit oriented communities loan programs in March 2015. The initial \$500,000 was included in the proposed FY2017 budget for this program, and this is sufficient to implement the first year of program funding. Staff will seek the additional funding in FY18.

Memoranda of Understanding (MOUs) with Municipalities

Metro has executed a Memorandum of Understanding with the City of Los Angeles codifying our

mutual interest in prioritizing affordable housing funding near transit, and committing to working together to that end. Staff will use this MOU as a model to engage with other interested municipalities.

DETERMINATION OF SAFETY IMPACT

The creation of the proposed Metro MATCH and TOC Small Business Program funds will have no direct impact on safety. The eventual development of transit oriented affordable housing and support of small businesses adjacent to transit stations will offer opportunities to improve safety for transit riders, through better pedestrian and bicycle connections associated with new development.

FINANCIAL IMPACT

Funding in the amount of \$1,500,000 for the Metro MATCH program, including start-up costs, is included in the adopted FY17 budget under cost center 2210, project 610025. Funding in the amount of \$50,000 for start-up costs related to both Metro MATCH and TOC Small Business Programs is included in the adopted FY17 budget under cost centers 2210 and 1210, project 610021.

Since this is a multi year program, the Executive Director of Planning, Project Manager and Cost Center Manager will be responsible and accountable for budgeting funds in future fiscal years.

Impact to Budget

The source of funds for Metro MATCH and TOC Small Business Program investments is General Funds which are eligible for bus/rail operating and capital expenses. Investment in the loan programs and authorization to enter into the necessary agreements may affect future funding of operations and/or capital projects/programs as it is the most flexible fund available to support various projects and programs. No other funds were eligible for consideration.

ALTERNATIVES CONSIDERED

The Board could choose not to invest in the loan programs and structures recommended in this report. This is not recommended because (1) both funds are in direct response to prior Board direction (2) Metro MATCH provides Metro with an opportunity to invest in affordable housing through a consortium of experienced loan administrators and (3) the proposed TOC Small Business Program was developed after extensive industry research and will be administered by an experienced municipal team that works countywide and provides direct, on the ground outreach to small businesses. The Board could choose not to invest in any loan program at all. This is not recommended because the decision to make this investment was based on research and stakeholder feedback that transit investments can contribute to displacement of low-income residents and businesses, and Metro is committed to addressing this issue with innovative solutions.

NEXT STEPS

Upon approval by the Board, staff will enter into the appropriate agreements with the to-be-formed SPE to invest in Metro MATCH, and enter into the appropriate agreements with the CDC to

implement the TOC Small Business Program.

ATTACHMENTS


Attachment A - Metro Board of Directors Motion, File #2015-1479, September 27, 2015

Attachment B - Metro MATCH Investment Plan

Attachment C - TOC Small Business Program Terms

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Cal Hollis, Executive Officer, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

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

Memorandum:

To: Los Angeles County Metropolitan Transportation Authority (Metro)
Calvin Hollis, Managing Executive Officer – Executive Office Strategic Initiatives
Marie Sullivan, Transportation Planning Manager III, Strategic Initiatives

From: Ann Sewill, California Community Foundation
Cecile Chalifour, Low Income Investment Fund
Jacqueline Waggoner, Enterprise Community Partners

Date: May 27, 2016

RE: INVESTMENT PLAN: Metro Affordable Transit Connected Housing Program (Metro MATCH)

Introduction

The Low Income Investment Fund (LIIF), Enterprise Community Partners, Inc. (ECP), and the California Community Foundation (CCF) have been working closely with regional partners to develop a plan to preserve and increase the supply of affordable housing in communities that are being enriched by new transportation infrastructure. Through our collaboration, we have developed the Metro Affordable Transit Connected Housing Program (Metro MATCH, the “Program”), a public-private lending partnership with an estimated loan capitalization of \$75 million, including a \$9 million investment from Los Angeles County Metropolitan Transportation Authority (“Metro”) and at least \$11 million from foundations making program related investments (“PRI”); the balance will come from Community Development Financial Institutions (“CDFI”) that originate loans through the Program. The goal of the Program is to deliver innovative financing intended to stabilize and expand the housing stock near existing and proposed transit nodes throughout Los Angeles County.

Research has suggested that transit-adjacent neighborhoods that lose low-income residents due to rising housing costs may experience declines in transit ridership and increases in car ownership (Dukakis Center for Urban and Regional Policy, 2010). Additionally, further research has demonstrated that lower income residents living near transit stops in California take transit twice as frequently as higher income residents, and also have higher rates of walking and biking (California Housing Partnership Corporation and TransForm, 2014). With the Los Angeles region quickly becoming one of the most unaffordable places to live in the United States, a countywide strategy is critical to deliver the tools and resources needed to stabilize affordable housing in the region. The Program proposed here offers solutions that will prevent the affordable housing shortage in Los Angeles County from deepening amidst projections of rising rents in historically lower-rent areas. Furthermore, it is intended to be complementary to

Metro's overall Transit Oriented Communities (TOC) framework, which recognizes the importance of connecting transit riders with affordable homes within close proximity of its transit stations.

LIIF, ECP, CCF and the LA THRIVES collaborative have designed the broad outlines of the Program. An initial administrative agent – a CDFI, to be selected - will establish and then, as administrative agent, implement the Program. It is anticipated that Originating CDFIs will include LIIF, ECP, and other strong and experienced CDFIs, to be approved by all the Program participants.

Market Demand Analysis

The proposed program loan products have been developed based upon the findings from a 2013 study engaged by Metro, CCF, and The California Endowment and led by Enterprise Community Partners, LIIF and the Center for Transit Oriented Development. The study outlined tools Metro could use to encourage affordable housing and job creating development near transit. The Los Angeles County housing market continues to exhibit a high demand for affordable rental apartments in general. There is a shortfall of almost 500,000 homes affordable to very-low and extremely-low income households (California Housing Partnership Corporation, 2014). We believe it is strategic and impactful to preserve affordable housing, as construction of new affordable housing alone will never meet the growing need. Rents have risen over 10% from 2013 to 2015 and are forecasted to rise an additional 10% by 2018 (University of Southern California, 2016). Neighborhoods near station areas in particular are forecasted to sustain high demand for housing.

The Program design also reflects the findings from a Capital Absorption Workshop conducted in Los Angeles in 2014 through the Living Cities initiative as well as the priorities identified by the LA THRIVES Capital Resources Working Group, which includes foundations, CDFI's, banks, developers and representatives of local public agencies. Together these partners have demonstrated a gap in financing tools for two high priority needs: 1) the acquisition of naturally occurring affordable housing in close proximity to High Quality Transit Nodes ("HQTN"), and 2) predevelopment financing for new affordable developments, especially for community based organizations. An HQTN is defined by Metro, for the purposes of this program, as a fixed guideway station or intersection of 2 buses (of any bus operator) with minimum 15 minute peak period headways.

Naturally occurring affordable housing (often referred to as "NOAH"), defined as unsubsidized and non-deed restricted affordable housing with rents affordable to households earning 80% of area median income ("AMI") or below, has been consistently identified throughout our research and conversations with stakeholders as an "at risk" resource, particularly near transit stations, as those properties are most likely to feel the pressure from increased value. These have been identified as an opportunity for acquisition and restructuring with permanent affordability restrictions. Properties typically range from small (15 units or less) to mid-size (40-60 units). Developers have identified a gap in patient acquisition financing for such opportunities. Existing financing options don't offer the flexible terms needed to support a stabilization period and cover holding costs, such as longer term financing with high loan-to-value ratio, at affordable interest rates.

Developers have also consistently expressed a need for larger and more patient predevelopment loans than exist in the market. Affordable TOD projects, including those using Low Income Housing Tax Credits, typically require 2.5 to 3 years to secure entitlements and subsidy commitments. Mixed income and mixed use developments take longer.

Improving Health Outcomes and Increasing Transit Ridership

The Program would complement a growing portfolio of strategies to move the needle on the social determinants of health in Los Angeles County. As billions of dollars of public transportation investments and strategic priorities aim to transform key transit corridors and neighborhoods, these strategies aim to mitigate displacement and ensure improved health and economic outcomes for existing low-income communities of color in these neighborhoods. METRO MATCH will support housing projects that allow low-income households to live in affordable housing near transit stations. By infusing the community development system with additional housing, the Program will help increase the scale of developing permanent affordable housing that is integrated with multi-modal transportation – thereby reducing air pollution, encouraging physical activity through active transportation to and from transit, combatting displacement and its related mental and psychological health stressors.

New Tools

This proposed program will fill the gaps identified above by offering two products:

- 1) Housing + Transportation Loan (H + T): A loan providing patient, flexible capital for the acquisition and short-term stabilization of naturally occurring affordable housing properties with redevelopment potential, with the intent of encouraging redevelopment to double or more of existing density;
- 2) Predevelopment Loan: Financing to assist with the costs associated with new affordable housing development beyond what is typically available from community lending institutions and CDFIs. Both products will target development near HQTAs throughout Los Angeles County. The program is intended to ultimately leverage existing local, state, and federal funding for development that preserves and expands affordable homes near transit, including federal and state Low Income Housing Tax Credits (LIHTC) and the state's Cap and Trade Affordable Housing and Sustainable Communities (AHSC) funds.

Preliminary Loan Product Descriptions:

Products

Allocation of Program Funds between the two proposed products:

- Predevelopment Loan product allocation – 25% of the program: 5-8 loans, 800 new affordable units assuming 100 units per project, 8 projects (assumes some revolving during the origination period)
- H+T product allocation - 75% of the Program: 5-12 loans, i.e., 500 preserved units (10 properties acquired, each with 50 units), 1,500 units preserved/produced, or 2,250 units if the program revolves 1.5 times (on average tripling the numbers of units through redevelopment).

Allocation of funds between the two products might be modified, depending on deployment with approval of the program funders (Metro and the foundations). If additional PRI funds from foundations are raised, allocation of funds between the products will be revisited, with the agreement of Metro and the foundations.

- A. Predevelopment Loan** - The program will provide predevelopment financing for borrowers that have projects with evidence of site control and an achievable strategy and schedule of milestones for securing the construction and permanent financing. Predevelopment loans will support projects that will use Low Income Housing Tax Credits and local subsidies but would also compete well for permanent financing such as the Strategic Growth Council's Affordable Housing and Sustainable Communities (AHSC) program or Los Angeles County's affordable housing funds. One of the goals of the Predevelopment Loan Product is to support the creation of a strong pipeline of transactions to compete for AHSC by providing experienced developers extra resources to act quickly and efficiently. The goal is for borrowers to have projects in construction within 2-3 years of the loan closing, and redeploy the funds as the loans are repaid.

Loan Amount:	<p>Maximum Predevelopment Loan for a project: \$1,500,000, in two phases:</p> <ol style="list-style-type: none">1. Predevelopment Loan \$1,000,000<ul style="list-style-type: none">• \$500,000 – CDFI Loan• \$500,000 – Metro/PRI Loan• Borrower must demonstrate site control and milestones for securing project financing2. Supplemental Predevelopment Loan – up to \$500,000<ul style="list-style-type: none">• Metro/PRI Supplemental Loan (maximum Metro/PRI Predevelopment Loan will be \$1,000,000 all included)• If needed, once borrower can demonstrate committed permanent financing
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Terms of Participation	Metro/PRI loans are subordinate to CDFI loans
Term	24 months, with 12 month extension option
Revolving	Assumes loans are repaid every 2 or 3 years
Collateral	Unsecured
Recourse	100% recourse to borrower
Repayment Guarantee	100% repayment guarantee from sponsor (and principal(s), if for-profit sponsor) and if borrower is a Single Purpose Entity
Equity	The lower of \$50,000 or 3-5% of predevelopment costs
Concentration	Limit of one loan per developer, with exceptions contingent on approval from Metro and the foundations
Eligibility	<p>Experienced non-profit developers, acting solely or in joint-venture with a for-profit developer, with demonstrable project-level site control. Priority given to partnerships that include community based nonprofit developers with limited access to other predevelopment loan sources.</p> <p>The project must be within a half mile of an HQTN (as defined on page 2).</p> <p>There must be a safe path of travel to transit from the project (further detail on page 13).</p>
Eligibility Criteria	<p>The projects funded by METRO MATCH must have:</p> <ul style="list-style-type: none"> - a minimum unit size of 49 units; and h propose long term affordability restrictions for the future development plans: • 100% Affordable: 100% of units restricted to 60% or below AMI (or meet mixed-income rules below); or • Mixed-Income: Minimum 75% of residential units developed as affordable housing to receive full loan; if less than 75%, project loan amount will be adjusted. Or • Mixed-Use: Minimum 75% of total square footage will be developed as affordable housing restricted to 60% or below AMI to receive full loan; if less than 75%, project loan amount will be adjusted

- B. **Housing+Transportation Loan (“H+T”)** - A large portion of the housing portfolio near transit in Los Angeles County is comprised of “naturally occurring affordable housing”, non-restricted housing at rents lower than the average market rents, held stable temporarily by market forces and rent stabilization ordinances. The purpose of the H+T program is to help affordable housing developers purchase multifamily properties in advance of gentrification and displacement forces that might occur in order to preserve and expand the number of affordable units, with likely capacity on eligible sites to at least double the number of units or square footage. The goal is to

preserve the existing units in the short term, and in the long term to redevelop the sites with permanent affordable housing at higher density. H+T loans will provide patient funding for affordable housing developers to purchase qualified multifamily properties and hold for 5 – 10 years with short term affordability restrictions while community and site-specific plans are completed to significantly increase the number of affordable units.

Maximum CDFI Loans	85% LTV based on as is value (75% on certain projects, criteria to be determined, depending on risk profile)
Maximum Metro/PRI Loan	Lower of 120% LTV (as is value) or \$2million. Can be used to cover closing, immediate repairs and any required reserves costs
Terms of Participation	Metro/PRI Loans are subordinate to CDFI Loans
Eligible Properties	Eligible properties must satisfy minimum standards for safe, decent, and sanitary housing and might require some level of repair and rehabilitation.
Eligibility Criteria	<p>The project funded by METRO MATCH must have an existing minimum unit size of 20 units, with likely capacity on the site to at least double the number of units or square footage when redeveloped. Priority given to projects that will significantly increase affordable housing opportunities on site.</p> <p>The project must be within a half mile of an HQTN (as defined on page 2).</p> <p>There must be a safe path of travel to transit from the project (further detail on page 13).</p>
Term	5-year initial interest-only term, plus optional additional 5-year term (amortizing on a 25-year schedule for the CDFI loan, residual receipts for the Metro/PRI loan). The additional term will be contingent upon: CDFI's underwriting and the funding of a DCR reserve to ensure a 1.15:1.00 DCR on the CDFI portion, as needed. The CDFI will have the option, at its discretion, to reprice the loan after five years, for the additional 5-year term.
Revolving	As early as every 5 years as loans repay
Collateral	First Deed of Trust against the property
Recourse	100% recourse to borrower
Repayment Guarantee	Above 75% LTV repayment guarantee from sponsor if Borrower is a Single Purpose Entity (and principal, if for-profit sponsor)
Developer Equity Required	The lower of \$100,000 or 3-5% of acquisition costs (exceptions for non-profit borrowers subject to approval by lenders)
Sinking Fund	Net cash flow during first term goes to a sinking fund, with an

	adjustable cap at an amount to be approved at closing; cash flow above cap to be distributed to borrower. Sinking Fund would be recast as a portion of the Debt Service Coverage reserve for the 2nd term
Short Term Affordability Restrictions During Preservation Period	<ul style="list-style-type: none"> • Program loans will include a deed restriction recorded by a government partner or other acceptable entity providing for a minimum of 75% of the units to be restricted to tenants earning no more than 80% Area Median Income on a going-forward basis. • Existing tenants at the time of acquisition may or may not meet the income restrictions; however once a unit is vacant borrowers are required to place new tenants that meet the income eligibility restrictions. Loans will be underwritten based on restricted rents. • Prior to acquisition, borrowers/sponsors will be required to submit an occupancy and management plan that demonstrates how they intend to meet the income restrictions and include a preliminary profile of the property's current rents and renters' incomes. They should also address how they will adjust the rents to make them affordable to the existing tenants, as needed • In terms of monitoring: Borrowers will be required to submit an annual self-certification of compliance with restriction requirements • If needed, any required relocation will be conducted in accordance with applicable laws and regulations
Long Term Restrictions	<p>To encourage a long term affordability outcome, H+T loans will be subject to an equity recapture provision. In the event of a sale or refinance, once the loan principal, interest and any accrued fees are fully paid, the remaining equity will be distributed based on the following parameters:</p> <ol style="list-style-type: none"> 1. Repayment of acquisition & predevelopment costs directly expensed by the borrower/sponsor; 2. Preferred equity share not to exceed 5% IRR to the borrower/sponsor; 3. Distribution of the balance of equity on a sliding scale depending on the "proportion" of units subject to long term affordability restrictions (over 30 years) as required by a document recorded on title at the time of sale/refinance, and enforced by a local government agency or other entity with capacity to monitor for enforcement of affordability. The restrictions should be expressed as a proportion to make sure it applies to either

	<p>existing units or future entitled units. The equity will be split between lenders (Metro, Foundations) and borrower/sponsor as follows:</p> <ul style="list-style-type: none"> • If 100% of the units are restricted to 60% AMI or lower, 100% of the balance of equity to the borrower/sponsor; • If between 35-100% of the units are restricted to 60% AMI or lower, the equivalent to the % units to the borrower/sponsor (i.e., 80% affordable units results in 80% of the balance of equity to the borrower/sponsor); • If less than 35% of the units are restricted to 60% AMI or lower, 100% of the balance of equity will be recaptured by Metro and the Foundations.
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Example of H+T Loan

Sources/Uses (24 units)

Sources	
CDFI Loan	\$3,185,000
Metro/PRI Loan	\$1,070,000
Borrower Equity	\$100,000
Total	\$4,355,000
Uses	
Property Acquisition	\$3,745,000
Fire/Life/Safety Repairs+Temp Relocation	\$100,000
Replacement Reserves	\$250,000
Operating Reserve	\$50,000
Interest Reserve	\$105,000
Legal, Appraisal, PNA, environmental, etc.	\$40,000
Origination Fee for Originating CDFI	\$60,000
Total	\$4,355,000

Borrower Profile

- Non-profit developers, acting solely or in joint-venture with a for-profit developer, with a minimum of 5 years of experience in affordable housing development, a successful track record of obtaining public and private financing for at least 4 affordable housing projects, and experience managing assets similar in size and budget. The Program will encourage strong joint venture partnerships with neighborhood-based community development corporations and non-profit developers as a strategy to optimize developers' different

strengths and expertise and to use the CDCs' familiarity with communities, particularly in addressing displacement issues. A joint venture agreement should specify an active role for the non-profit or CDC partner.

- Adequate organizational capacity and stability, without material defaults or material adverse financial change within the past 7 years.

