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Agenda - Final

Thursday, May 27, 2021

11:00 AM

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Board of Directors - Regular Board Meeting

*Eric Garcetti, Chair
Hilda L. Solis, 1st Vice Chair
Ara Najarian, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
Fernando Dutra
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval
Tony Tavares, non-voting member*

Phillip A. Washington, Chief Executive Officer

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

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at www.metro.net or on CD's and as MP3's for a nominal charge.

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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

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The Board Meeting begins at 11:00 AM Pacific Time on May 27, 2021; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment may be taken at the beginning of the meeting or as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 27 de Mayo de 2021. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Please include the Item # in your comment.

Email: goinsec@metro.net

Post Office Mail:

Board Secretary's Office

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 8.1, 9, 11, 14, 15, 17, 18, 18.1, 19, 20, 24, 30, 31, 32, 33, 34, 35, 36, 38, 42*, and 43.

*Item requires 2/3 vote.

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2021-0349](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 22, 2021.

Attachments: [Regular Board Meeting MINUTES - April 22, 2021 RBM](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

5. **SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2021-25** [2021-0178](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed price Contract No. PS71091000, to Vasquez and Company, LLP (Vasquez) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment C (Package A) for fiscal years (FY) 2021 - 2025 in the amount of \$2,506,618.26, effective July 1, 2021, subject to resolution of protest(s) if any; and
- B. AWARD a five-year, firm fixed price Contract No. PS71091001, to Simpson and Simpson, LLP (Simpson) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment D (Package B) for fiscal years (FY) 2021 -2025 in the amount of \$2,955,150, effective July 1, 2021, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Package A.pdf](#)
[Attachment B - Package B.pdf](#)
[Attachment C - Procurement Summary.pdf](#)
[Attachment D - DEOD Summary.pdf](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 6. SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES** [2021-0045](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award an eight-year, firm fixed unit price Contract No. PS73428000, to Genex Services, LLC to provide workers' compensation utilization review, peer review, physician consulting and expedited review services in an amount not-to-exceed \$400,000 for the four-year base term, effective July 1, 2021 through June 30, 2025, plus \$418,180, for the two (2), two-year options, for a total not-to-exceed amount of \$818,180 subject to resolution of protest(s), if any.

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

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 8.1. SUBJECT: AMENDMENT TO PROPOSED FY22 METRO BUDGET** [2021-0343](#)

RECOMMENDATION

APPROVE Motion by Directors Butts, Solis, Najarian, Dupont-Walker, and Dutra that the proposed FY 22 Budget be amended to reflect the addition of three (3) FTEs for Grants Management reflecting a total of four (4) FTEs for the Grants Management Team.

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 9. SUBJECT: FY 2021-22 METROLINK REHABILITATION AND CAPITAL PROGRAM** [2021-0219](#)

RECOMMENDATIONS

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2021-22 Rehabilitation and Capital Budget in the amount of \$33,349,794 as detailed in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital

- A. REPROGRAMMING of projects in the following Programs:
1. Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement Program, as shown in Attachment A;
 2. Measure M MSP - Active Transportation Program, as shown in Attachment B;
 3. Measure M MSP - First/Last Mile and Complete Streets, as shown in Attachment C;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Bus System Improvement Program Project List](#)
[Attachment B - Active Transportation Program Project List](#)
[Attachment C - First Last Mile and Complete Streets Program Project List](#)
[Attachment D - Highway Efficiency Program Project List](#)

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

14. SUBJECT: CESAR E. CHAVEZ & SOTO JOINT DEVELOPMENT

[2021-0186](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute and enter into a ground lease (“Ground Lease”) and other related documents with La Veranda, L.P. (the “Developer”), an affiliate of Abode Communities, for the construction and operation of a mixed-use, affordable housing project (the “Project”) on Metro-owned property located near the corner of Cesar E. Chavez Avenue and Soto Street in Boyle Heights (the “Site”) in accordance with the Key Terms and Conditions approved by the Board at its November 30, 2017 meeting as amended by the terms and conditions set forth in the Discussion section of this Board report.

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

- 18. SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT CONTRACT MODIFICATION**

[2021-0224](#)

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. AE275020011497 for ExpressLanes Program Management Support services with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-405 to Central Avenue segment of the I-105 ExpressLanes project in the amount of \$18,788,594, inclusive of one optional task to provide post-PS&E support in the amount of \$1,413,641, increasing the Total Contract Value from \$14,147,001 to \$32,935,595.

- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE275020011497 in the amount of \$2,000,000 increasing the total CMA amount from \$770,000 to \$2,770,000 to support potential additional services needed to complete the PS&E for the I-405 to Central Avenue segment of the I-105 ExpressLanes project.

Attachments:

- [A. Procurement Summary](#)
- [B. Contract Modification /Change Order Log](#)
- [C. DEOD Summary](#)

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

- 18.1. SUBJECT: I-105 EXPRESSLANES PROJECT**

[2021-0341](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Mitchell, Butts, and Dutra that the Board direct the Chief Executive Officer to report back in September 2021 with recommendations to fully fund the I-105 ExpressLanes with funding sources that minimize the use of the corridor's future net toll revenues, in order to maximize available resources from the project for future capital improvements to the Metro Green Line.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

19. SUBJECT: FENCE REPAIR AND MAINTENANCE SERVICES

[2021-0167](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1788370008370, to Deco Fence Company, the lowest responsive and responsible bidder, to provide fence repair and maintenance services. The contract not-to-exceed amount is \$2,290,068 for the three-year base, and \$1,654,560 for the one, two-year option, for a combined not-to-exceed amount of \$3,944,628, effective July 1, 2021, subject to resolution of protests(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: TRANSMISSION INTEGRAL COOLER

[2021-0169](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA73599-2000 to Muncie Transit Supply, the lowest responsive and responsible bidder for transmission coolers. The Contract one-year base amount is \$969,414 inclusive of sales tax, and the one-year option amount is \$998,497, inclusive of sales tax, for a total contract amount of \$1,967,911, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

24. SUBJECT: BETTER BUS PROGRAM FUNDING AND IMPLEMENTATION STRATEGY

[2021-0245](#)

RECOMMENDATION

The following actions are recommended:

1. ADOPT the Better Bus Program as a major component of Metro's portfolio of improvements.

2. APPROVE the Better Bus investments Plan and pursue the five-year funding and implementation strategy (Included as Attachment B), including additional staffing, and report progress to the Operations, Safety, and Customer Experience Committee every six months.
3. APPROVE the inclusion of Better Bus program investments and expenditures in each annual budget and in future updates to the Short Range Transportation Plan and Long Range Transportation Plan.
4. APPROVE, by mid-year, the addition of 14 new project FTEs, in Operations (5), Communications and Government Relations (7), and Grants Management, Planning and Programming (2), to the FY22 staffing budget, dedicated exclusively to the funding and implementation of the Better Bus Program.

Attachments: [Attachment A - 2021-0194 Better Bus Program April Receive and File Report](#)
[Attachment B - Better Bus Funding Implementation Strategy Presentation](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

30. **SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - GEOTECHNICAL EXPLORATION** [2021-0101](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 18 to Contract No. AE58083E0129 with Gannet Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for geotechnical exploration along Van Nuys Blvd. (Oxnard St. to San Fernando Rd.), in the amount of \$987,531 increasing the total Contract value from \$71,062,041 to \$72,049,572.

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

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

31. **SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT** [2021-0222](#)

RECOMMENDATION

CONSIDER:

AMENDING the Life-of-Project (LOP) budget by \$150,000,000 for the

Westside Purple Line Extension Section 1 Project (Project) from \$2,978,879,593 to \$3,128,879,593 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

Attachments: [Attachment A - Funding/Expenditure Plan](#)
[Attachment B - Measure R and Measure M Unified Cost Management Policy An](#)
[Attachment C - Projected Breakdown of Cost Allocation for \\$150 million](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

32. SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES [2021-0250](#)

RECOMMENDATION

AUTHORIZE:

- A. An increase in authorized funding for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), for pending and future Contract Work Orders to provide Program Management Support Services (PMSS) in an amount not-to-exceed \$10,296,886, increasing the current authorized funding limit for the base contract from \$63,347,705 to \$73,644,591 through FY22;
- B. The exercise of the two-year option in the amount not-to-exceed \$27,461,365, increasing the authorized funding limit from \$73,644,591 to \$101,105,956 for FY23 and FY24; and
- C. The CEO or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board authorized contract funding amount.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - CWO Mod Log rev. 1, 4-29-21](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Current Support Provided by Project Category](#)
[Attachment E - Current and Anticipated List of Projects](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

33. SUBJECT: QUALITY MANAGEMENT CONSULTANT [2021-0119](#)

RECOMMENDATION

AUTHORIZE:

- A. An increase to the total authorized funding for Contract No. PS54007

with PQM, Inc, for pending and future Task Orders to provide Quality Management Consulting services in the amount of \$19,947,286 increasing the authorized funding limit from \$5,378,518 to \$25,325,804 through FY22 and FY23; and

- B. The Chief Executive Officer or their designee to execute individual Task Orders and Contract Modifications changes within the Board approved funding limit.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Task Order Modification Log](#)
[Attachment C - DEOD Summary](#)
[Attachment D - QMO Best Practice Initiative](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 34. SUBJECT: ACTIVE TRANSPORTATION PROJECTS CONSTRUCTION [2021-0251](#)**
MANAGEMENT SUPPORT SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. Execute a four-year cost plus fixed fee Contract No. AE71435MC080 with the most qualified firm, Ramos Consulting Services, Inc., after successful negotiations, to provide Construction Management Support Services for Metro Active Transportation Projects, in an amount Not-To-Exceed base year of \$15,896,000, plus two (2) one-year options (\$1,987,000 each year) that may be exercised in the future, subject to resolution of any properly submitted protest; and
- B. Negotiate and execute individual Contract Work Orders and Contract Modifications up to the authorized Not-to-Exceed amount.

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

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING:

- 35. SUBJECT: CALTRANS UPDATE [2021-0304](#)**

RECOMMENDATION

RECEIVE report by the Caltrans District Director on Delivery of Projects on I-5.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

36. SUBJECT: LOCUS LICENSE PURCHASE

[2021-0124](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a one-year, sole-source, firm-fixed price Contract No. PS74047000 to Cambridge Systematics, Inc. for the purchase of Locus software license and maintenance in the amount of \$650,000 on behalf of the Regional Integration of Intelligent Transportation Systems (RIITS).

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

**38. SUBJECT: CALIFORNIA STATE TRANSPORTATION AGENCY -
CLIMATE ACTION PLAN FOR TRANSPORTATION
INFRASTRUCTURE**

[2021-0203](#)

RECOMMENDATION

CONSIDER transmitting Climate Action Plan for Transportation Infrastructure (CAPTI) comment letter (Attachment A) to the California State Transportation Agency.

Attachments: [Attachment A - CAPTI Comment Letter
Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(3-0):

**42. SUBJECT: EXECUTE CONTRACT WITH SOUTHERN CALIFORNIA
EDISON (SCE) TO UPGRADE UTILITIES AT DIVISION 9 &
EL MONTE TRANSIT CENTER, EXECUTE CONTRACT
MODIFICATION WITH BYD FOR DIVISION 9 (D9) DEPOT
CHARGERS, AND GRANT DESIGN-BUILD AUTHORITY
FOR CHARGING INFRASTRUCTURE**

[2020-0062](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. NEGOTIATE AND EXECUTE a cost reimbursable Contract with SoCal Edison (SCE) to upgrade Division 9 (D9) and EL Monte Bus Depot utilities to support the full electrification of Battery Electric Buses procured from

BYD, for an amount Not-To-Exceed \$19,565,853.

- B. EXECUTE Modification No. 7 to BYD Coach & Bus, LLC (BYD), to add forty-four (44) Heliox Depot Chargers, software licenses, installation and commissioning support, and twelve (12) year warranty service and support for D9 charging infrastructure at the Firm Fixed price of \$22,938,872 increasing the Contract Value from \$48,528,900 to \$71,467,772.
- C. INCREASE the Contract Modification Authority amount from \$4,777,472 to \$30,778,325 to incorporate upgrades to the charging infrastructure and for vehicle configuration changes for Contract OP28367-002, with BYD Coach & Bus, LLC.

CONSIDER:

- D. FIND that awarding a design-build delivery method authority, pursuant to Public Utilities Code Section 130242(b), will achieve for Metro certain private sector efficiencies through the integration of design, project work and components.

Approval requires a two-thirds affirmative vote.