Capital Raising and Metro and Foundations' Participation

Metro's contribution of \$9 million, alongside the anticipated \$11 million in philanthropic contributions of PRI capital, for a total of \$20 million, would leverage CDFIs' financing for an estimated total Program of \$75 million (between \$56 million and \$86 million depending on products are deployed). The leverage expected from the Metro and the foundations' financing is expected to be between 2.5:1 to 4:1 for the H+T program. Leverage is expected to be 0.5 to 1 on the Predevelopment Loans. The leverage and overall size of the Program will vary as the proportion of each transaction funded by a CDFI will change on each project depending on a) the amount of total debt needed as project costs are either lower than expected or higher, and H+T is limited by the \$2 million cap leading to a larger portion of CDFI financing; or b) the loan to value ("LTV") the CDFIs will approve varies.

LIIF, Enterprise and CCF are confident that sufficient capital can be raised to meet the Program capital needs. Several CDFIs have expressed interest in the Program, and at least one other foundation has expressed interest based on preliminary conversations. Negotiations with interested investors will become more detailed as the Program structure is approved by Metro and the first investors. ,

Ideally, the Program would launch with a total contribution of \$20 million from Metro and the foundations at closing, to be disbursed in a couple of installments as the Program reaches certain milestones, including deployment.

Metro/PRI Contribution

- \$20 million total contribution, including \$11 million PRI capital and \$9 million from Metro, for a leverage ratio of roughly 1:1. The Foundations' \$11million is a minimum and could increase up to \$15 million. Metro's contribution will be funded per the following installment schedule:
 - FY 17 - \$3,000,000, with an additional \$120,000 towards the start-up budget (including legal costs for the SPE, master credit agreement and template project loan documents, administrative set up costs, reserve for audits and taxes)
 - FY 18 - \$3,000,000
 - FY 19 - \$3,000,000.

Disbursement of the second and third installments will be tied to deployment milestones. The foundations PRI will be funded per the same schedule of a third each year.

Metro's and the foundations PRI contributions will be disbursed per the above schedule to a holding account (SPE account), most likely a custodial account held by CCF. A basic remuneration may be available but is not guaranteed.

- The Program partners propose that the transit agency, Metro, take the top loss position for up to \$5MM of its total investment, or 25% of the subordinate debt (from foundations and Metro) on each project loan, with the balance of Metro and the foundations' PRI in second loss position on a pari passu basis. This assumes a total subordinate debt pool of \$20 million; if the foundations' PRI increased over the minimum \$11 million, to a maximum of \$15 million, Metro will consider extending its top loss over the \$5 million to keep the 25% top loss on each project loan constant. A Program Credit Agreement will outline that losses on any one loan that exceed what can be recaptured from the borrower and/or the real estate collateral, will be first the responsibility of Metro up to \$500,000 assuming a maximum loan amount of \$2 million; then the responsibility of Metro and the foundations, shared pari passu, up to \$1,500,000 (27% from Metro).
- Metro/PRI Program funds will be managed by a newly formed Special Purpose Entity (SPE) as described below, formed and managed under contract with the administrative agent (a CDFI).
- Interest rate to be charged to the projects on the financing from Metro: No fees, interest rate expected to be 1% net to Metro (interest will be earned once project loans close, and only then)
- Each participant (Metro and Foundations) will delegate a position within their organizations that will be authorized to approve and sign draws, project loan exceptions, revisions to the legal documents and all matters related to the Program.

Total Overall Program Funding: estimated at \$75 million

Metro (\$5MM)
Metro (\$4MM)
Foundations (\$11MM) pari-passu
Originating CDFIs Estimated at \$55million (\$36-66million)

Program Structure

The recommended approach is a debt Program with different tranches of capital based on risk tolerance of each participant, leveraging CDFI capital and adding a layer of financing that is not currently available from financial institutions.

The Program “Project Loans” will be structured as participations (or, potentially, syndications if it appears later to be a better option):

- a. A loan from an originating CDFI (senior) to the project borrower;
- b. A participation from the SPE in the project loan (subordinate).

The SPE will have a strong administrative agent (as described below). The foundations and Metro will enter into a credit agreement to lend their funds (each making a single loan) upfront, to the SPE. The SPE will in-turn buy participations in project loans at the time the Originating CDFI is closing a project loan. The CDFIs will fund project loans directly at the time they close, and only the loans they originate. Each Originating CDFI will underwrite, service and manage loan repayments for the loans it originates, including the portion participated to the SPE.

The SPE, which might be a Delaware Limited Liability Company (LLC), will be formed and constituted by three to five CDFIs that meet the qualifications of originating CDFIs and are “owners” of the entity, with a limited role for the managing member of the SPE, who should have no control over the entity to avoid consolidation issues. A CDFI will be named as an “Initial Administrative Agent” to set up the program (which includes acting as the managing member of the SPE), and later on as the Administrative Agent to manage the program's pipeline, serve as the intermediary between the SPE and the originating CDFIs to manage the approval, closing and funding process of the project loans, and handle administrative duties for the SPE, including reporting.

There are a few key points to note in regards to the structure:

- The proposed structure reflects an attempt to have a streamlined process, and at the same time allow Metro and the foundations to make one loan to an entity, versus having to book loans for each transaction.
- The CDFIs will fund project loans directly at the time they close, and only the loans they originate;
- The foundations and Metro would fund the loans to the SPE in Year 1 in a couple of installments to avoid ongoing capital calls;
- Fees will be consistent with fees on similar funds such as TOAH or Golden State Acquisition Fund, to support the duties described above. Fee will be confirmed as the Program gets set up, reflecting the final structure, roles and responsibilities.
- The start-up budget will include a small set aside to pay for administrative costs for a couple of

years.

- Underwriting Standards for the Program will be prepared, adopted by the Administrative Agent, and approved by Metro, the foundations and Originating CDFI's as part of the set up process. The standards will provide a working baseline for loan amounts, eligible project types, interest rates, loan-to-value ratios and other terms of the Program loans

Qualifications for Lenders to Originate through the Program:

All originating lenders must be nonprofit CDFIs with at least ten years experience in the Los Angeles County region, with originations of at least \$50 million in multifamily affordable lending, acquisition and predevelopment financing, with projects using Low Income Housing Tax Credits and leveraging local public resources. Among an estimated 20 CDFIs active in LA County, a subset of 4 to 6 might qualify. The Administrative Agent will review the originating lender applicants to ensure that each meets the portfolio size, financial strength, and portfolio quality criteria. The final selection of the lenders will be made by the SPE members as well as Metro and the foundations.

Program Terms:

- 13-year Program, with a 3-year initial origination period, to allow for loan terms of a maximum of 10 years (Metro/PRI and CDFI contributions to be co-terminus)
- Project loan terms as short as 2 years up to 10 years (as 2 consecutive 5-year terms) depending on the Product
- Revolving Program, with new loans originated as loans are repaid.
- Eligibility Criteria:
 - Project sites located within a half mile of a high quality transit node ("HQTN"), as defined on Page 2, including future stations or stops anticipated to be completed within the next 10 years. There must be a safe path of travel to transit from the project. Residents of the project must be able to safely walk or bike to a nearby transit stop or station on existing or planned sidewalks or bicycle lanes and crosswalks at major intersections.
 - Projects with long term affordability restrictions placed as part of the future development plans – see details below on the approach for each Product:
 - **100% Affordable:** 100% of units restricted to 60% or below AMI (or meet mixed-income rules below); or
 - **Mixed-Income:** Minimum 75% of residential units restricted to 60% or below AMI to receive full loan; if less than 75%, project loan amount will be adjusted; or
 - **Mixed-Use:** Minimum 75% of total square footage will be developed as affordable housing restricted to 60% or below AMI to receive full loan; if less than 75%, project loan amount will be adjusted.

Partners' Role and Capacity

The Program will have a management and governance structure that reflects the learnings from other successful CDFI-managed funds and programs.

Program Management:

The Administrative Agent will manage the Program day-to-day operations of the Program, including the project loans approval process, financial management and reporting.

Each Originating CDFI will service and track its project loans, including the portion syndicated to the SPE.

Loan Approval Process:

The approval process for project loans is intended to support a quick turnaround to allow developers to compete with the market. The Originating CDFIs will certify compliance with underwriting guidelines and the foundations/Metro will have three business days to approve a project loan on that basis. There will not be a separate loan committee. The Administrative Agent will serve as the intermediary between the SPE and its funders and the Originating CDFIs, to get the project loans closed, but will not review or approve the other Originating CDFIs' underwriting.

SPE Governance:

The governance structure for the SPE will comply with California law and IRS codes.

Procedures:

The Program will make and purchase loans that fit the Program's mission. The Administrative Agent will accept project loan applications from Originating CDFIs on an open window basis, and manage the pipeline, with a clear process to reserve funds. All the pre-approved Originating CDFIs will be able to originating project loans into the Program.

Geographic Diversity

Project loans will be offered on an open window basis. The CDFI administrative agent, with the program participants, will engage in a robust marketing and outreach strategy to ensure that potential borrowers in all communities with qualifying HQTAs or stations have the opportunity to benefit from the program.

Approvals

Upon pre-approval by the Metro Board, and the foundations the initial Administrative Agent will prepare the following final documents for consideration and approval by each investing entity's delegated stakeholder:

1. Credit Agreement between Metro and the foundations as lenders and the SPE as borrower
2. Legal documentation required to form the SPE
3. Template documents for the syndicated project loans, including an Agency Agreement between the Originating CDFIs and the SPE
4. Underwriting guidelines for loans
5. Loan origination and servicing procedures
6. Administrative Agent management contract with the SPE
7. LA TOC budget

Metro and the foundations will work with the Administrative Agent to negotiate and approve these documents.

Partners

Low Income Investment Fund (LIIF): Since its inception over 25 years ago, LIIF has provided over \$1.9 billion of financing and technical assistance to community organizations, leveraging an additional \$9 billion of capital and providing 1.8 million low income people with stable housing, quality child care, high performing schools, and vital community services.

Enterprise Community Partners (ECP): Enterprise Community Partners has more than two decades of experience in providing capital needed to create and preserve approximately 100,000 affordable homes across the nation. ECP's affiliate, the Enterprise Community Loan Fund, has invested more than \$1.3 billion to support affordable homes for low-income households, as well as facilities that support education opportunities, access health care, and small business growth. The Loan Fund also leverages financial, technical and policy resources from across all of Enterprise Community Partner's leading entities, providing specialized expertise and financing structures to support borrowers' community development goals.

California Community Foundation (CCF): CCF has been working since 1915 to transform generosity into impact to realize a stronger, healthier and more prosperous future for all Angelenos. Since 2000, CCF has tripled its assets, received more than \$2.2 billion in donor contributions and given out almost \$2 billion in grants, making CCF the fourth largest community foundation in the United States based on total giving.

Los Angeles County Metropolitan Transportation Authority (Metro): Metro serves as transportation planner and coordinator, designer, builder and operator for Los Angeles County. More than 9.6 million people – nearly one-third of California's residents – live, work, and play within its 1,433-square-mile

service area. Metro envisions the creation of “transit oriented communities” (TOC). TOCs represent an approach to development focused on compact, walkable and bikeable places in a community context (rather than focusing on a single development parcel), integrated with transit.

Exhibit 1: Diagram of Metro MATCH Proposed Structure

References:

Maintaining Diversity in America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change, Dukakis Center for Urban and Regional Policy, October 2010.

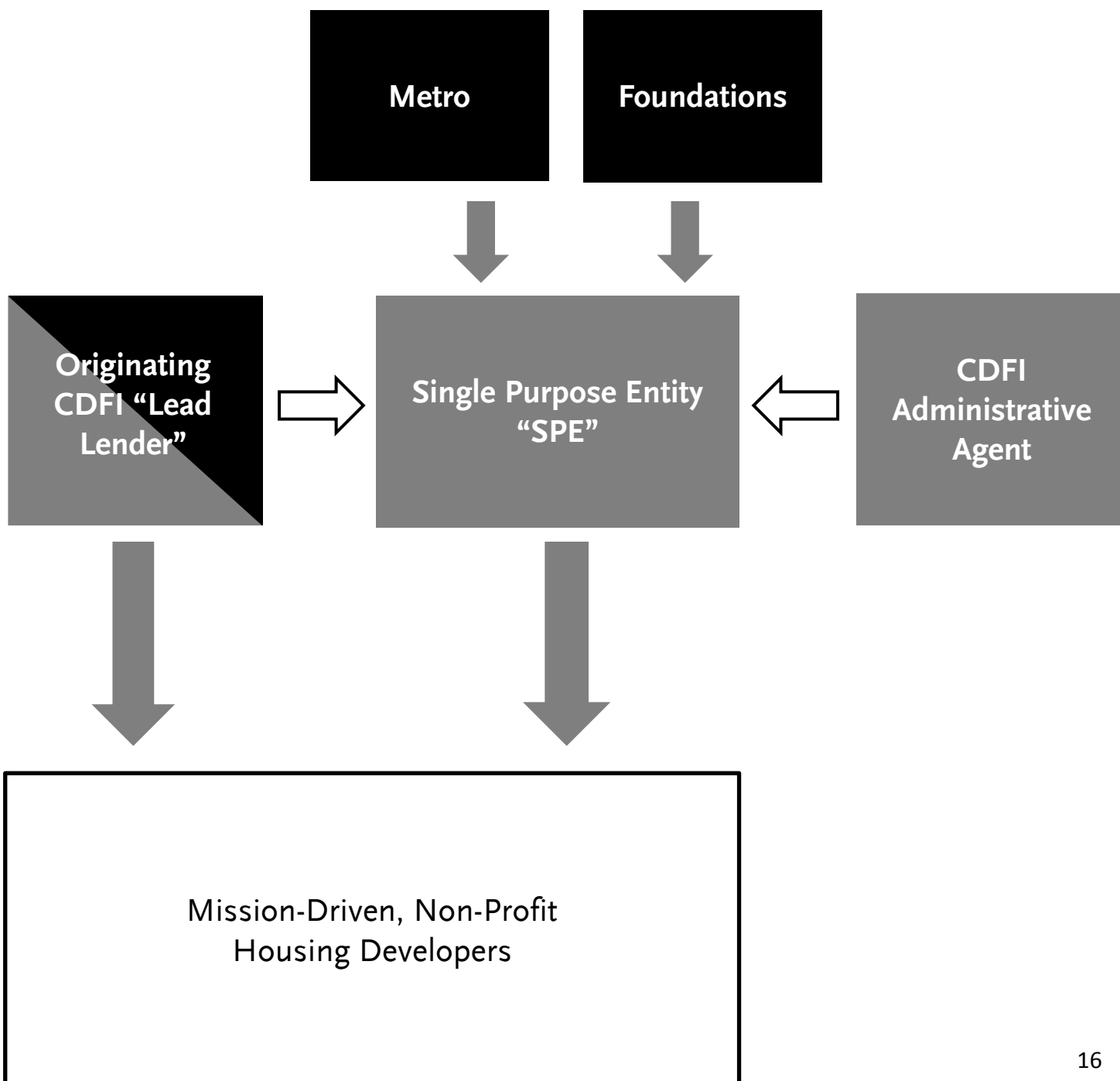
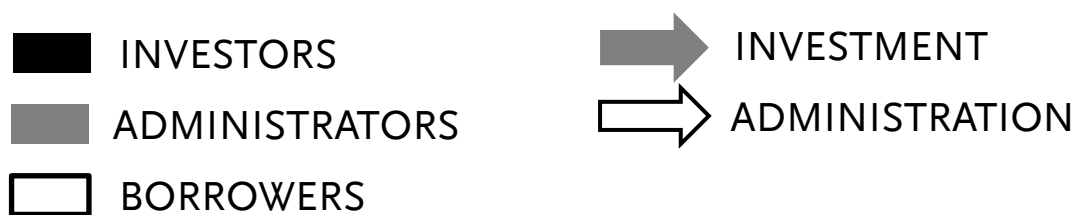
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How Los Angeles County’s Housing Market is Failing to Meet the Needs of Low-Income Families, California Housing Partnership Corporation, May 2014.

Incentives to Encourage Equitable Development in Los Angeles County Transit Oriented Districts, Center for Transit-Oriented Development, Enterprise Community Partners, and Low Income Investment Fund, July 2013.

Casden Real Estate Economics Forecast: 2016 Multifamily Report, USC Lusk Center for Real Estate, 2016.

Exhibit 1: Diagram of Metro MATCH Proposed Structure



TRANSIT ORIENTED COMMUNITIES (TOC) – SMALL BUSINESS PROGRAM TERMS

Overview

The Metro Transit Oriented Communities (TOC) Small Business Program will provide low - interest, flexible loans to support tenant improvements of ground-floor retail space and enable spaces to be occupied by small business. The loans will be offered to developers of new projects, and/or owners of buildings with vacant ground floor retail spaces, with a priority for affordable housing projects and businesses near transit centers. Owners/developers would be required to pass on savings from the loan terms to small business tenants through either:

- Below market rent payments (owner/developer would supply data to prove)
- Flexible lease terms

Program Attributes

- Hard loan (would be repaid), allowing the program to revolve
- Aimed at local small businesses
- Addresses issue of vacant ground floor space in affordable housing and mixed use projects
- A lien would be placed on the property to collateralize the loan
- If a business fails, or is unable to repay, their tenant improvements could be used by a new small business tenant

Administration

The loan program would be administered by Community Development Commission of the County of Los Angeles (LACDC). The LACDC will provide door to door outreach services to identify eligible business tenants, and the developer/owner will be expected to assist as well. Because of the high service level associated with tenant improvement loans to small businesses, and the need for direct and targeted outreach, the program has relatively high administrative costs. Based on discussions with LACDC, a minimum of \$1,000,000 must be committed to the program. Of that total, \$184,225 would cover program administration and marketing and \$815,775 could be provided in loans. The relatively high cost of administration per loan is due to the outreach and increased administration associated with targeting small business.

Eligible Geography

- 1. Metro Joint Development Project
- OR
- 2. New development project or existing property within 500 feet of fixed-guideway stations and/or intersection of two 15 min max frequency peak period buses (of any bus operator)
- AND
- 3. Projects should be geographically distributed throughout the County, not concentrated in a single area.

Eligible Small Business Tenants

- a. Small Business – Fewer than 100 full-time employees, annual revenues of less than \$14 million (consistent with the LA County definition)
- b. Local businesses (LA County) which have been operating for at least three years
- c. Businesses are required to have a minimum of 2 years of positive cash flow.
- d. Tenant must have at least a 3-year lease, with an option to extend for an additional 2 years for a total of 5 years, which would run the length of the loan
- e. The fund would not fund the following business types:
 - 1. Fast Food
 - 2. Check Cashing
 - 3. Liquor Stores / Smoke Shops
 - 4. Pawn Shops
 - 5. Firearms Retailers
 - 6. Formula Retail (chain stores)

Eligible Buildings

- a. Buildings must be new buildings without funding sources for retail tenant improvements in their underwriting or existing buildings with retail spaces that have been vacant for at least 1 year.