- E. Approve the hiring of an initial five (5) new, non-contract full-time employees as a part of the FY22 midyear budget process to ensure the successful delivery of the ZEB program.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Log](#)
 [Attachment C- DEOD Summary](#)
 [Attachment D - Funding-Expenditure Plan](#)
 [Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 43. SUBJECT: AMEND THE METRO ADMINISTRATIVE CODE TO REFER [2021-0345](#)
 TO THE BOARD SECRETARY AS BOARD CLERK**

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, and Najarian that the Board of Directors amend the Metro Administrative Code Section 2-10-010 to refer to the Board Secretary as the Board Clerk.

From:

2-10-010 Appointment of Board Secretary

The Board of Directors shall appoint a Board Secretary who shall be a full time officer of the MTA.

To:

2-10-010 Appointment of Board Secretary

The Board of Directors shall appoint a Board Secretary who shall be a full time officer of the MTA and be referred to as Board Clerk.

WE FURTHER MOVE that the Board of Directors direct the Board Clerk to prepare a strategic plan, including but not limited to:

1. Delivering continuous improvement to encourage meaningful public engagement and improve accessibility of Board meetings, materials, and public comments; and
2. Continuation of effective public engagement options developed as Metro and L.A. County jurisdictions responded to the pandemic and its recovery process.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR**

[2021-0350](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

[2021-0351](#)

RECOMMENDATION

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

- Special Presentation by the CEO

Attachments: [Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

7. **SUBJECT: FY22 METRO BUDGET EQUITY ASSESSMENT**

[2021-0239](#)

RECOMMENDATION

RECEIVE AND FILE update on FY22 Metro Budget Equity Assessment.

Attachments: [Attachment A - Metro Budget Equity Assessment Tool](#)
[Presentation](#)

**FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (5-0):**

8. SUBJECT: FISCAL YEAR 2022 (FY22) BUDGET

[2021-0208](#)

RECOMMENDATION

A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);

1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

Attachments: [Attachment A-FY22 New Capital Projects](#)
[Attachment B-FY22 Reimbursement Resolution](#)
[Attachment C-FY22 Budget Public Outreach](#)
[Attachment D-Compensation Adjustment](#)
[Attachment E-FY22 Non-Represented and Represented FTEs
Presentation](#)

**FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (5-0):**

10. SUBJECT: MEASURE R BONDS

[2021-0123](#)

RECOMMENDATION

CONSIDER:

A. Adopting a Resolution, Attachment A, that:

1. Authorizes the negotiated sale and issuance of up to \$850 million in aggregate principal amount of Measure R Senior Sales Tax Revenue Bonds in one or more series, to finance capital projects; and refinance outstanding commercial paper notes.
2. Approves the forms of the Supplemental Trust Agreement, Continuing Disclosure Certificate, Preliminary Official Statement, Bond Purchase Contract and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution subject to modification as set forth in the Resolution;
3. Authorizes taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Measure R Senior Sales Tax Revenue Bonds, Series 2021-A (the "Bonds").

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE.)

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

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(4-0):**

37. SUBJECT: STATE AND FEDERAL REPORT

[2021-0246](#)

RECOMMENDATION

RECEIVE AND FILE May 2021 State and Federal Legislative Report.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 41. SUBJECT: MICROTRANSIT OPERATIONS FARE STRUCTURE AND SERVICE ZONES** [2021-0228](#)

RECOMMENDATION

CONSIDER:

A. APPROVING the proposed MicroTransit Fare Structure with the introductory rate of \$1 for the remainder of calendar year 2021 and adopt the \$2.50 full fare effective January 1, 2022 for zones 1-8. Additional zones will be set to full fare once the first six months of Revenue Service Operations has concluded.

B. APPROVING the service maps for MicroTransit Zones (6-8)

Attachments: [Attachment A - October 2020 Item # 23 \(MicroTransit Fare Structure\)](#)
[Attachment B - Microtransit Service Zones \(Maps and Hours of Operations\) Presentation](#)

- 44. SUBJECT: TAP UPDATE** [2021-0371](#)

RECOMMENDATION

RECEIVE oral report on TAP Update.