Approximate Loan Sizes and Terms

- a. Maximum \$100,000 per loan
- b. Maximum 5-year loan term

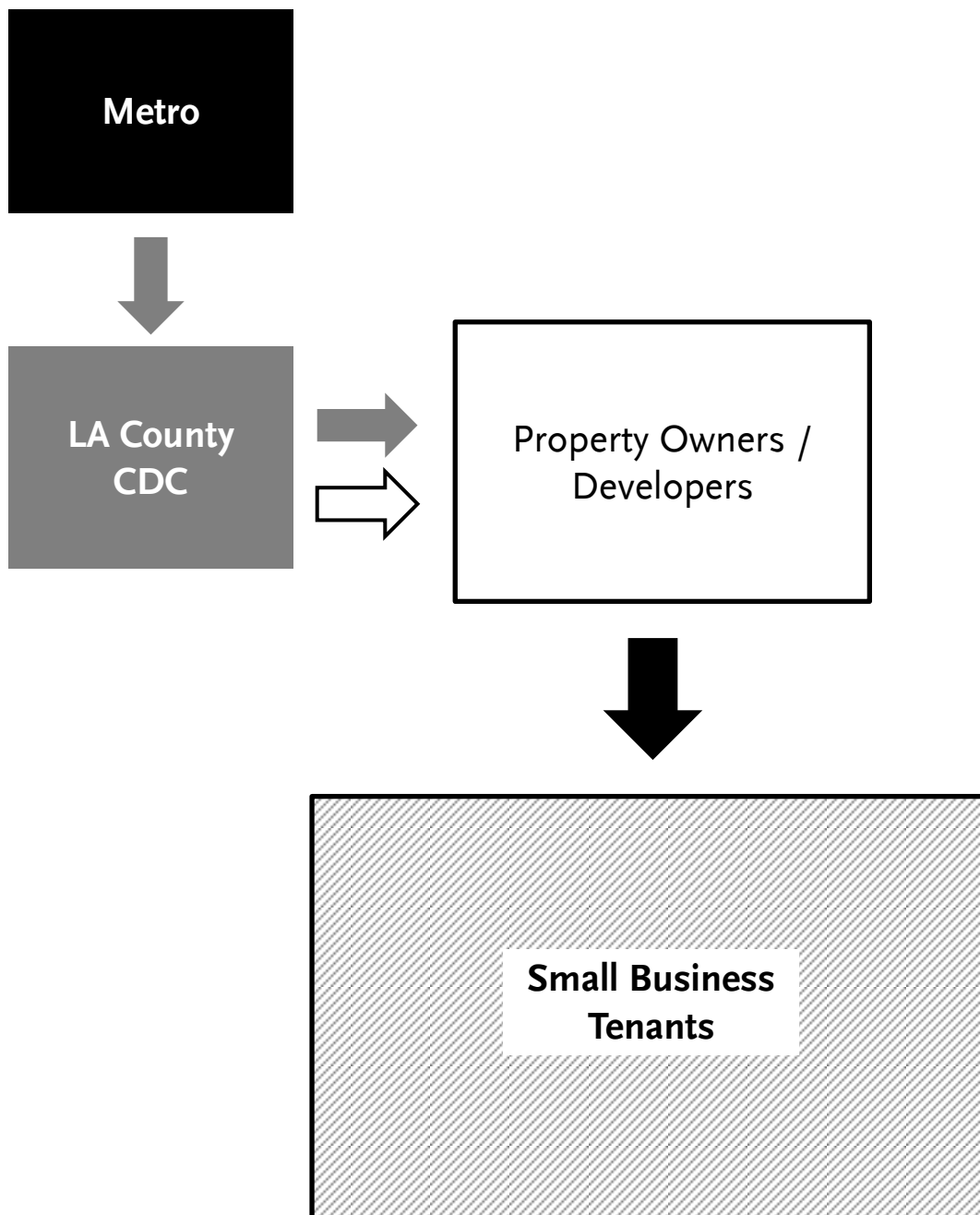
Management / Reporting Requirements to Metro

Quarterly reports detailing:

- a. Loan disbursement by geography
- b. Default/Repayment rates
- c. Summary of impacts: new jobs, change in business revenues, other

Exhibit 1: Diagram of Metro TOC Small Business Program Proposed Structure

Exhibit 1: Diagram of Metro TOC Small Business Program Proposed Structure





Board Report

File #: 2016-0457, File Type: Contract

Agenda Number: 46.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

**SUBJECT: REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS
(RIITS) MODERNIZATION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five-year firm fixed price contract, Contract No. PS520450021002, to Parsons Transportation Group, Inc., in the amount of \$4,725,226 for the **modernization of the Regional Integration of Intelligent Transportation Systems (RIITS)**; and
- B. APPROVE Contract Modification Authority specific to Contract No. PS520450021002 in the amount of \$1,000,000.

ISSUE

RIITS was designed, developed, and deployed as a demonstration project and prototype system in 2004 to integrate, store, share, host, operate, maintain and expand on the sharing of transportation related data in the region. Since the initial prototype deployment, there have been a number of individual component improvements; however, there has not been a complete systematic upgrade and modernization. Modernization is required to ensure the ability of RIITS to effectively and efficiently serve the transportation needs of the region, take advantage of new technologies and enable the exchange of new data as they become available.

DISCUSSION

The RIITS program's roots can be traced back to the 1984 Olympics when the need to coordinate inter-agency and inter-jurisdictional traffic management operations became essential. From that need and experience, and as a result of the implementation and deployment of intelligent transportation systems (ITS), which created real-time data, the idea of RIITS was conceived. In 2004, the three party Memorandum of Understanding (MOU) between Metro, the City of Los Angeles, Department of Transportation (LADOT) and Caltrans, District 7 was executed to officially designate/adopt RIITS as a program.

RIITS consists of a network, system, and administrative processes to exchange real-time or near real-time transportation data amongst agencies in Southern California. Initially, the data consisted of freeway traffic data from Caltrans District 7, traffic signal data from LADOT and transit data from Metro. RIITS was able to collect, compile and exchange data amongst the agencies and also provide the combined data to the public. Since 2004, RIITS has expanded the network to include Caltrans Districts 8 and 12, California Highway Patrol (CHP), Foothill Transit, Los Angeles County Public Works (IEN), Waze and others. As more data becomes available through each agency, as a result of the deployment of ITS products, that data is made available to program participants through RIITS.

RIITS may exchange data of any type and quantity including census data for planning purposes, transit related data from buses and rail, traffic related data from signal systems as well as the exchange of video. Traffic data exchanged through RIITS is used for travel times and for the development of navigation applications by private companies. As RIITS is a platform for the exchange of information, it also includes a large communications network throughout Southern California that is used to exchange information on police, fire, and nearly any event within the region that may be used for situational awareness.

As a service, RIITS has not only expanded its available data but has also become the primary data source for the Southern California 511 traveler information system. Additionally, RIITS developed and deployed the prototype Archived Data Management System (ADMS) which successfully used real-time data to store and create a data warehouse providing historic data for near real time analysis of transportation based on current data rather than models based on data that may only be collected once per year or more, enabling better management.

As a result of a variety of factors (including technological advances, implementation of ADMS, expanding implementation of ITS), RIITS as currently deployed is not able to efficiently meet increasing demands and opportunities. The modernization of RIITS will better meet today's needs through the implementation of a modern self-service multi-tenant hybrid-cloud architecture that enables the development and implementation of future transportation programs and projects through a collaborative approach supported by data and technology. The modernization of RIITS will provide a more streamlined, efficient, adaptable, user friendly, open and dynamic data environment concentrated on the needs of the user to enable and promote the collection, sharing and storing of transportation and associated data in order to improve existing transportation systems and spur innovation. More specifically, it will improve RIITS' ability to integrate new data sets from agencies as they are developed and share the data with the appropriate partners. The modernized RIITS will also integrate ADMS as a full production system, provide data to Southern California 511, and support planned transportation advancements, such as integrated corridor management programs, connected vehicle opportunities and other related projects.

As this is a five-year technology contract to meet the transportation and partner data needs, it is highly improbable that all future advancements or needs can be fully identified at this time. As a result, staff is recommending that the delegated contract modification authority be raised to \$1 million to facilitate incorporation of new technologies, partners, services, or data that emerge over the course of the period of performance.

Metro's agreed upon role with the partner agencies through the MOU is to administer, develop, upgrade, operate and maintain RIITS. Modernization of RIITS will allow Metro to continue to meet its commitment to the region to develop, upgrade, operate, and maintain RIITS while continuing to promote collaboration and coordination through the use of technology, partnerships and user agreements.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not have any direct impact on the safety of the public and our employees. There is an indirect improvement in safety to the public as coordinated efforts to distribute data/information through RIITS will provide better, actionable, and more accurate transportation data and information.

FINANCIAL IMPACT

Funding in the amount of \$4,618,000 in cost center 3351, project 405526 is included in the FY17 budget. This funding includes the cost of the modernization of RIITS. As this is a multi-year contract, the cost center manager and the Executive Officer of the Congestion Reduction department will be responsible for budgeting for RIITS in future years.

Impact to Budget

RIITS is funded with Proposition C 25% Streets and Highways funds. These funds are not eligible for and have no direct impact on transit operations. The initial development and deployment costs have been included in the FY17 budget request. The operation of the modernized RIITS will be more efficient than the current system and is not anticipated to have a negative impact on future budgets.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this contract to modernize RIITS. This is not recommended as Metro would not be able to meet current demands and will be unable to take advantage of the opportunities provided in today's rapidly emerging field of big data analytics, to compile data, and collaborate with partners to improve transportation and mobility within the region.

NEXT STEPS

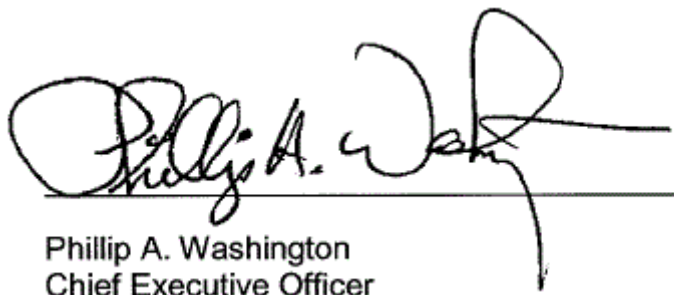
Upon approval by the Board, staff will execute Contract No. PS520450021002 with Parsons Transportation Group, Inc. to modernize RIITS.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Kali K Fogel, RIITS Administrator, (213) 922-2665
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Reviewed by: (213) 922-3061
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(213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS
(RIITS) MODERNIZATION/PS520450021002

1.	Contract Number: PS520450021002	
2.	Recommended Vendor: Parsons Transportation Group, 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: October 21, 2015	
	B. Advertised/Publicized: October 21, 2015	
	C. Pre-Proposal/Pre-Bid Conference: November 3, 2015	
	D. Proposals/Bids Due: January 25, 2016	
	E. Pre-Qualification Completed: March 24, 2016	
	F. Conflict of Interest Form Submitted to Ethics: May 12, 2016	
	G. Protest Period End Date: August 24, 2016	
5.	Solicitations Picked up/Downloaded: 124	Bids/Proposals Received: 6
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Kali Fogel	Telephone Number: (213) 922-2665

A. Procurement Background

The Board Action is to approve Contract No. PS520450021002 issued in support of the procurement of hardware, software and related services for the modernization of the Regional Integration of Intelligent Transportation Systems (RIITS). The procurement seeks a technology-based solution that upgrades the data processing system's collection, management, and exchange of transportation data obtained from different public agencies.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a Small Business Enterprise (SBE) goal of 20% (SBE 17% and DVBE 3%).

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

- Amendment No. 1, issued on November 6, 2015, removed Good Faith Effort (GFE) requirements, revised SBE/DVBE instructions, updated the list of SBE-certified firms, and provided the pre-proposal conference agenda, PowerPoint presentation slides, sign-in sheets, and the planholders' list.
- Amendment No. 2, issued on November 10, 2015, extended the proposal due date and date for submitting questions.

- Amendment No. 3, issued on December 10, 2015, updated the submittal requirements to clarify what is included in the proposal page limit, updated the evaluation criteria to notify proposers that scores may be adjusted based on their oral presentations, revised the statement of work to increase the time for setting up the Solution and initial data, provided responses to the first set of proposer questions, provided a list of estimated data sources, and extended the proposal due date.
- Amendment No. 4, issued on December 30, 2015, updated the statement of work to include liquidated damages, increase the time for populating the Solution and apply industry terms to describe scope requirements, updated responses to the first set of proposer questions, and provided responses to the second set of proposer questions.
- Amendment No. 5, issued on January 6, 2016, extended the proposal due date.
- Amendment No. 6, issued on January 11, 2016, provided responses to the third set of proposer questions and updated the evaluation criteria to notify proposers that scores may be adjusted based on their product demonstrations at oral presentation.

A pre-proposal conference was held on November 3, 2015, and attended by 58 participants representing 45 companies. There were 338 questions asked and responses were released prior to the proposal due date. A total of 124 firms downloaded the RFP and were included in the planholders' list. A total of six proposals were received on January 25, 2016.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from Congestion Reduction, Metro Highway Programs, Information Technology Services, City of Montebello Information Technology Division, and Caltrans Intelligent Transportation Systems Operations Division, was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated by the PET in accordance with the following evaluation criteria and associated weights:

- | | |
|--|-----|
| • Understanding of the Work and Approach | 70% |
| • Degree of Team Skills, Experience & Past Performance | 5% |
| • Price Proposal | 25% |

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements for professional services. Several factors were considered when developing these weights, giving the greatest importance to understanding of the work and approach.

Of the six proposals received, one proposal, Compuline International, Inc., was deemed non-responsive to the RFP submittal requirements and eliminated from evaluation.

On January 27, 2016, the remaining five proposals were distributed to the PET. During January 27, 2016, through April 1, 2016, the PET completed its independent evaluation of the proposals. Two firms, Applications Software Technology Corporation (AST) and Axiom xCell, Inc. (Axiom), were determined to be outside the competitive range. These firms were not included for further consideration.

AST's proposal did not demonstrate an adequate understanding of the work, and the proposal presented a cloud-based solution, which did not meet the RFP's hybrid-cloud requirement. Additionally, AST's proposal did not meet the SBE requirement.

Axiom's proposal recommended a cloud-based solution, which did not meet the RFP's hybrid-cloud requirement. The proposal did not explain how massive complex data sets from varied sources (i.e., "Big Data") would be processed or how analytics would be incorporated. The proposal did not provide a plan for modernizing the communications network.

The three firms determined to be within the competitive range are listed below in alphabetical order:

1. International Business Machines Corporation (IBM)
2. Kimley-Horn and Associates, Inc. (Kimley-Horn)
3. Parsons Transportation Group, Inc. (Parsons)

On April 1, 2016, the PET interviewed the three firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's understanding and approach to the contract, their respective qualifications, and respond to the PET's questions. Generally, all three firms elaborated on their vision for the modernized RIITS system and described each team member's role in performing the work. In addition, the firms conducted a demonstration of their proposed systems, tools and products.

The project manager and key personnel from each firm responded to the PET's inquiries regarding how public agency participation can be increased, how many data integrations can be completed annually, and how the communications architecture can be modernized using the existing communications network.

Qualifications Summary of Firms Within the Competitive Range

IBM is a multinational technology and consulting company that specializes in analytics, cloud computing, IT infrastructure, mobile applications, IT security, and

other related industries. With a spectrum of technology solutions, IBM's proposal presented a large catalog of products and tools.

IBM's proposal did not provide a transportation architecture. Although the proposal presented an impressive catalog of products and tools, it did not specify which and how those products and tools would be used. The oral presentation did not detail how different products and tools would be integrated. In addition, the products and tools require expert knowledge to implement and use. Users who do not have a computer programming background would find the products and tools difficult to use.

The proposal also did not present an institutional architecture. The proposal and the oral presentation did not present a plan for obtaining new data from current data sources and acquiring new data sources. No discussion was made as to the acquisition of new data from current sources or the acquisition of new data sources. Significantly, the proposal and oral presentation did not explain how training programs would be implemented to teach users how to operate the proposed products and tools.

Kimley-Horn is an engineering, planning, and environmental consulting firm that possess significant experience in the transportation industry. Kimley-Horn's proposal identified several products and tools that are intuitive, user-friendly, and effective.

Kimley-Horn's proposal did not present a communications architecture. The proposal did not describe how the communications network would operate, explain how products and tools would be integrated, and provide detailed illustrations of different components of the communications network. In addition, Kimley-Horn's oral presentation did not explain how Big Data would be processed and how data would be integrated from proprietary applications.

Kimley-Horn's proposal and oral presentation did not provide details as to how it intended to proactively obtain new data. Though the proposal suggested networking activities and presentations, it did not set forth a plan for active outreach. The proposal did not detail how the firm would extract new data from current users or target new data sources.

Parsons is an engineering and consulting firm that specializes in engineering design, public transportation, and intelligent transportation systems (ITS). Parsons' proposal demonstrated a comprehensive understanding of the work and presented a detailed approach to providing a technology-based solution for modernizing the RIITS system.

The proposal provided a communications and transportation architecture that identified products, explained their importance, described the technical approach, and provided illustrations of different components of the communications network. The oral presentation addressed alternative connections that may be utilized to reduce equipment failures, system interruptions, and network downtime.

In addition, the oral presentation addressed the number and the type of data integrations the firm could complete annually. The oral presentation also explained how data could be integrated from proprietary applications.

The proposal provided an institutional architecture that targets business users, not computer programmers. No coding or programming is required by the end user. The proposal set forth a plan to transition current users and acquire new data sources and identified different stages of outreach. The oral presentation explained how workshops, forums, and training programs would be utilized.

Moreover, the proposal provided the required hybrid-cloud solution. The proposal provided Big Data analytics tools that can be used by a non-technical end user and provided performance monitoring and measurement tools that provide data visualizations and reporting. The proposal provided social media connections to receive tweets and notifications, which the PET found useful for RIITS users, data source providers, and other stakeholders. The proposal provided an open solution that allows new or different tools to be introduced at any time. The proposal eliminated the dependence on a systems integrator, which is used by RIITS currently.

The final scoring determined that Parsons is the top ranked firm. A summary of the PET's scores is provided as follows:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Parsons Transportation Group, Inc.				
2	Understanding of the Work & Approach	88.00	70.00%	61.60	
3	Degree of Team Skills, Experience & Past Performance	82.00	5.00%	4.10	
4	Price Proposal	100.00	25.00%	25.00	
5	Total		100.00%	90.70	1
6	Kimley-Horn and Associates, Inc.				
7	Understanding of the Work & Approach	74.00	70.00%	51.80	
8	Degree of Team Skills, Experience & Past Performance	76.00	5.00%	3.80	
9	Price Proposal	74.00	25.00%	18.50	
10	Total		100.00%	74.10	2
11	International Business Machines Corporation				
12	Understanding of the Work & Approach	68.00	70.00%	47.60	
13	Degree of Team Skills, Experience & Past Performance	62.00	5.00%	3.10	
14	Price Proposal	28.40	25.00%	7.10	
15	Total		100.00%	57.80	3

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations.

The negotiated amount includes the integration of current data sources and a select range of new data sources to be added progressively at intervals. In contrast, the ICE, ~~which~~ takes a broad and inclusive approach that includes ~~nonessential the full suite of potential~~ upgrades ~~and partners, accounts for as well as~~ the immediate integration of all potential and possible data sources.

Moreover, the ICE includes the deployment of advanced video systems, modernization of the entire communications network, and extensive outreach and training support services (including outreach and training support services relating to the integration of all potential and possible data sources and the deployment of advanced video systems).

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1	Parsons Transportation Group	\$4,725,228	\$7,174,749	\$4,725,226
2	Kimley-Horn and Associates, Inc.	\$6,395,995	\$7,174,749	N/A
3	International Business Machines Corporation	\$16,640,586	\$7,174,749	N/A

D. Background on Recommended Contractor

The recommended firm, Parsons, headquartered in Pasadena, California, has been in business for over 70 years in engineering design, public transportation, and intelligent transportation systems (ITS). The firm has completed over 30 ITS systems integration projects, which have involved data integration, software development, agency interface development, cloud computing, data analytics, multimodal transportation operations, and TMS operations. Parsons was responsible for the design of the San Diego Integrated Corridor Management (ICM) System, Gateway TIS (GTIS) for the Gary-Chicago-Milwaukee (GM) Corridor, and the Caltrans District 7 Advanced Transportation Management System (ATMS).

The proposed team is composed of Parsons and four subcontractors (two SBE firms, one DVBE firm, and one non-SBE/DVBE subcontractor). The proposed project manager has 26 years of experience in the ITS industry, the majority of which has been focused on the design, development and deployment of ITS software and technology systems. The proposed project manager led the development of the San Diego I-15 Integrated Corridor Management and Caltrans District 7 South Bay Dynamic Corridor Congestion Management (DCCM) Project.

In addition, key staff have more than 40 years of experience in software development, cloud computing, data analytics, database design, systems engineering, project management, IT security, communications design, data integration, LAN/WAN design and troubleshooting, server/desktop configuration, installation and repair, switch, router, and firewall configuration, backup/disaster recovery, and infrastructure cabling. Overall, staff have well over 100 combined years of experience in multimodal information systems, technology systems, and systems engineering in the ITS industry.

The proposed project team has worked with a diverse range of public agencies across the nation in developing, operating, or integrating RIITS-like systems. Local agencies include Metro, Caltrans, Los Angeles County Department of Public Works, and cities across the County of Los Angeles.

With its extensive knowledge in ITS solutions and experience with stakeholders, Parsons demonstrates a thorough understanding of the requirements necessary for modernizing the RIITS system.

DEOD SUMMARY

REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS
(RIITS) MODERNIZATION / PS520450021002**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% small business participation goal for this solicitation, inclusive of a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE). Parsons Transportation Group, Inc. exceeded the goal by making a 23.13% commitment, inclusive of 17.96% SBE and 5.17% DVBE.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	17.96% SBE 5.17% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

SBE Subcontractors	% Commitment
Sarakki Associates	16.38%
System Metrics Group (SMG)	1.58%
Total SBE	17.96%

DVBE Subcontractors	% Commitment
Virtek Company	5.17%
Total DVBE	5.17%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0549, File Type: Program

Agenda Number: 47.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

**SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE
PLAN - ROUND 2**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

APPROVE the following actions for **Round 2 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program**, in the amount of \$54,155,000.

- A. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110;
- B. a total of \$13,800,000 for continued incremental Transit Service improvements (see Attachment A for detailed distribution).
- C. a total of \$5,580,000 for Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment B)
- D. the I-10 recommended projects and funding awards totaling \$10,239,525 and program \$920,475 in reserve for the corridor as shown in Attachment C
- E. the I-110 recommended projects and funding awards totaling \$17,615,000 which includes \$875,000 from Round 1 as illustrated in Attachment D
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for cost increases; and,
- G. AUTHORIZE the Chief Executive Officer (CEO) or his designee to enter into funding agreements with grantees and Transit service providers.

ISSUE

In October 2015 the Board approved the Guidelines for the Net Toll Revenue Allocation (Attachment E) and in January 2016 the Board approved the application package, including the evaluation criteria, for the grant program (Attachment F). Staff began the grant process in early February with a Board approved submittal deadline of May 16, 2016. A total of 28 applications requesting \$60,328,680 in

funding were received. Based on the technical evaluations and in consultation with the Corridor Advisory Group (CAG) Subcommittee, staff recommends funding of 21 projects totaling \$27,854,525 in Metro grant approval.

Based on the October 2015 Board approved fund estimates, staff also recommends the following funding allocations: \$6,000,000 in reserve funds; \$13,800,000 for continued funding of incremental transit service improvements along both corridors and \$5,580,000 for Caltrans improvements within the I-10 and I-110 freeways.

DISCUSSION

State law requires that net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. In October 2015 the Board approved the re-investment framework for the expenditure plan with the following conditions:

1. Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. A set aside of funds to be placed into a reserve account ;
3. Funding for the continuation of the incremental Transit Service improvements to address social equity considerations;
4. A set aside of 20% of the available grant funds to Caltrans for corridor improvements;
5. Any remaining funds available for allocation to the Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI);and,
6. Grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 and I-110 ExpressLanes within a three mile radius. Projects beyond a three mile radius must demonstrate regional significance.

Per the approved guidelines, the baseline targets of 40% for Transit Improvements, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements were identified as goals, however the actual allocation of the funds is based on the merits of the proposed projects and programs, irrespective of modal category.

Funding Availability

Round 2 Final funding targets are as follows:

	Net Toll Revenues	Available to I-10 Corridor	Available to I-110 corridor
Round 2 Funds Available	\$53,280,000		

Round 1 Reserve (I-110)	\$875,000		
Net Funds Available	\$54,155,000		
Reserve Funds (3%)	\$6,000,000		
Transit Service	\$13,800,000		
Caltrans	\$5,580,000		
Subtotal	\$25,380,000		
Grant Funding	\$27,900,000	\$11,160,000	\$16,740,000
Transit Use (40%)		\$4,464,000	\$6,696,000
System Connectivity/ Active Transportation (40%)		\$4,464,000	\$6,696,000
Roadway Improvements (20%)		\$2,232,000	\$3,348,000

As part of Round 2, \$27,900,000 is available for grant funding which represents a 41 percent increase in available funding over Round 1. Additionally, the distribution of funds between the two corridors reflects the level of funding generated in each corridor. The recommended funding level for the I-110 projects reflects the inclusion of \$875,000 from Round 1 which was placed in reserve for the corridor. The recommended funding level for the I-10 projects reflects \$920,475 in Round 2 unprogrammed funds which will be placed in reserve for future projects within the corridor.

Reserve Funds

Per the adopted guidelines, reserve funds are set aside to ensure availability of toll funding to cover unexpected costs required for the operation of the ExpressLanes to avoid the use of general funds. Staff is recommending a set aside of \$6,000,000 in reserve.

Transit Service

The adopted guidelines approved the continuation of funding for transit service improvements that were part of the original Congestion Reduction Demonstration (CRD) project. This funding is

provided through a direct allocation to the transit providers to subsidize the incremental operating costs. These transit enhancements are a benefit for low income commuters along the ExpressLanes corridors and have proven to be one of the major success stories for the project. Transit agencies that receive this direct allocation include: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's Silver Line service. A breakdown of the funding can be found in Attachment A.

Caltrans Set Aside

In addition to receiving funding on an annual basis for ongoing maintenance of the ExpressLanes, Caltrans has received \$6.6 million in prior years through Round 1 of the Net Toll Revenues as well as the Bi-Annual Work Plan. As part of Round 2, staff recommends \$5.58 million in funding to Caltrans for three projects outlined in Attachment B.

Evaluation and Ranking of Grant Applications

In February 2016, staff distributed the application package to eligible applicants through the South Bay, San Gabriel, and Gateway Councils of Governments, the County of Los Angeles, and Metro. Notice was also sent out to City of Los Angeles's elected officials and staff and to Metro's Community Relations Managers. Potential applicants were then invited to a workshop to review the application and evaluation process. The I-110 Workshop was held on March 3rd at the South Bay Council of Governments (SBCCOG) office in Torrance. The I-10 Workshop was held on March 8th at Metro Service Council office in El Monte. Presentations on the Grant application package and process were provided in January 2016 to the Streets and Freeways Subcommittee and in February 2016 to the Technical Advisory Committee (TAC), Streets and Freeways Subcommittee, Local Transit Systems Subcommittee (LTSS), Arterial ITS Committee, and the San Gabriel Valley COG Active Transportation Working Group.

Applications were received on Monday May 16, 2016 and were reviewed for eligibility. 3 of the 28 applications submitted were deemed ineligible (Please see Attachments C & D for more detail). All projects submitted were sorted by corridor and reviewed and scored by the technical team comprised of Metro staff. Projects were then ranked based on scores.

Upon completion of the technical review, project applicants were invited to a meeting of the respective I-10 and I-110 Corridor Advisory Groups (CAG) Reinvestment Subcommittees. The subcommittees were formed from members of each CAG who volunteered to be on the review panel and represent the following agencies: City of Gardena, Great Streets, Los Angeles County Bicycle Coalition (LACBC), Los Angeles Neighborhood Initiative (LANI), San Gabriel Valley Economic Partnership, Fixing Angelenos Stuck in Traffic (FAST), Day One, Foothill Transit. The Subcommittee members were provided access to all project applications. After hearing all of the presentations from the applicants, CAG members then indicated their own project rankings based on the following: High= Project is a priority for funding; Medium= Project has potential and could be funded, if funds are available; and low=Project is not recommended for funding. High = 80; Medium = 70; Low = 60 points.

Final overall scores were averaged based on the technical review and CAG feedback and projects were then sorted into modal categories. An overall score of 70 was considered the cutoff line for

funding consideration. Any projects receiving an overall score of less than 70 were not recommended for funding. Funding recommendations were based on the score within the modal category and the amount of available funding.

Staff received 28 applications totaling \$60,328,680 in funding requests. Based on the technical evaluations and in consultation with the CAG Subcommittee members, staff recommends funding for 21 projects totaling \$27,854,525. The recommended projects reflect a modal distribution of 41% for Transit Use, 20% for Roadway Improvements, and 39% for System Connectivity/Active Transportation. Project funding recommendations are provided in Attachments C and D for the I-10 and I-110 respectively.

Due to funding limitations, staff worked with project sponsors to downscope 5 projects. As part of the new scope, sponsors identified portions of the project, as defined in the project description, that could be implemented with reduced funding.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on established safety standards and in many cases will improve safety in those locations where projects will be implemented.

FINANCIAL IMPACT

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. The FY 2017 budget includes funding for all recommended actions in cost center 2220. Since many of these are multi-year projects, the cost center manager and Executive Officer, Congestion Reduction, will be responsible for budgeting project expenditures in future years.

Impact to Budget

Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action. No other funds were considered due to the fact that these funds are specifically required to be reinvested within the two corridors per State Law. This activity will not impact ongoing bus and rail operating costs.

ALTERNATIVES CONSIDERED

The Board may suggest alternative projects for funding through the 2016 Net Toll Revenue Reinvestment Grant Program. This alternative is not recommended because each project was evaluated based on its technical merits in consultation with the Corridor Advisory Groups (CAGs). Additionally, any projects added to the recommended list will result in displacement of other projects from the funded list resulting in either removal of the project from the funded list or a reduction in the project's recommended grant amount.

NEXT STEPS

With Board approval of the recommendations, we will develop and execute funding agreements with project applicants. We will also amend the FY 17 budget and program the funds into the Regional TIP.

ATTACHMENTS

Attachment A - Transit Funding

Attachment B - Caltrans Funding

Attachment C - I-10 Grant Recommendations


Attachment D - I-110 Grant Recommendations

Attachment E - Guidelines for the Net Toll Revenue Allocation

Attachment F - Application and Guidelines for Net Toll Revenue Grant Application

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Phillip A. Washington
Chief Executive Officer

Annual Funding Breakdown for Incremental Transit Service

Agency	Lines	Annual Amounts
Foothill Transit	Silver Streak and Route 699	\$1,600,000
Gardena Municipal Bus Lines	Line 1X and Line 2	\$800,000
Metro	Silver Line	\$3,800,000
Torrance Transit	Line 4	\$700,000
Annual Total		\$6,900,000

Caltrans Work Plan for Improvements on I-10 and I-110 Corridors - Round 2 Net Toll Reinvestment Funding

PROJECT No.	City/ County	Rte	Post mile		Location	Capital \$ (1,000)	Support \$ (1,000)	Total \$ (1,000)	Description / Purpose
			Begin	End					
1	LA	10	20.000	26.000	Route 10, between Route 605 and East Los Angeles Interchange	\$650	\$195	\$845	Implementation of Adaptive Ramp Metering (DCRMS) - this includes upgrading communication to IP, upgrading controllers (170 to 2070), upgrading/fixing VDS/LDS and other related system upgrades.
2	LA	10	20.000	26.000	Route 10 , between Route 710 to Route 605	\$1,000	\$160	\$1,160	System Integration for Regional Freeway Ramp Metering System and Traffic Signal Control System for Incident Congestion Relief.
3	LA	110	7.762	21.000	Southbound and Northbound Route 110 Just South of Route 10	\$2,675	\$900	\$3,575	Pavement delineation improvements. Install double row of reflective Bott Dots pavement markers spaced every 4 ft. along Route 105 HOV lanes, in advance of the I-110 Nothbound Express Lanes direct connector. Install channelization along and between the Route 105 HOV lanes and the general purpose lanes, approaching the direct connector, replace overhead sign panels with new Type XI sheeting, install LED lighting system along major interchanges and ramps.
ESTIMATED TOTAL COST						\$4,325	\$1,255	\$5,580	

ExpressLanes Net Toll Revenue Reinvestment Grant Expenditure Plan (I-10)

Attachment C

Rank	Project Information				Scoring Information			Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation	Funding Availability \$11,160,000	
1	Procurement of two Electric Double Decker Buses	Foothill Transit	TU	\$1,392,000	80	77	78.5	\$1,458,000	\$1,458,000	\$9,702,000	Capital
	Replace 2 CNG Commuter Express buses with 2 all-electric double decker buses. One plug in charger will be included at Foothill Transit’s Pomona Operations & Maintenance facility.										
2	Accessible CNG-Fueled Vehicles for Access Services	Access Services	TU	\$300,626	79	77	78	\$1,130,925	\$1,130,925	\$8,571,075	Capital
	Purchase 20 alternative fueled Compressed Natural Gas (CNG) minivans to provide ADA complementary paratransit service.										
3	Downtown LA On Demand Mobility Connectivity Center * / **	City of Los Angeles	TU	\$1,448,500	70	74	72	\$992,000	\$992,000	\$7,579,075	Capital/ Operating
	Shared mobility service that will provide intermodal connectivity to the destinations and surrounding areas around Downtown Los Angeles. Will fund a mobility connectivity center, pop-up outreach & marketing events throughout DTLA to the South Park & Exposition Park communities of Los Angeles, along the Metro Expo Line, Chinatown, Union Station, & portions of Boyle Heights.										
Transit Use Category - Subtotal								\$3,580,925	\$3,580,925		
1	Whittier Blvd Transit Signal Priority Project *	County of Los Angeles	RI	\$98,400	77	75	76	\$516,600	\$516,600	\$7,062,475	Capital
	Deployment of intelligent transportation systems (ITS) infrastructure to enhance arterial operations and monitoring on Whittier Blvd between Indiana Ave. and Saybrook Ave. in East Los Angeles.										
2	City of Arcadia Transit and Pedestrian Mobility Enhancement Project *	City of Arcadia	RI	\$165,000	75	70	73	\$470,000	\$470,000	\$6,592,475	Capital
	Deploy innovative Connected Vehicle technology that will support next generation transit signal priority; improve intersection crossing; and communications to serve intersection operability and monitoring. The project limit consists of the shuttle route that runs along Baldwin Ave., Huntington Drive, Santa Clara St. & First Ave.										

Rank	Project Information				Scoring Information			Funding		Funding Availability \$11,160,000	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
3	Vision Zero I-10 Corridor Area Traffic Signal Improvements	City of Los Angeles	RI	\$0	74	70	72	\$776,000	\$776,000	\$5,816,475	Capital
	Install a new traffic signal at the intersection of Mohawk St. & Sunset Blvd. Upgrade the existing signalized intersection of 8th St. & Soto St. to include left turn phasing. Upgrade 3 existing signalized intersections to include pedestrian scramble phase at 6th St. & Alvarado St., 7th St. & Alvarado St., & Wilshire Blvd & Alvarado St.										
Roadway Improvements Category - Subtotal								\$1,762,600	\$1,762,600		
1	Eaton Wash Bike Path - Phase 1 *	County of Los Angeles	SC/AT	\$0	76	70	73	\$3,100,000	\$3,100,000	\$2,716,475	Capital
	Design & install a 1.1 mile long Class I bike path along Eaton Wash between Longden Avenue & Rosemead Blvd in the city of Temple City; Class III bike route along Muscatel Avenue; Grade separated crossing; 6 inverted bike racks and automated counters.										
2	Sixth Street Viaduct Mission/Myers Roundabout Project *	City of Los Angeles	SC/AT	\$2,552,000	74	70	73	\$2,300,000	1,796,000	920,475	Capital
	Construction of a roundabout near Mission Street and Myers Street between the 6th Street Bridge viaduct & the 7th Street Bridge viaduct.										
3	I-10 Freeway Washington/Toberman Underpass Pedestrian & Bicyclists Safety Enhancements	City of Los Angeles	SC/AT	\$0	61	67	64	\$670,000	Not Recommended		Maintenance
	Remove & replace existing lighting of underpasses & walkways.										
4	Big Dalton Wash Greenway & Neighborhood Connections *	City of Baldwin Park	SC/AT	\$88,863	Not Eligible. Requested funds for feasibility study only. No capital or operational component to the project.			\$445,600	N/A		Planning
	Feasibility Study for 6 miles of bikeways.										
System Connectivity/Active Transportation Category - Subtotal								\$6,515,600	\$4,896,000	\$920,475 available***	
Total for I-10 Project List								\$11,859,125	\$10,239,525		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

*** To be placed in reserve for the Corridor

ExpressLanes Net Toll Revenue Reinvestment Grant Expenditure Plan (I-110)

Attachment D

Rank	Project Information				Scoring Information			Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation	Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	
1	Community DASH Service Improvements Linking with Harbor Freeway Connections	City of Los Angeles	TU	\$441,420	80	77	78.5	\$1,765,680	\$1,765,680	\$15,849,320	Capital/ Operating
	Purchase 2 CNG fueled 35 foot buses. Re-route Dash Vermont/Main to serve the Slauson station on the Harbor Transit Way. Increase in service frequency on the Dash Vermont/Main.										
2	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express) **	Long Beach Transit	TU	\$400,000	79	74	76.5	\$600,000	\$600,000	\$15,249,320	Operating
	Partner with StubHub Center to provide L.A. Galaxy “game-day” shuttle service from the Metro Del Amo Blue Line Station and adjacent off-site park and ride lots.										
3	Carson Rapid Bus Priority System *	City of Carson	TU	\$268,709	72	80	76	\$584,150	584,150	\$14,665,170	Capital
	Improvements will be made at each stop along the Carson Circuit, which will include covered bus shelters, bike racks, improved lighting, wayfinding, and bike sharrows. Project will also improve transit service on game days.										
4	Torrance Transit System - Line 4 Express Buses and Relief Vehicles	Torrance Transit	TU	\$240,000	75	75	75	\$960,000	\$960,000	\$13,705,170	Operating
	Increase service to expand the Line 4 Express by changing it to a bi-directional weekday service, increasing the number of revenue vehicles in use and adding Saturday service.										
5	Bus Rapid Transit Freeway Station Sound Enclosure	LACMTA	TU	\$3,088,000	75	68	72	\$2,750,000	\$1,833,332	\$11,871,838	Capital
	Design & construct sound enclosure systems along the perimeter of the Bus Rapid Transit stations along the I-110 freeway at the Slauson Ave. and Manchester Avenue Harbor Transitway Stations.										
6	Willowbrook/Rosa Parks Station Improvements Project	LACMTA	TU	\$31,550,000	80	64	72	\$22,000,000	\$2,000,000	\$9,871,838	Capital
	Improvements to the Southern pedestrian crossing & entrance to the Blue Line platform including ramps, stairs, canopies, and lighting.										
7	Dodger Stadium Express - Harbor Gateway Extension **	LACMTA	TU	\$896,360	Not Eligible. Funding for this service was previously provided in Round 1 of the grant program			\$564,943	N/A		Operating
	Bus service from the Harbor Gateway Transit Center to Dodger Stadium with 6 bus stops.										
Transit Use Category - Subtotal								\$29,224,773	\$7,743,162		

Rank	Project Information				Scoring Information			Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation	Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	
1	I-110 Freeway Arterial Improvements	City of Carson	RI	\$1,760,000	78	72	75	\$1,760,000	\$1,760,000	\$8,111,838	Capital
	Implementation of intersection improvements at 10 intersections which are lacking bicycle & pedestrian amenities. Del Amo Blvd/Vermont Ave. - Add a left turn. Del Amo Blvd/Figueroa St. - Add a left turn, through lane, & right turn lane. Del Amo Blvd/Main St. - left turn & right turn lane. Hamilton Ave./I-110 southbound on/off ramps - signalize intersection & restripe southbound Hamilton Ave. to provide 2 left turns. Figueroa St./I-110 northbound on/off ramps - add a right turn lane to southbound Figueroa St. Figueroa St./Torrance Blvd. - Add a left turn to southbound Figueroa. Main St./Torrance Blvd - Restripe eastbound Torrance Blvd to provide an exclusive left turn lane. Carson St./Figueroa St. - Add a right turn lane. Avalon Blvd/Carson St. - Add a right turn lane.										
2	Gardena Transit Innovative ITS Rollout	City of Gardena Transit	RI	\$800,000	73	77	75	\$2,000,000	\$1,375,000	\$6,736,838	Capital
	Implement transit signal priority for 8.4 miles from the Harbor Gateway Transit Station to 120th Street in the city of Gardena.										
3	South Bay Arterial ITS Congestion Relief Project	County of Los Angeles	RI	\$136,640	79	62	70.5	\$717,360	\$717,360	\$6,019,478	Operating
	Installation of wireless communications at 20 intersections along Broadway and Main Street. 9 traffic signal controllers will be upgraded along Crenshaw Blvd. In addition a CV enabled, mobile accessible pedestrian signal system, for 3 intersections along Crenshaw Blvd.										
4	Vision Zero I-110 Corridor Area Traffic Signal Improvements	City of Los Angeles	RI	\$0	68	67	67.5	\$3,200,000	Not Recommended		Capital
	New traffic signals will be installed at 8 intersections 112th St & Wilmington Ave./42nd Pl. & Central Ave./75th St. & Broadway/88th St. & Western Ave./98th St. & Main St./84th St., 84th Pl. & Figueroa Blvd/ 112th St & Vermont Ave./168th St. & Figueroa St. 3 signalized intersections will get left turn phasing at Gage Ave. & Main St./Florence Ave. & Hoover St./62nd St. & Western Ave.										
Roadway Improvements Category - Subtotal								\$7,677,360	\$3,852,360		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Vermont Green Line Intersection Improvement Project *	County of Los Angeles	SC/AT	\$407,000	81	68	74.5	\$1,626,000	\$1,626,000	\$4,393,478	Capital
	Pedestrian oriented safety improvements at 6 intersections along Vermont Avenue between 110th St. & 120th St.										
2	I-110 Corridor Revitalization - Grand Avenue/Flower Avenue	City of Los Angeles	SC/AT	\$350,000	77	70	73.5	\$1,231,000	\$1,231,000	\$3,162,478	Capital
	Planning, outreach, capital improvements for bicycle & pedestrian connectivity at various intersections between Gage Avenue & Manchester Avenue.										
3	Firestone Blue Line Station Intersection and Bikeway Improvements Project *	County of Los Angeles	SC/AT	\$0	77	70	73.5	\$1,863,000	\$1,863,000	\$1,299,478	Capital
	Pedestrian improvements to 4 intersections; Firestone Blvd & Graham Ave., Florence Blvd & Holmes Ave., 87th Pl. at Compton Ave., 89th St. at Compton Ave.										
4	Dominguez Channel Bike Path Improvements *	City of Carson	SC/AT	\$30,000	72	73	72.5	\$2,208,000	\$1,299,478	\$0	Capital
	Design & construct a 1 mile bicycle & pedestrian path from Avalon Blvd to Carson Street on the Dominguez Channel levee. A Class I bike path with signage & striping.										
5	I-110 Freeway Washington Bl. Underpass Pedestrian & Bicyclists Safety Enhancement	City of Los Angeles	SC/AT	\$0	61	77	69	\$680,000	Not Recommended		Maintenance
	Remove & replace existing lighting of underpasses & walkways from 3rd Street in the north to Gardena Blvd to the South.										
6	Broadway Corridor Streetscape Project – 7 th Street to 8 th Street *	City of Los Angeles	SC/AT	\$346,000	64	67	65.5	\$3,767,000	Not Recommended		Capital
	Pedestrian & Complete Street improvements that include widening & upgrading of sidewalks, curb ramps, & bulb outs to the Broadway Streetscape between 7 th & 8 th Street.										
7	Arroyo Seco Bicycle and Pedestrian Trail	City of South Pasadena	SC/AT	\$1,940,110	Not Eligible. Outside of the 3-mile radius and not regionally significant. Project does not provide direct benefit to the corridor.			\$192,422	N/A		Capital
	0.6 mile trail along the Los Angeles River and the South Pasadena Woodland & Wildlife Park. Improvements requested for funding include include drip irrigation, signage, & water fountains with pet attachments.										
System Connectivity/Active Transportation Category - Subtotal								\$11,567,422	\$6,019,478	\$0 available	
Total for I-110 Project List								\$48,469,555	\$17,615,000		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership



Metro

Board Report

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

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-\$14,880,000	\$7,600,000-\$9,120,000
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%- 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 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

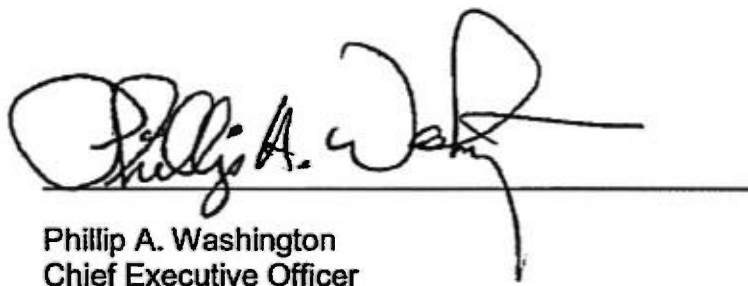
ATTACHMENTS

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

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

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Phillip A. Washington
Chief Executive Officer

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**
 - Access – Better integrating land-use and transportation planning to reduce trip lengths and increase travel choices
 - Prosperity – Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness
 - Green Modes – Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil
- **Create Community Value**
 - Community Development – Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity
 - Urban Greening – Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems
- **Conserve Resources**
 - 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
 - System Productivity – Increase the efficiency and ensure the long-term viability of the multimodal transportation system
 - 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 #:2015-1733, File Type:Program

Agenda Number:24.

**AD HOC CONGESTION REDUCTION COMMITTEE
JANUARY 20, 2016****SUBJECT: METRO EXPRESSLANES ROUND 2 NET TOLL REVENUE GRANT APPLICATION
PACKAGE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE the **Metro ExpressLanes Round 2 Net Toll Revenue Grant Applications** (Attachments B and C).

ISSUE

State law requires the net toll revenues generated from the Metro ExpressLanes be invested in the corridor from which they were derived, pursuant to an approved expenditure plan. In October 2015 the Board approved the guidelines (Attachment D) for allocation of net toll revenue. As part of this allocation, funding was approved for a grant program which includes three (3) transportation funding categories - Transit Uses; System Connectivity/Active Transportation; and Roadway Improvements. The application package requires Board approval prior to solicitation of grant proposals from local agencies.

DISCUSSION

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (Metro) goals for a more sustainable multi-modal countywide transportation system. To further advance these goals, staff initiated and the board approved Round 1 of the Net Toll Revenue Reinvestment Program in 2014.

The Round 2 scoring criteria furthers this objective in the following manner:

Transit Uses and Roadway Improvements - In the Innovative Transportation Technology, Practices, and Strategies criterion, five (5) out of the 15 points will be given to those applicants that partner with a non-profit agency.

System Connectivity/Active Transportation - For applications in this category, staff has identified 10 out of 100 points for partnership with Non-Profit agencies.

Eligible Projects/Programs

To be eligible for funds, the project, program, or enhanced transit service must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and demonstrates direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects/programs that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan, or other relevant sub-regional plan.

New Program Requirements

- Two versions of the application will be available. The first version will be for Transit Use and Roadway Improvements, the other for System Connectivity/Active Transportation. Project sponsors should submit an application in which the project would score the highest possible points under the evaluation criteria.
- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Encouraging, wherever possible, for eligible applicants to partner with a non-profit organization to deliver projects/programs.
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.

funding approval.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

The funding for approved projects will be derived from net toll revenues generated. The costs for the grant program are already included in the FY16 budget in Cost Center 2220, Congestion Reduction, in Project 307002 (ExpressLanes I-10) and Project 307001 (ExpressLanes I-110).

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended as State legislation requires that the net toll revenues be reinvested in the corridor where generated.

NEXT STEPS

Staff will distribute the application package and return to the Board with recommended projects based on the following schedule:

Board Approval of Application Package	January 28, 2016
Distribution of Application Package	February 12, 2016
Applicant Workshop	March 3, 2016 & March 8, 2016
Deadline for Grant Submissions	May 16, 2016
Presentation of Projects to CAGs	June 2016
Recommendation of Expenditure Plan Projects to Metro Board for Approval	July 2016
Allocation of Funds to Grantees	December 2016

ATTACHMENTS

Attachment A - Project Eligibility Guidelines

Attachment B - Project Application -Transit Uses and Roadway Improvements

Attachment C - Project Application - System Connectivity/Active Transportation

Attachment D - Adopted Guidelines for Net Toll Revenue Allocation

**Round 2 - Congestion Reduction
ExpressLanes Net Toll Revenue Re-Investment Grant
Project Eligibility Guidelines**

I. Overview

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation 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 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 been resulted 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).

II. Eligible Applicants

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, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible.

III. Eligible Projects

To be eligible for funds, the project/program must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) (see attached maps). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and provides a direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, the Metro Countywide Sustainability Planning Policy and Implementation Plan, or other relevant sub-regional plan.

Projects and programs are recommended for three categories to promote the LRTP and sustainable transportation strategies as an integral enhancement to the Metro ExpressLanes. A category for Transit Use is recommended because operation of high frequency transit and feeder service as well as transit capital improvements have

c) Roadway Improvements

- Intelligent transportation system improvements to manage demand
- On/off ramp improvements connecting to city streets which reduce the incidents of bicycle and pedestrian collisions with vehicles
- 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 which provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLane corridors

To the extent possible, applicants must utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.

If applicant is seeking funding for transit operations or roadway 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. Funding cannot be used to supplant existing service.

Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.

IV. Project Selection Process

Projects will be evaluated based on the following criteria:

Transit Uses and Roadway Improvements:
A. Mobility Benefits (up to 25 points)
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)* * 5 points will be given to those applicants that partner with a non-profit agency.
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)

System Connectivity/Active Transportation:
A. Mobility Benefits (up to 20 points)
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)

- PSR/PDS and PSRE – For projects that include a construction element, an approved Project Study Report/Project development Support (PSR/PDS) or Project Study Report Equivalent (PSRE) **is not required**.
- Project Funding Request Caps – there are no project funding request caps for any of the 3 categories.
- All project funding provided will be local funds. There are no federal or state dollars available through this program.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.
- Quarterly Progress /Expenditure Reports – All applicants that receive funding will be required to submit to Metro a Quarterly Progress/Expenditure Report based on this schedule:

Quarter Ending	Quarterly progress/Expenditure Report Due to Metro
March 31 st	May 31 st
June 30 th	August 31 st
September 30 th	November 30 th
December 31 st	February 28 th

- Audits – All grant program funding is subject to Metro audit. The findings of the audit are final.

IX. Schedule (dates are estimated and may change)

Board Approval of Application Package	January 28, 2016
Distribution of Application Package	February 12, 2016
Applicant Workshop	March 1, 2016 & March 3, 2016
Deadline for Grant Submissions	May 16, 2016
Presentation of Projects to CAGs	June 2016
Recommendation of Projects to Metro Board for Approval	July 2016
Allocation of Funds to Grantees	December 2016

If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

XI. New Program Requirements:

- Two versions of the application will be available. The first version for Transit Use and Roadway Improvements, the second version for System Connectivity/Active Transportation. Project sponsors should submit an application in which the project would score the highest possible points under the evaluation criteria.
- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment, therefore we are recommending, wherever possible, for eligible applicants to partner with a non-profit organization to deliver projects/programs. The Non-Profit agency should be a 501 (c)(3) non-profit entity. Proof of IRS Determination letter must be provided.
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.

9 | Page



ATTACHMENT B

MTA Use Only:

Project #: _____

Category: _____

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Grant Program: Transit Uses & Roadway Improvements

Required Documentation:

- Application Parts A and B
- Application Signature Page
- Project Location and Map with project limits – 8.5” by 11”
- Detailed Cost Estimate
- Documentation of Community Support
- If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter
- Include color photos of project site (if applicable)
- Data Collection and Methodology

Submit two (2) copies of each application (Parts 1 & 2) along with the required documentation. Include one (1) CD-R, DVD or USB drive to MTA to the following address:

LACMTA

Attn: Silva Mardrussian

One Gateway Plaza

Mail Stop 99-9-2

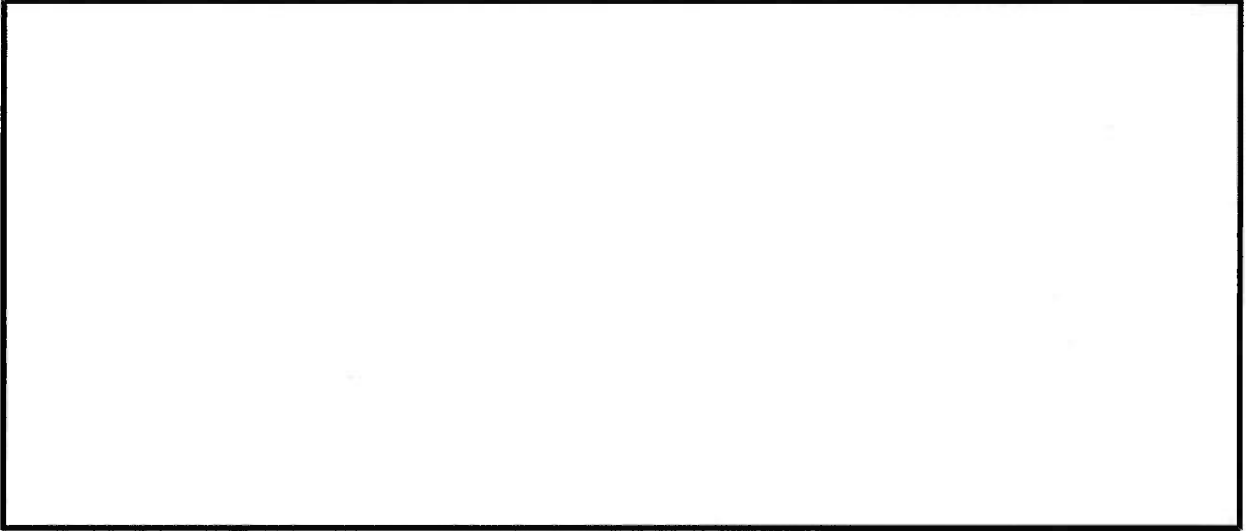
Los Angeles, CA 90012

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

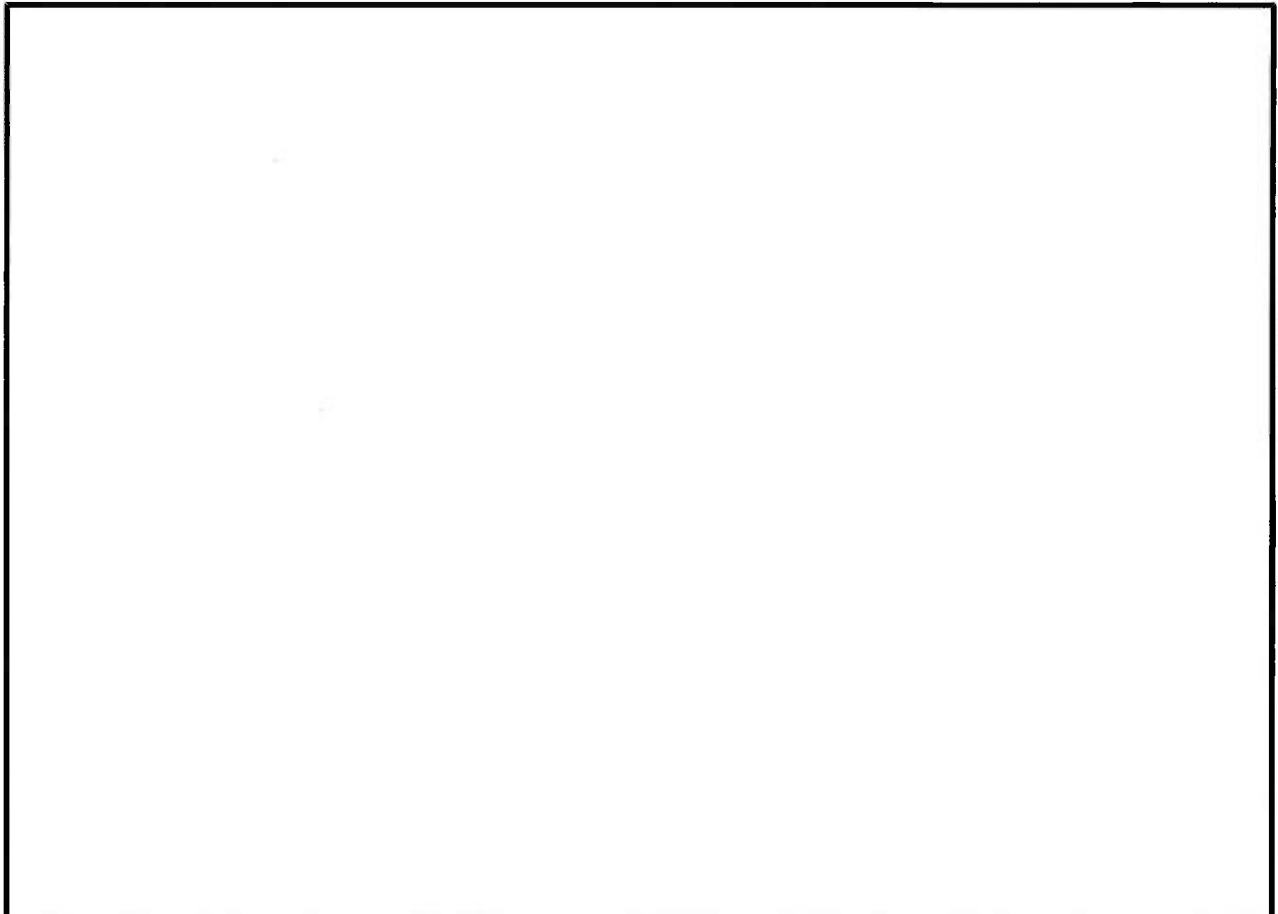
Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

PART A

1- PROJECT LOCATION / PROJECT LIMITS:



2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)



3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
--------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points) *

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

*** 5 points will be given to those applicants that partner with a non-profit agency**

4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer's estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

ATTACHMENT C

MTA Use Only:

Project #: _____

Category: _____

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Grant Program: System Connectivity/Active Transportation

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit two (2) copies of each application (Parts 1 & 2) along with the required documentation. Include one (1) CD-R, DVD or USB drive to MTA to the following address:

LACMTA

Attn: Silva Mardrussian

One Gateway Plaza

Mail Stop 99-9-2

Los Angeles, CA 90012

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

PART A

1- PROJECT LOCATION / PROJECT LIMITS:

2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)

3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points)

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer's estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

8 NON-PROFIT AGENCY PARTNERSHIP (Up to 10 points)
--

Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment Non-profits provide is a basis to maximizing public engagement, positive behavior change, and community commitment.

Partnering with a 501 (c)(3) non-profit entity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	10 points
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- **Please provide the Non-Profit's Name and IRS determination letter.**

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Guidelines

The generation of net toll revenues from the **Metro ExpressLanes program** 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 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 **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.

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

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

- 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 E**ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs) Summit****December 14, 2015 - Attendee List**

<u>Contact</u>	<u>Organization</u>
Jackie Bacharach	SBCCOG
Devon Deming	Los Angeles World Airports
David Diaz	Go Day One
Steve Diels	AAMCOM Call Center
KeAndra Dodds	Office of Supervisor Hilda L. Solis
Bart Doyle	SGVEP
Hank Fung	Southern California Transit Advocates
LaShawn Gillespie	Foothill Transit
Veronica Hahni	LANI
Ifeanyi Ihenacho	Torrance Transit
Naomi Iwasaki	Community Health Councils
Steve Lantz	SBCCOG
James Lee	Torrance Transit
Henry Lo	Office of Assembly member Ed Chau
Jessica Meaney	Investing in Place
Jessica Medina	Council District 8
Jordan Miles	Gardena Transit
Hilary Norton	FAST
Bryce Rosauo	Council District 9
Fernando Rodriguez	City of South Gate
Adam Sapin	Regenerative Design Studios
Kim Turner	Torrance Transit
Paul Van Dyk	City of Long Beach
Roger Yoh	Caltrans
Shahrzad Amiri	LACMTA
Bronwen Keiner	LACMTA
Silva Mardrussian	LACMTA
Kathleen McCune	LACMTA
Cassie Rojas	LACMTA
Philbert Wong	LACMTA



Board Report

File #: 2016-0530, File Type: Contract

Agenda Number: 49.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE AUGUST 18, 2016

SUBJECT: CONTRACTED BUS SERVICES - EAST REGION

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 11 to Contract No. OP35902469 with Southland Transit, Inc. to **extend Contracted Bus Services - East Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$11,942,234, thereby increasing the total contract value from \$57,908,736 to \$69,850,970.

ISSUE

The contract with Southland Transit, Inc. (Southland) for operating bus service in the East Region is scheduled to expire on September 1, 2016. Metro is in the process of issuing a Request for Proposals (RFP) for a new contract in the East Region of Los Angeles County. This region covers the San Gabriel Valley area.

Contract authority is required to continue the current level of service while the procurement process is completed and a subsequent contract is awarded.

DISCUSSION

Metro first began contracting a portion of the bus service in 1996. Metro now operates 18 bus lines that are contracted to private transportation companies. The East Region contractor Southland currently operates five of these bus lines (lines 254, 256, 266, 577, and 605) and a portion of Metro's Dodger Stadium Express service.

Contracting a portion of the service has had both cost and operations benefits. Annual savings are realized through the lower operating costs of the contractors. Contracted service allows for greater flexibility in the ability to modify service levels and operate with the space requirements at our Metro Bus Divisions.

The current contract was established with Southland on December 5, 2010. Since then, Southland has operated safe and reliable service and complied with FTA and Metro's guidelines. Metro has an

In Service On Time Performance (ISOTP) goal of 80%. In FY16, Southland operated at an efficient ISOTP level of 79.38%.

DETERMINATION OF SAFETY IMPACT

The current contractor has performed the service with a satisfactory safety record, and is familiar with the service area and the present equipment.

FINANCIAL IMPACT

The funding of \$11,942,234 for this contracted service is included in the FY17 budget in Cost Center 3593; Project 306001, Operations Transportation; and Account 50801, Purchased Transportation.

Impact to Budget

The source of funds for this service will come from Federal, State and local funding sources that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

The alternative to modifying this contract is to directly operate the East Region lines. To directly operate the service would see a cost per revenue service hour increase of approximately 50%. Training would be required to operate and maintain the different types of buses currently used to provide contracted bus service. This alternative is not recommended.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 11 with Southland Transit, Inc. to provide contracted service through June 30, 2017.

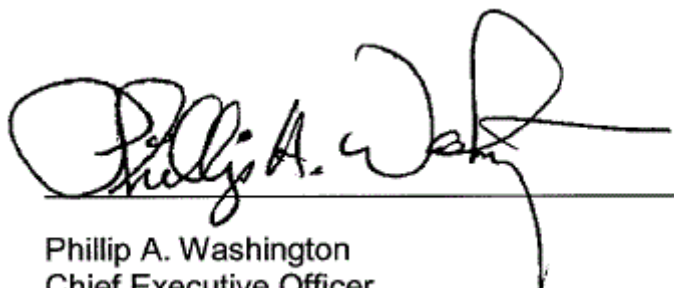
ATTACHMENTS

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

Prepared by: George del Valle, Contract Services Field Representative, Transportation
Contract Services, 213-922-7240
Cathy Rosas, Manager, Transportation Contract Services,
213-922-2875
Chris Reyes, Principal Transportation Planner, 213-922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer 213-922-4424
Ivan Page, Chief, Vendor/Contract Management (Interim)

213-922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONTRACTED BUS SERVICES – EAST REGION
CONTRACT NUMBER OP35902469**

1.	Contract Number: OP35902469			
2.	Contractor: Southland Transit, Inc.			
3.	Mod. Work Description: Increase contract authorization and extend the period of performance			
4.	Contract Work Description: Contracted Bus Service – East Region			
5.	The following data is current as of: 7/25/16			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$53,895,825
	7/22/10			
	Notice to Proceed (NTP):		Total of Modifications Approved:	\$ 4,012,911
	N/A			
	Original Complete Date:		Pending Modifications (including this action):	\$11,942,234 Not-to-Exceed
	8/1/15			
	Current Est. Complete Date:		Current Contract Value (with this action):	\$69,850,970 Not-to-Exceed
	6/30/17			
7.	Contract Administrator: Kenneth Takahashi		Telephone Number: (213) 922-1047	
8.	Project Manager: Cathy Rosas		Telephone Number: (213) 922-2875	

A. Procurement Background

This Board Action is to approve Contract Modification No. 11 issued in support of east region contracted bus services.

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

The contract award to Southland Transit, Inc. was originally approved by the Board in July 2010 in the amount of \$53,895,825, which consisted of \$592,984 for diesel fuel reimbursements and \$53,302,841 for all other costs. The diesel fuel reimbursement has ceased. The original period of performance was from December 5, 2010, to December 5, 2015. There have been nine contract modifications; the latest one extended the period of performance to September 1, 2016.

See Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

Staff recently received the firm's proposal and will negotiate revenue service hourly rates to ensure a fair and reasonable price. Staff will conduct their review based on cost analysis, technical evaluation, fact finding, and negotiations. The final negotiated amount will comply with all requirements of Metro's Acquisition Policy and Procedures.

Proposal Amount	Metro ICE	NTE Amount
\$11,942,234	\$10,995,474	\$11,942,234

ATTACHMENT B**CONTRACT MODIFICATION/CHANGE ORDER LOG****CONTRACTED BUS SERVICES – EAST REGION
CONTRACT NUMBER OP35902469**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revisions to the Statement of Work	Approved	3/22/11	No cost
2	Add contract modification authority	Cancelled	N/A	N/A
3	Add contract modification authority	Approved	8/1/12	\$1,232,024
4	Increase contract authorization	Approved by Board	11/16/12	\$7,564,301
5	Revisions to the Statement of Work	Approved	9/11/13	No cost
6	Revisions to the Statement of Work	Approved	11/25/13	(\$4,783,414)
7	Revisions to the Statement of Work	Approved	11/22/14	No cost
8	Extend period of performance	Approved	10/8/15	No cost
9	Extend period of performance	Approved	7/14/16	No cost
10	Change in hourly rate due to reduction in revenue service hours	Approved	7/29/16	No cost
11	Increase contract authorization and extend period of performance	Pending	8/30/16	\$11,942,234
	Modification Total:			\$15,955,145
	Original Contract:			\$53,895,825
	Total:			\$69,850,970

DEOD SUMMARY

**CONTRACTED BUS SERVICES – EAST REGION
CONTRACT NUMBER OP35902469**

A. Small Business Participation

Southland Transit, Inc. (STI) made a Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment of 9.86%. DBE participation is 5.01%, representing a 4.85% shortfall. The project is 100% complete.

In a letter dated July 20, 2016, STI provided the following reasons for the DBE shortfall: (1) Performance Auto Body performed “as-needed” body work and was not utilized to the extent of their contract commitment, (2) TEMP’s, Inc. committed to perform annual ride checks and was not utilized to the extent committed, due to Metro’s decision to self-perform the services, and (3) Expo Propane committed to provide propane fuel but was not utilized to the extent committed due to Metro’s decision to convert to CNG Buses in June 2011. Metro’s project manager confirmed the accuracy of the reasons provided by STI. It is expected that STI will not meet their DBE commitment.

SMALL BUSINESS GOAL	9.86% DBE	SMALL BUSINESS COMMITMENT	5.01% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BriteWorks	Hispanic	3.34%	3.30%
2.	Performance Auto Body	Hispanic	2.81%	0.45%
3.	TEMP’s Inc.	Caucasian Female	0.41%	0.20%
4.	JCM & Associates	Hispanic	0.39%	0.28%
5.	Expo Propane	Hispanic	2.91%	0.72%
6.	Global Install and Maintenance	African American	Added	0.06%
		Total	9.86%	5.01%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

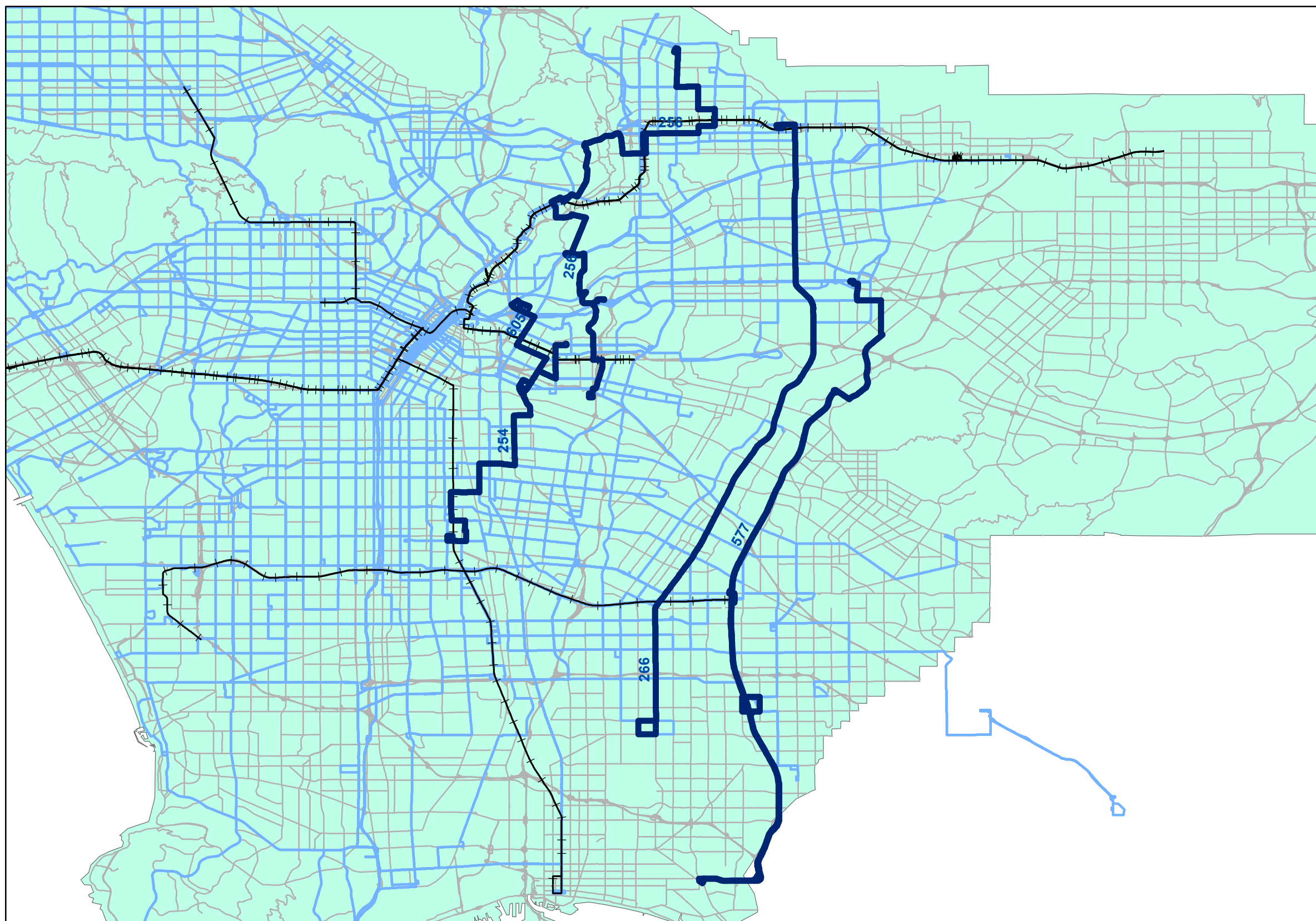
Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy






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

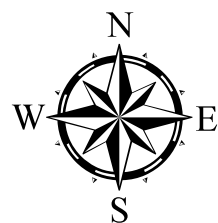


Metro East Region Contract Service Bus Lines Per the June 2016 Service Change



Legend

-  Metro East Region Contract Lines
 Metro Rail Lines
 Metro Bus Lines
 Major Streets
 Metro Service Area



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Prepared by Metro Service Planning

August, 2016



Board Report

File #: 2016-0531, File Type: Contract

Agenda Number: 50.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE AUGUST 18, 2016

SUBJECT: CONTRACTED BUS SERVICES - SOUTH REGION

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute Contract Modification No. 10 to Contract No. OP35902470 with MV Transportation, Inc. to **extend Contracted Bus Services - South Region for up to ten (10) months**, for the period covering September 1, 2016 through June 30, 2017, for an amount not-to-exceed \$18,666,336, thereby increasing the total contract amount from \$88,775,825 to not to exceed \$107,442,161.

ISSUE

The contract with MV Transportation, Inc. (MVTI) for operating bus service in the South Region is scheduled to expire on September 1, 2016. Metro is in the process of issuing a Request for Proposals (RFP) for a new contract in the South Region of Los Angeles County. This region covers the South Bay and Gateway Cities area.

Contract authority is required to continue the current level of service while the procurement process is completed and a subsequent contract is awarded.

DISCUSSION

Metro began contracting a portion of the bus service in 1996. Metro now operates 18 bus lines that are contracted to private transportation companies. The South Region contractor MVTI currently operates seven of these bus lines (lines 125, 128, 130, 205, 232, 607, and 625) and a portion of Metro's Dodger Stadium Express service.

Contracting a portion of the service has had both cost and operations benefits. Annual savings are realized through the lower operating costs of the contractors. Contracted service allows for greater flexibility in the ability to modify service levels and operate with the space requirements at our Metro Bus Divisions.

The current contract was established with MVTI on October 31, 2010. Since then, MVTI has operated safe and reliable service and complied with FTA and Metro's guidelines. Service is run out

of a facility located in Carson, California. Metro has an In Service On Time Performance (ISOTP) goal of 80%. In FY16, MVTI operated at an efficient ISOTP level of 79.19%.

DETERMINATION OF SAFETY IMPACT

The current contractor has performed the service with a satisfactory safety record, and is familiar with the service area and the present equipment.

FINANCIAL IMPACT

The funding of \$18,666,336 for this contracted service is included in the FY17 budget in Cost Center 3592; Project 306001, Operations Transportation; and Account 50801, Purchased Transportation.

Impact to Budget

The source of funds for this service will come from Federal, State and local funding sources that are eligible for Bus Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

The alternative to modifying this contract is to directly operate the South Region lines. To directly operate the service would see a cost per revenue service hour increase of approximately 50%. Training would be required to operate and maintain the different types of buses currently used to provide contracted bus service. This alternative is not recommended.

NEXT STEPS

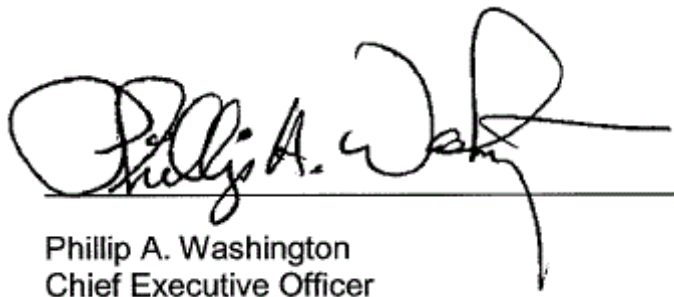
Upon Board approval, staff will execute Contract Modification No. 10 with MV Transportation, Inc. to provide contracted service through June 30, 2017.

ATTACHMENTS

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

Prepared by: George del Valle, Contract Services Field Representative, Transportation
Contract Services, 213-922-7240
Cathy Rosas, Manager, Transportation Contract Services,
213-922-2875
Chris Reyes, Principal Transportation Planner, 213-922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer
Ivan Page, Interim Executive Director, Vendor/Contract Management



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONTRACTED BUS SERVICES – SOUTH REGION
CONTRACT NUMBER OP35902470**

1.	Contract Number: OP35902470			
2.	Contractor: MV Transportation, Inc.			
3.	Mod. Work Description: Increase contract authorization and extend the period of performance			
4.	Contract Work Description: Contracted Bus Service – South Region			
5.	The following data is current as of: 7/25/16			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$86,775,825
		6/24/10		
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$2,000,000
	Original Complete Date:	8/1/15	Pending Modifications (including this action):	\$18,666,336 Not-to-Exceed
	Current Est. Complete Date:	6/30/17	Current Contract Value (with this action):	\$107,442,161 Not-to-Exceed
7.	Contract Administrator: Kenneth Takahashi		Telephone Number: (213) 922-1047	
8.	Project Manager: Cathy Rosas		Telephone Number: (213) 922-2875	

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued in support of south region contracted bus services.

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

The contract award to MV Transportation, Inc. was originally approved by the Board in June 2010 in the amount of \$86,775,825, which consisted of \$12,138,430 for diesel fuel reimbursements and \$74,637,395 for all other costs. The original period of performance was from October 31, 2010, to October 31, 2015. There have been nine contract modifications, the latest one extended the period of performance to September 1, 2016, and added contract modification authority.

See Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

Staff recently received the firm's proposal and will negotiate revenue service hourly rates to ensure a fair and reasonable price. Staff will conduct their review based on cost analysis, technical evaluation, fact finding, and negotiations. The final negotiated amount will comply with all requirements of Metro's Acquisition Policy and Procedures.

Proposal Amount	Metro ICE	NTE Amount
\$18,666,336	\$18,574,876	\$18,666,336

CONTRACT MODIFICATION/CHANGE ORDER LOG

**CONTRACTED BUS SERVICE – SOUTH REGION
CONTRACT NUMBER OP35902470**

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Revisions to Statement of Work	Approved	3/22/11	No cost
2	Revisions to Statement of Work	Approved	7/25/11	No cost
3	Revisions to Statement of Work	Approved	10/21/11	No cost
4	Revisions to Statement of Work	Approved	9/11/13	No cost
5	Revisions to Statement of Work and extend period of performance	Approved	1/3/14	No cost
6	Revisions to Statement of Work	Approved	1/22/15	No cost
7	Revisions to Statement of Work	Approved	10/30/15	No cost
8	Add contract modification authority	Approved	6/2/16	\$1,000,000
9	Add contract modification authority and extend period of performance	Approved	7/12/16	\$1,000,000
10	Increase contract authorization and extend period of performance	Pending	8/30/16	\$18,666,336
	Modification Total:			\$20,666,336
	Original Contract:			\$86,775,825
	Total:			\$107,442,161

**CONTRACTED BUS SERVICES – SOUTH REGION
CONTRACT NUMBER OP35902470**

A. Small Business Participation

MV Transportation, Inc. made a Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment of 0.56%. Current DBE participation is 1.93%, and the project is approximately 100% complete. MV Transportation, Inc. is currently exceeding its DBE commitment.

SMALL BUSINESS GOAL	0.56% DBE	SMALL BUSINESS COMMITMENT	1.93% DBE
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	DBE Subcontractor	% Committed	Current Participation¹	Ethnicity
1.	Teams By Design	0.20%	Substituted	Asian Pacific
2.	Temps, Inc.	0.36%	0.17%	Caucasian Female
3.	Sidney's Uniforms	Add	0.13%	Caucasian Female
4.	Global Installation & Maintenance, Inc.	Add	1.34%	African American
5.	J.M.C. and Associates	Add	0.29%	Hispanic
	Total Commitment	0.56%	1.93%	

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

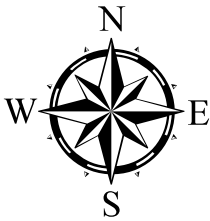
Project Labor Agreement/Construction Careers Policy is not applicable to this contract.



Metro South Region Contract Service Bus Lines Per the June 2016 Service Change

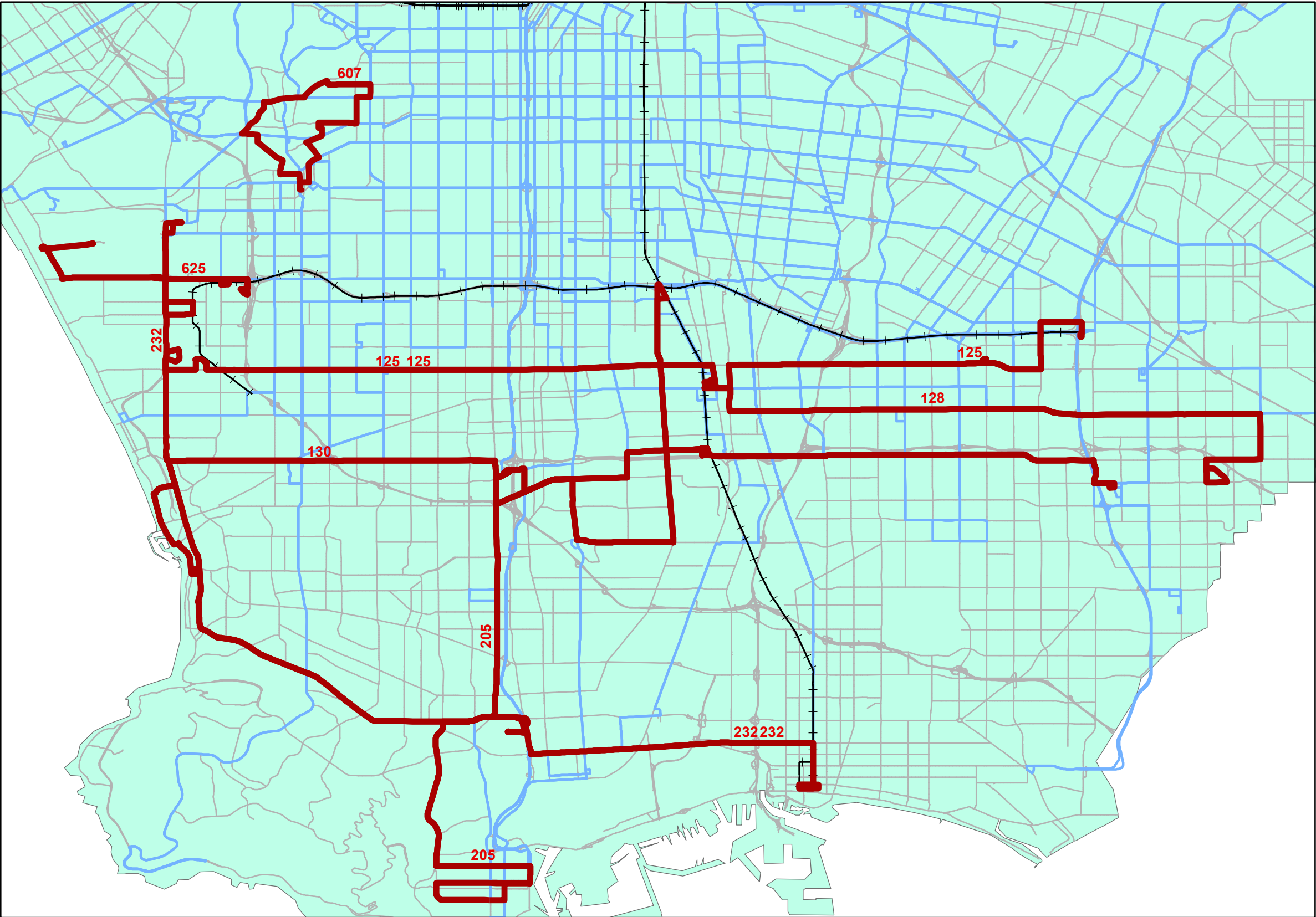
Legend

- Metro South Region Contract Lines
- Metro Rail Lines
- Metro Bus Lines
- Major Streets
- Metro Service Area



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Board Report

File #: 2016-0580, **File Type:** Contract

Agenda Number: 51.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
AUGUST 18, 2016**

SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP5766200 for **Fire-Life Safety Systems Testing and Certification** to Link-Nilsen Corp, in the not-to-exceed amount of \$1,388,558 for the three-year base period, \$478,347 for the first option year, and \$486,474 for the second option year, for a combined total of \$2,353,379, effective September 1, 2016.

ISSUE

The existing Fire-Life Safety contract expires October 31, 2016. To continue providing on-time fire-life safety testing and certification services and ensure compliance with LAFD Reg. 4 requirements, a new contract award is required effective September 1, 2016.

Under this new contract, the mandated Fire-Life Safety Systems testing and certification services will continue to be performed throughout Metro bus and rail facilities in accordance with the Los Angeles Fire Department Regulation 4 (LAFD Reg. 4) testing requirements.

DISCUSSION

Under the existing contract, the scope of work was significantly expanded to include additional locations testing and certification services. In October 2013, Metro bus divisions' elevator and emergency generator Reg. 4 testing services were added to this contract. Furthermore, in April 2014, ninety-nine (99) rail facilities Reg. 4 equipment testing, repair and certification services were added to this contract. This included all the rail lines water-based fire protection system along with the elevator and emergency power systems. These services were added to this contract due to the limited resources of Reg. 4 certified testers among Metro personnel and to ensure compliance with the LAFD Reg. 4 fire/life safety testing requirements.

The existing contract expires October 31, 2016. However, since the scope of work has been expanded to include additional locations and services, there are insufficient funds remaining within the current contract and a new contract award is required effective September 1, 2016, to continue

performing the mandated Reg. 4 testing, repair and certification services.

Under the new contract, the contractor is required to provide system-wide annual and five-year testing, calibration, repair, retesting where applicable and certification of water based fire suppressions systems. Simple and complex fire alarm panels and related fire/life safety equipment testing, repair and certification services are performed on an as-needed basis due to the limited resources of Reg. 4 certified testers among Metro personnel. These services are needed to ensure compliance with the LAFD Reg. 4 fire/life safety testing requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure providing the mandated Reg. 4 fire/life safety testing, repair and certification services in a timely manner and in accordance with the LAFD regulatory requirements and guidelines, and to deliver safe, quality, timely, and reliable services to our customers and the public.

FINANCIAL IMPACT

Funding of \$462,852 is included in the FY17 budget within various bus and rail cost centers, line item 50308 - Contract Maintenance Services, under various projects.

Since this is a multi-year contract, the cost center manager, project managers, and Sr. Executive Officer, Maintenance & Engineering will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds for this procurement will come from State and local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for Metro's on-going maintenance costs.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring and training of additional certified personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Currently, an insufficient number of Metro personnel are certified. As we work through obtaining additional trained and certified personnel to assist with the required testing services, Metro will use contracted services to perform all mandated regulatory testing services to ensure timely compliance with fire/life safety requirements and guidelines.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP5766200 with Link-Nilsen Corp., to provide Reg. 4 fire-life safety testing, repair and certification services effective September 1, 2016.

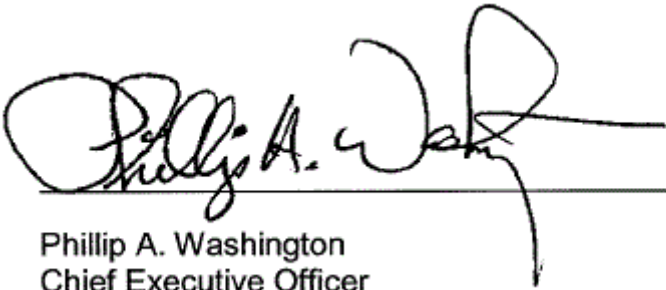
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765
Chris Reyes, Principal Transportation Planner, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**FIRE-LIFE SAFETY SYSTEMS TESTING
AND CERTIFICATION SERVICES
CONTRACT NO. OP5766200**

1.	Contract Number: OP5766200	
2.	Recommended Vendor: Link-Nilsen Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 2, 2016	
	B. Advertised/Publicized: April 28, 2016	
	C. Pre-Proposal/Pre-Bid Conference: May 19, 2016	
	D. Proposals/Bids Due: May 31, 2016	
	E. Pre-Qualification Completed: July 22, 2016	
	F. Conflict of Interest Form Submitted to Ethics: June 6, 2016	
	G. Protest Period End Date: August 25, 2016	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 1
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Sean Roe	Telephone Number: (213) 922-6733

A. Procurement Background

This Board Action is to approve a contract award in support of Facilities Maintenance to provide annual and five-year testing, calibration, repair, re-testing, where applicable, and certification of water based fire suppression systems, simple and complex fire alarm panels, related sensors, systems and fire-life safety equipment per the requirements of the Authority Having Jurisdiction (AHJ), as per the Los Angeles Fire Department (LAFD) Chief's Regulation #4 Procedures (Reg4), the National Fire Prevention Association (NFPA) 72 and NFPA 25 as amended by California Code of Regulations (CCR) Title 19 as outlined in Invitation for Bid (IFB) No. OP26702.

The IFB was issued as a competitive Small Business Enterprise Price Preference procurement per applicable law and in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

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

- Amendment No. 1, issued on May 20, 2016, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing wage information.

A pre-bid conference was held on May 19, 2016, which was attended by two vendors. A single bid was received on May 31, 2016.

Metro staff conducted a market survey to determine why there were no other bids received per the Acquisition Policy. Four firms responded with the following reasons:

1. Potential bidder decided that it was not in their best interest to submit a bid.
2. Potential bidder felt that the SBE goal was too prohibitive.
3. Potential bidder decided that the SBE application process was too burdensome.
4. Potential bidder did not have sufficient resources to submit a bid.

Based on the market survey and further analysis, it was determined that the solicitation was not restrictive and the decisions not to bid were based on individual business considerations as affirmed by the responses. Based on the market survey, there is no evidence that a new procurement would result in a different outcome. Therefore, this solicitation can be awarded as a competitive award.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with, standard acquisition policy for a competitive sealed bid. One bid was received from Link-Nilsen Corporation, the incumbent. The firm was determined to be responsive, responsible and qualified to perform the required services based on the IFB's requirements and technical evaluation by the Project Manager.

C. Cost/Price Analysis

The recommended price from Link-Nilsen Corporation for the Contract is considered fair and reasonable based upon the expectation of adequate price competition, independent cost estimate (ICE), and technical evaluation. The ICE was based on the current contract rates which included a higher fee for one-time service for water based testing of all rail locations. The Contract includes more frequent water based testing services over the five-year period. As a result, Link-Nilsen's bid was lower than the independent cost estimate. The project office confirmed that the bid submitted by Link-Nilsen is inclusive of all required services.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Link-Nilsen Corporation	\$2,353,379.00	\$5,074,250.00	\$2,353,379.00

D. Background on Recommended Contractor

Link-Nilsen Corporation, a private, family run business, was founded in 1972 specializing in designing, testing, servicing, repairing, and constructing all types of engineered fire extinguishing piping systems. Link-Nilsen Corporation has been

involved in the installation of fire protection systems in Metro facilities since construction began on the Blue Line in 1989. Since then, they have participated in a majority of construction, inspection, testing, maintenance, and repair projects along the Red Line, Green Line, Purple Line, Gold Line and Expo Line systems. Link-Nilsen is currently involved in the design and construction of the Crenshaw, Westside and Regional Connector projects.

In May 2014, Link-Nilsen was awarded a contract with Metro to provide inspection, testing, maintenance and repair of the water based fire protection systems in the bus facilities. In subsequent years, the scope of the contract has grown to include fire protective signaling systems, emergency standby power systems, battery systems and annual elevator testing in both rail and bus facilities. Link-Nilsen's performance has been satisfactory.

DEOD SUMMARY

**FIRE-LIFE SAFETY SYSTEMS TESTING
AND CERTIFICATION SERVICES
CONTRACT NO. OP5766200**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE) goal for this solicitation. Link-Nilsen Corporation exceeded the goal by making an 11% SBE commitment.

Small Business Goal	SBE 10%	Small Business Commitment	SBE 11%
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	SBE Subcontractors	% Committed
1.	Certified Testing Specialist	11%
	Total Commitment	11%

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

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0504, File Type: Resolution

Agenda Number: 8.

FINANCE, BUDGET AND AUDIT COMMITTEE AUGUST 17, 2016

SUBJECT: WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2

ACTION: ADOPT A RESOLUTION AUTHORIZING EXECUTION OF AGREEMENT RELATED TO A TIFIA LOAN

RECOMMENDATION

ADOPT a resolution, Attachment A, authorizing the Chief Executive Officer and other Authorized Officers to negotiate and execute the **loan agreement and related documents between LACMTA and the U.S. Department of Transportation related to a \$307.0 million Transportation Infrastructure Finance and Innovation Act loan** for the Westside Purple Line Extension Project Section 2.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE.)

ISSUE

The TIFIA loan documents are expected to be ready for execution as early as September, allowing LACMTA to potentially secure attractive loan rates at that time.

DISCUSSION

Securing the loan's fixed interest rate as soon as the documents are finalized with U.S. Department of Transportation (USDOT) will provide a hedge against any rise in interest rates during the subsequent several years we would have to draw on the loan. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan will bear interest at a fixed rate that is set on the day the loan is executed. The interest rate is based on the yield of the U.S. Treasury security of comparable final maturity as our loan, plus one basis point (0.01%). Under current market conditions, U.S. Treasury rates are at or near historical lows making it an excellent time to lock in a long-term fixed rate. Preliminary terms for the Westside Purple Line Extension Project Section 2 (Westside 2) loan are provided in Attachment B. Executing the loan agreement will not commit us to draw on the loan in the event that capital market interest rates are favorable in the future. The Board approved the submission of a TIFIA loan Letter of Interest (LOI) for Westside 2 at its September 2014 meeting, the LOI was submitted in December 2014 and staff made an initial credit presentation to TIFIA in April 2016.

The TIFIA loan is also a key portion of the matching funds necessary to secure a \$1.18 billion Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) for the project. FTA approval for the FFGA is expected in October 2016.

The TIFIA loan will be repaid from Measure R 35% Transit Capital receipts. In accordance with Section 8(i)(4) of the Measure R Ordinance, the Proposition R Independent Taxpayers Oversight Committee of LACMTA ("Measure R Oversight Committee") is required to find that the benefits of any proposed Measure R debt financing for accelerating project delivery, avoiding cost escalation and related factors exceed issuance and interest costs prior to the MTA Board authorizing the debt issuance. The Measure R Oversight Committee made the finding of benefit at its July 19, 2016 meeting, Attachment C.

DETERMINATION OF SAFETY IMPACT

There is no safety impact from this action.

FINANCIAL IMPACT

The costs associated with entering into the TIFIA loan will be paid by LACMTA. Funding to pay fees and expenses in the range of \$300 - \$500 thousand to USDOT for the TIFIA loan application, credit and documentation process is included in LACMTA's FY17 budget cost center 0521, account 50316, project 660304.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Resolution authorizing the loan at this time. This is not recommended as it would delay locking in the interest rate on the loan, which could be higher if interest rates start to rise.

The Board could decide not to enter into the TIFIA loan at all, which is not recommended because it would necessitate securing alternative sources of funding in order to complete the project.

NEXT STEPS

- Negotiate TIFIA loan documents
- Obtain investment grade ratings
- Execute loan agreement and related documents to enter into TIFIA loan with USDOT

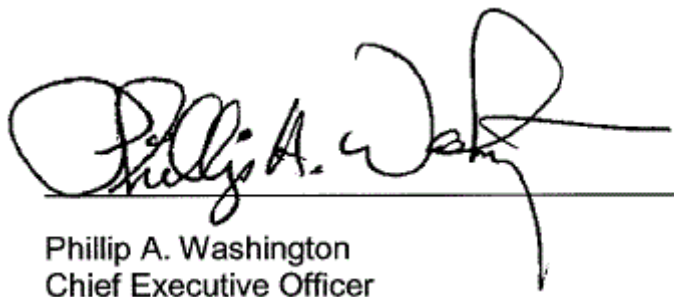
ATTACHMENTS

Attachment A - Authorizing Resolution
Attachment B - Preliminary Loan Terms
Attachment C - Finding of Benefit Resolution

Prepared by: Donna Mills, Treasurer, 213-922-4047
Danny R. Jasper, Jr., Debt Manager, 213-922-4026

Matthew Wingert, Financial Analyst, 213-922-2553

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



Phillip A. Washington
Chief Executive Officer

Authorizing Resolution

RESOLUTION OF THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE EXECUTION AND DELIVERY OF A TIFIA LOAN AGREEMENT FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT IN A PRINCIPAL AMOUNT NOT TO EXCEED \$307,000,000, A FOURTH SUPPLEMENTAL TRUST AGREEMENT SUPPLEMENTING AND AMENDING THE AMENDED AND RESTATED TRUST AGREEMENT RELATING TO THE MEASURE R SALES TAX, AND AUTHORIZING ALL ACTIONS NECESSARY OR DESIRABLE IN CONNECTION THEREWITH

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) has applied to the U.S. Department of Transportation (acting on its own behalf or acting by and through the Federal Transit Administration or the Federal Highway Administration, “USDOT”) for a Transportation Infrastructure Finance and Innovation Act (TIFIA) Secured (Direct) Loan (the “TIFIA Loan”) in the initial principal amount of not to exceed \$307,000,000 in connection with the Westside Purple Line Extension Section 2 Project (the “Project”); and

WHEREAS, the basic terms of the TIFIA Loan include the following: (i) LACMTA shall be the Borrower under the TIFIA Loan; (ii) the initial principal amount of the TIFIA Loan shall not exceed \$307,000,000; (iii) the interest rate on the TIFIA Loan shall be not greater than 6.5% per annum; (iv) the obligation to pay the TIFIA Loan shall be secured by a junior subordinate pledge of Measure R Sales Tax revenues; and (v) the final maturity of the TIFIA Loan shall not be later than the expiration date of the Measure R Sales Tax; and

WHEREAS, in order to document the terms of the TIFIA Loan, LACMTA wishes to negotiate and enter into a loan agreement relating to the TIFIA Loan substantially on the terms set forth above (the “TIFIA Loan Agreement”); and

WHEREAS, in order to secure its obligation to make payments under the TIFIA Loan to USDOT, LACMTA will pledge, on a junior subordinate basis, Pledged Revenues consisting of monthly Measure R Sales Tax revenues, less any refunds and the administrative fee paid to the California State Board of Equalization in connection with the collection and disbursement of the Measure R Sales Tax, less 15% thereof which constitutes the Local Return allocated to local jurisdictions pursuant to the Measure R Ordinance, as provided under the existing Measure R Trust Agreement, as amended from time to time; and

WHEREAS, in order to provide for the issuance of bonds secured by the Measure R Sales Tax, LACMTA has heretofore executed and delivered the Amended and Restated Trust Agreement, dated as of February 1, 2014, by and between LACMTA and U.S. Bank National Association, as trustee (the “Trustee”), as supplemented and amended by the First Supplemental Trust Agreement, dated as of November 1, 2010, the Second Supplemental Trust Agreement, dated as of February 20, 2014, and the Third Supplemental Trust Agreement, dated as of May 21, 2014, each by and between LACMTA and the Trustee (collectively, the “Measure R Trust Agreement”); and

WHEREAS, as contemplated by the TIFIA Loan Agreement, LACMTA and the Trustee desire to enter into a Fourth Supplemental Trust Agreement (the “Fourth Supplemental Trust Agreement”) providing for the issuance of a junior subordinate sales tax revenue bond evidencing the obligation to repay the TIFIA Loan, supplementing and amending the Measure R Trust Agreement; and

WHEREAS, the Board desires to authorize and direct the negotiation, execution and delivery of the TIFIA Loan Agreement, the Fourth Supplemental Trust Agreement and such other agreements, instruments and documents as are necessary or desirable in connection with the TIFIA Loan and to authorize and direct the consummation of the TIFIA Loan Agreement; and

WHEREAS, the Measure R Independent Taxpayers Oversight Committee has made a finding, pursuant to the Measure R Ordinance, that the economic, environmental and transit benefits of the TIFIA Loan, which would free up Measure R funds to potentially accelerate delivery of Measure R transit capital projects, exceed the issuance and interest costs; and

WHEREAS, the TIFIA Loan is in compliance with the Debt Policy of LACMTA; and

WHEREAS, LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the TIFIA Loan, to authorize the execution and delivery of the TIFIA Loan Agreement, the Fourth Supplemental Trust Agreement and such other agreements, instruments and documents as are necessary or desirable in connection with the TIFIA Loan, in the manner and upon the terms provided;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of LACMTA (the “Board”) as follows:

Section 1. The Chief Executive Officer, the Chief Financial Officer, the Treasurer and any Assistant Treasurer of LACMTA, and each of their respective designees (each, an “Authorized Officer”), are each authorized and directed, for and in the name of and on behalf of LACMTA, to execute and deliver the TIFIA Loan Agreement with such terms as the Authorized Officer executing the same may deem necessary or desirable. The initial principal amount of the TIFIA Loan shall not exceed \$307,000,000, and the interest rate on the TIFIA Loan shall not exceed 6.5% per annum.

Section 2. Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of LACMTA, to execute and deliver the Fourth Supplemental Trust Agreement with such terms as the Authorized Officer executing the same may deem necessary or desirable.

Section 3. Each Authorized Officer is hereby authorized and directed, for and in the name of and on behalf of LACMTA, to negotiate such agreements with and payments to the Trustee as may be necessary or desirable in order to cause the Trustee to execute and deliver the Fourth Supplemental Trust Agreement and to perform its duties as Trustee thereunder.

Section 4. Funds of LACMTA are hereby authorized to be used to pay costs of preparation, negotiation, execution and delivery of the TIFIA Loan Agreement, the Fourth

Supplemental Trust Agreement and any related documents and agreements, including but not limited to costs of attorneys, accountants and financial advisors, the costs associated with rating agencies, filing fees and any related expenses.

Section 5. All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution may be given or taken by any Authorized Officer without further authorization or direction by the Board, and each Authorized Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order and request, and take any such action, and to execute such agreements, instruments and documents, that such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 6. All actions heretofore taken by the officers, employees and agents of LACMTA with respect to the TIFIA Loan Agreement or the Fourth Supplemental Trust Agreement are hereby ratified, confirmed and approved. The officers, employees and agents of LACMTA are hereby authorized and directed, jointly and severally, for and in the name and on behalf of LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, instruments, certificates and documents, which they, or any of them, may deem necessary or advisable in order to consummate the transactions contemplated by the TIFIA Loan Agreement and the Fourth Supplemental Trust Agreement, to manage and administer the TIFIA Loan and otherwise to carry out, give effect to and comply with the terms and intent of this Resolution and the documents approved hereby.

Section 7. 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 8. The effective date of this Resolution shall be the date of its adoption.

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 copy of the resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2016.

By: _____
Board Secretary, Los Angeles County
Metropolitan Transportation Authority

Preliminary Terms**Westside Purple Line Extension Section 2 TIFIA Loan Preliminary Terms**

Lender:	U.S. Department of Transportation
Borrower:	Los Angeles County Metropolitan Transportation Authority
Loan Amount:	Proposed principal amount up to \$307,000,000.00
Interest Rate:	Tied to U.S. Treasury Rate for final maturity of the loan, plus one basis point. The actual interest rate on our loan is a fixed rate and is set on the day we sign the loan with TIFIA.
Final Maturity:	The proposed final maturity of the loan is June 1, 2037.
Drawdown:	The loan can be drawn down over time and interest does not accrue until the proceeds are drawn. We are not required to draw down any of the loan proceeds.
Debt Service Reserve Fund:	We are required to set aside a reserve fund equal to 5% of the outstanding principal.
Source of Repayment:	Measure R Sales Tax Revenues after payment of all senior obligations and subordinate obligations
Expected Ratings:	"A" Category

Finding of Benefit Resolution

**RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE
BENEFITS OF A TIFIA LOAN UP TO \$307 MILLION EXCEED ISSUANCE AND
INTEREST COSTS**

WHEREAS, the Measure R Ordinance provides sales tax revenues for the construction of 12 transit capital projects over 30 years; and

WHEREAS, accelerated construction would avoid inflationary cost growth; and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, LACMTA is seeking a \$307 million TIFIA loan for the Westside Purple Line Extension Section 2 Project; and

WHEREAS, LACMTA retains the right to use traditional tax-exempt borrowing for the Westside Purple Line Extension Section 2 Project in lieu of the TIFIA loan, if doing so would be more advantageous; and

WHEREAS, the Measure R transit capital projects are estimated to generate more than 77 million additional annual transit boardings; 568,458 fewer pounds of reactive organic gases, nitrous oxides, carbon monoxide and particulate matter; 207,942,017 less vehicle miles traveled annually; and 10,294,159 fewer gallons of gasoline consumed annually; and

WHEREAS, the Los Angeles Economic Development Corporation estimates that the Measure R transit construction program has generated 49,850 annual full-time and part-time jobs since 2010; and is expected to generate 124,030 annual full-time and part-time jobs during the remaining construction program.

NOW, THEREFORE, the Proposition R Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of the \$307 million TIFIA loan, which would accelerate project delivery and avoid inflationary cost growth, exceed issuance and interest costs.

Adopted this 19th day of July, 2016

Signed:



Michele Jackson
LACMTA Board Secretary



Metro

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

Board Report

File #: 2016-0559, File Type: Contract

Agenda Number: 21.

CONSTRUCTION COMMITTEE AUGUST 18, 2016

SUBJECT: THIRD PARTY ADMINISTRATION

ACTION: CITY OF LOS ANGELES FY17 ANNUAL WORK PLAN APPROVAL

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to **execute annual expenditure budget plan for the FY17 Annual Work Plan for the City of Los Angeles** in the amount of \$31,247,162.

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an annual work plan. The annual work plan shall serve as a commitment from the agency for the reimbursement of services by City of Los Angeles reviewing jurisdictions for an estimated amount of services. Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects.

DISCUSSION

The action contained herein provides funding for the City of Los Angeles participation in the project within the limit of the current approved FY17 budget for Third Party Review and maintenance. (See Attachment A)

The City of Los Angeles provides design approvals and construction permits for Metro projects that can affect the City right-of-way or assets. Reviews are focused interface with City owned utilities, roadways along, above or below new Metro rail lines, traffic closures and detours and compliance to City codes and requirements. These approvals are necessary for any project in the City of Los Angeles, but are largely focused on the Crenshaw/LAX, Regional Connector and Westside Purple Line Extension projects. With the increase in Metro construction projects, timely reviews and approvals by the City of Los Angeles are essential to keep these projects on schedule.

Metro staff efforts to proactively manage these costs will include the following:

- A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.

- B. Reviewing submittals for completeness.
- C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
- D. Reviewing timesheets with each third party organization on a monthly basis to ensure that hours charged are appropriate.
- E. Conducting executive and staff level partnering with third parties.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding, which may be obligated and spent under this one year work plan of \$31,247,162 is included in the FY17 budget in each of the project budgets that will require services to be performed by the City of Los Angeles. See attachment “A”. Since these are multi-year projects, the Project Managers will be responsible for budgeting future year costs.

IMPACT ON BUS AND RAIL OPERATING AND CAPITAL BUDGET

The funding for this Annual Work Plan will come from various sources of funds. See attachment “A”. With the exception of major construction projects funded with specific grant funds, these funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity because the primary beneficiary of the service is bus, rail and capital projects.

ALTERNATIVES CONSIDERED

The Board may reject the Recommendation and direct us to include this work under Construction Contracts. Unfortunately, this is not recommended because it will delay each of the projects.

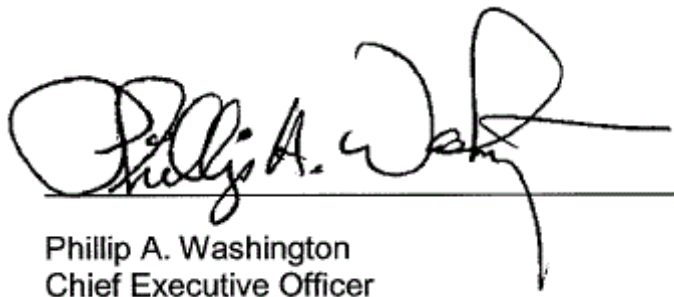
NEXT STEPS

Upon MTA board approval of the annual work plan, the City of Los Angeles shall submit the annual work plan to the Los Angeles City Council and Mayor’s Office for adoption.

ATTACHMENTS

Attachment A - FY17 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Bryan Pennington, Deputy Chief Program Management Officer ; 213-922-7449
Samuel Mayman, Executive Officer; 213-922-7289
Eduardo Cervantes, Senior Director; 213-922-7255
Reviewed by: Richard Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY17 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW/LAX TRANSIT (#865512)

Dept. of Transportation	\$3,437,644
Bureau of Engineering	\$1,700,000
Bureau of Street Lighting	\$581,431
Bureau of Street Services	\$447,502
Contract Administration	\$1,272,188
Cross Coordination Support	\$408,501
General Services/Standard Divisions	\$191,222
Police Department/Safety	\$92,412
Subtotal:	\$8,130,900

REGIONAL CONNECTOR (#860228)

Dept. of Transportation	\$2,500,000
Bureau of Engineering	\$1,200,000
Bureau of Street Lighting	\$450,000
Bureau of Street Services	\$300,000
Contract Administration	\$1,100,000
Bureau of Sanitation	\$73,279
Cross Coordination Support	\$245,021
Police Department/Safety	\$89,694
General Services	\$95,558
Subtotal:	\$6,053,552

WESTSIDE EXTENSION SECTION 1 (#865518)

Dept. of Transportation	\$2,611,115
Bureau of Engineering	\$1,500,000
Bureau of Street Lighting	\$441,240
Bureau of Street Services	\$384,222
Bureau of Sanitation	\$90,202
Contract Administration	\$1,272,188
Cross Coordination Support	\$163,411
General Services/Standard Divisions	\$191,222
Police Department/Safety	\$89,694
Subtotal:	\$6,743,294

ATTACHMENT A (continued)

WESTSIDE EXTENSION SECTION 2 (#865522)

Dept. of Transportation	\$1,550,436
Bureau of Engineering	\$900,000
Bureau of Street Lighting	\$364,443
Bureau of Street Services	\$204,883
Bureau of Sanitation	\$51,768
Contract Administration	\$540,617
Subtotal:	\$3,612,147

WESTSIDE EXTENSION SECTION 3 (#865xxx)

Dept. of Transportation	\$573,866
Bureau of Engineering	\$600,000
Bureau of Street Lighting	\$133,893
Bureau of Street Services	\$509,594
Bureau of Sanitation	\$41,768
Contract Administration	\$296,861
Subtotal:	\$2,155,982

UNION STATION MASTER PLAN (#405557)

Bureau of Engineering	\$140,000
Bureau of Street Services	\$60,000
Bureau of Street Lighting	\$76,000
Contract Administration	\$26,000
Subtotal:	\$302,000

VAN NUYS PLATFORM (#460080)

Dept. of Transportation	\$30,000
Bureau of Engineering	\$30,000
Bureau of Street Lighting	\$26,000
Subtotal:	\$86,000

UNIVERSAL PEDESTRIAN BRIDGE (# 809382)

Source of Funds: Prop A

Dept. of Transportation	\$50,000
Bureau of Engineering	\$30,000
Bureau of Street Services	\$50,000
Bureau of Street Lighting	\$75,568
Contract Administration	\$50,000
Subtotal:	\$255,568

ATTACHMENT A (continued)

MBL PED GATES (#205104)

Dept. of Transportation	\$80,000
Bureau of Engineering	\$80,000
Bureau of Street Services	\$67,000
Bureau of Street Lighting	\$35,000
Contract Administration	\$50,000
<hr/>	
Subtotal:	\$312,000

PATSAOURAS TRANSIT PLAZA (#202317)

Dept. of Transportation	\$75,000
Bureau of Engineering	\$60,000
Bureau of Street Services	\$60,000
Bureau of Street Lighting	\$28,000
Contract Administration	\$45,000
<hr/>	
Subtotal:	\$268,000

PATSAOURAS BUS PLAZA REPAVING (#210137)

Dept. of Transportation	\$150,000
Bureau of Engineering	\$150,000
Bureau of Street Services	\$35,000
Bureau of Street Lighting	\$63,746
Contract Administration	\$63,000
<hr/>	
Subtotal:	\$461,746

BRIGHTON TO ROXFORD (#460074)

Dept. of Transportation	\$55,000
Bureau of Engineering	\$57,000
Bureau of Street Services	\$25,000
Bureau of Street Lighting	\$25,000
<hr/>	
Subtotal:	\$162,000

LINK US (#460089)

Bureau of Engineering	\$285,000
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Subtotal:	\$285,000

ESOC (#212121)

Dept. of Transportation	\$70,000
Bureau of Engineering	\$50,000
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Subtotal:	\$120,000

ATTACHMENT A (continued)

DIVISION 1 (#300011)

Dept. of Transportation	\$33,000
Bureau of Engineering	\$33,000
Subtotal:	\$66,000

NORTH HOLLYWOOD WEST ENTRANCE (#204122)

Bureau of Engineering	\$70,000
Bureau of Street Lighting	\$73,077
Subtotal:	\$143,077

DIVISION 13 (#202001)

Bureau of Engineering	\$30,000
Subtotal:	\$30,000

SOUTHWEST ENTRANCE CIVIC CENTER (#200015)

Bureau of Engineering	\$70,000
Subtotal:	\$70,000

THE BLOC PEDESTRIAN PASSAGEWAY (#204136)

Bureau of Engineering	\$30,000
Subtotal:	\$30,000

PERSHING SQUARE ESCALATORS (#204133)

Bureau of Street Lighting	\$37,784
Subtotal:	\$37,784

EASTSIDE GRADE CROSSING IMPROVEMENTS (#460202)

Dept. of Transportation	\$98,000
Bureau of Engineering	\$55,000
Bureau of Street Services	\$26,000
Bureau of Street Lighting	\$144,907
Subtotal:	\$ 323,907

ATTACHMENT A (continued)

RAYMER TO BERNSON DOUBLE TRACK (#460081)

Dept. of Transportation	\$177,432
Bureau of Engineering	\$60,000
Subtotal:	\$237,432

DORAN STREET SEPARATION (#460091)

Dept. of Transportation	\$60,274
Bureau of Engineering	\$70,000
Subtotal:	\$130,274

FIRE/LIFE/SAFETY

Fire Dept.	\$439,468
Subtotal:	\$439,468

METRO SOUNDWALLS #11 (#460309)

Bureau of Engineering	\$215,000
Dept. of Transportation	\$150,000
Bureau of Street Services	\$18,000
Subtotal:	\$383,000

METRO ORANGE LINE TRANSIT PRIORITY MAINTENANCE

Dept. of Transportation	\$408,031
Subtotal:	\$408,031

GRAND TOTAL: \$ 31,247,162

TOTAL FY17 BUDGET: \$ 31,247,162