Attachments: [Presentation](#)

- 45. SUBJECT: FARELESS SYSTEM INITIATIVE** [2021-0372](#)

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Mitchell, and Krekorian that the Board direct the Chief Executive Officer to implement the Fareless System Initiative, subject to a final financial plan and while pursuing cost-sharing agreements.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

Administrative Coordination

- A. Develop strategies to streamline and simplify the eligibility process for participants, striving to remove as many barriers to entry as possible;
1. Include an evaluation of a self-attestation process for low-income riders;

- B. Partner with school districts on administrative coordination to enable availability at pilot launch to all LA County school and community college districts (based on each district's interest), including but not limited to any required Memoranda of Understanding or TAP coordination;

Funding

- C. In partnership with implementation partners and key stakeholders, pursue and support federal and state opportunities and legislation to fund the Fareless System Initiative, both the pilot phase and any permanent program (should the Board decide to continue past the proposed pilot period), including but not limited to the federal Freedom to Move Act;
- D. Pursue reasonable cost-sharing agreements with school districts;
 - 1. Seek to take advantage and leverage any existing student transportation fee programs (e.g., student-approved LACCD fees);
 - 2. Seek to preserve existing funding agreements between school districts and transit operators;
 - a. Wherever municipal operators have existing fareless agreements with community college districts, consider accepting muni student transit passes on Metro for the duration of the pilot;
 - 3. Seek new funding agreements for districts without any existing discounted or fareless student pass programs (e.g., U-Pass);
- E. Consider pursuing private funding opportunities, including but not limited to philanthropic partnerships;

Follow-Up

- F. Report to the Board monthly on the development, launch, and performance of the Fareless System Initiative. The first update should include:
 - 1. A mission statement and goals for the FSI pilot;
 - 2. Lists of interested municipal operators, school districts, and community college districts;
 - 3. An update on the refined FSI financial plan; and
 - 4. Identification of a cross-departmental implementation team.

46. SUBJECT: FARELESS SYSTEM INITIATIVE

[2021-0364](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Najarian, Butts, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

Postpone the implementation of any Fareless System Initiative until the conditions provided below have been met to the Board's satisfaction:

1. Municipal operators that choose to participate will be fully included and provided the same type of fare subsidy as Metro transit operations, in order to ensure a seamless rider experience regardless of geographic location or transit provider;
2. The initiative is funded without reducing existing transit operations or state of good repair expenditures or by using regional funding typically committed to bus and rail transit operations or intended for the capital program;
3. Opportunities to expand or adjust existing fare subsidy programs to maximize community benefit have been studied and presented to the Board; and,
4. An 18-month initiative can be scaled and/or targeted in a manner that best aligns with Metro's Equity Platform, adopted by the Board in March 2018.

47. SUBJECT: 710 SOUTH CORRIDOR PROJECT

[2021-0368](#)

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Butts, Garcetti, and Mitchell that direct the Chief Executive Officer to:

1. Immediately cease further work to advance the current 710 South Corridor Project EIR/EIS;
2. Evaluate all improvements included in the EIR/EIS that can be advanced separately from mainline 710 South infrastructure improvements including, but not limited to, projects related to active transportation, operational improvements, clean truck infrastructure, and community health;
3. Identify additional locally-supported projects that can be advanced to enhance mobility along the 710 South Corridor and complement the non-freeway projects mentioned above, including but not limited to the West Santa Ana Branch, the LA River/Rio Hondo Confluence Station,

LA River Master Plan, Rail to River, and the Atlantic Boulevard Bus Rapid Transit;

4. Collaborate with corridor cities, local stakeholders, community based organizations, the Ports of Los Angeles and Long Beach, and the Gateway Council of Governments to conduct outreach and develop a funding plan in order to advance a revised Early Action Program that includes projects identified in Directives 2 and 3. The revised Early Action Program should emphasize shovel ready projects and prioritize partnerships with labor to advance Metro's Project Labor Agreement and Construction Careers Policy;
5. Report back on all directives in September 2021.

48. SUBJECT: I-710 SOUTH CORRIDOR PROJECT

[2021-0365](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Butts, and Dutra that the Board direct the Chief Executive Officer to report back to the Board in July 2021 on:

1. Why the EPA concluded the project does not meet conformity requirements and why Caltrans Director Toks Omishakin stated that Caltrans cannot support the Project "in its current format";
2. Identify what elements of the Project can either be moved forward or modified in order to get State and Federal support, including but not limited to: price-managed freeway lanes, zero emissions-only truck lanes, short- and long-haul rail, Atlantic Avenue bus rapid transit, Metrolink capital and service improvements, and State and Federal funding for near-zero and zero-emissions goods movement investments earmarked for the I-710 South Corridor;
3. If inclusion of some or all of the elements in Directive 2 above will be enough to get State and Federal support for the Project or if it needs to be reimagined entirely; and,
4. A plan for re-engaging cities and stakeholders along the corridor.

49. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

[2021-0221](#)

RECOMMENDATION

CONSIDER:

- A. Holding a public hearing on the proposed Resolution of Necessity; and
- B. Adopting the Resolution of Necessity authorizing the commencement of

an eminent domain action to acquire the exclusive subsurface easements from the properties identified as Parcels W-4001-1, W-4001-2, W-4001-3 (APN: 4319-003-066) and W-4002-1 (APN: 4319-003-063), acquire a 6-month temporary construction easement from the property identified as Parcel W-4001-7, and acquire a 12-month access area for installation and monitoring of liquid level gauge devices (APN: 4319-003-066). The properties listed above are herein referred to as “the Property.”

REQUIRES 2/3 VOTE

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

50. SUBJECT: **WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT** [2021-0240](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity.

- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a portion of the leasehold interests, related leasehold improvements, and related improvements pertaining to APN: 4363-023-032 (hereinafter called the “Property Interests”) as shown in Attachment C.

REQUIRES 2/3 VOTE

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

END OF NON-CONSENT

51. SUBJECT: **CLOSED SESSION** [2021-0359](#)

- A. Conference with Real Estate Negotiator - G.C. 54956.8
 - 1. Property Description: 800 N. Alameda Street, Los Angeles, CA 90012
Agency Negotiator: Holly Rockwell or designee
Negotiating Party: Spirited Group, LLC, dba Imperial Western Beer Company
Under Negotiation: Price and terms

2. Property Description: 800 N. Alameda Street, Los Angeles, CA 90012
Agency Negotiator: Holly Rockwell or designee
Negotiating Party: Starbucks Corporation
Under Negotiation: Price and terms

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0352](#)

RECEIVE General Public Comment

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

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

Adjournment



Metro

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

Board Report

File #: 2021-0349, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MAY 27, 2021**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 22, 2021.



Metro

Virtual Online Meeting

MINUTES

Thursday, April 22, 2021

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Eric Garcetti, Chair
Ara Najarian, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
Fernando Dutra
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval
Tony Tavares, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 7, 8, 11, 12, 13, 15, 16, 18, 21, 22, 25, 31*, 32, 39, 41, 44, 48, and 49.

Consent Calendar items were approved by one motion except item 32 which was held by a Director for discussion and/or separate action.

*Item required 2/3 vote.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| Y | Y | Y | Y | Y | A | A | Y | Y | Y | A | Y | Y |

CONSENT CALENDAR

2. **SUBJECT: MINUTES** **2021-0234**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 25, 2021.

3. **SUBJECT: REMARKS BY THE CHAIR** **2021-0231**

RECEIVED remarks by the Chair.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| P | P | P | P | P | P | A | P | P | P | P | P | P |

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2021-0232**

RECEIVED report by the Chief Executive Officer.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| P | P | P | P | P | P | A | P | P | P | P | P | P |

5. **SUBJECT: DEBT POLICY** **2021-0122**

ADOPTED ON CONSENT CALENDAR the Debt Policy (included as Attachment A).

| | | | |
|-------------------|------------------|------------------------|---------------|
| PK = P. Krekorian | JB = J. Butts | JDW = J. Dupont-Walker | FD = F. Dutra |
| JH = J. Hahn | EG = E. Garcetti | AN = A. Najarian | |
| MB = M. Bonin | SK = S. Kuehl | HM = H. Mitchell | |
| HS = H. Solis | KB = K. Barger | TS = T. Sandoval | |

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

6. SUBJECT: NO-FEE LEASE OF METRO PROPERTY FOR CITY OF LOS ANGELES' SLAUSON CONNECT PROJECT 2021-0185

- A. AUTHORIZED the Chief Executive Officer (CEO) to enter into a 30-year, no-fee lease agreement with the City of Los Angeles (City) to use a portion of the Metro-owned Harbor Subdivision Right-of-Way between Normandie and Budlong Avenues, City of Los Angeles ("Property"), for the City's Slauson Connect Project.
- B. DECLARED that the Property is not necessary for use by Metro and is "exempt surplus land" as defined in Section 54221(f)(1)(D) of the California Surplus Land Act (California Gov. Code Sections 54220-54234).
- C. CERTIFIED that the Board, acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA) for the Slauson Connect Project, has considered the exemption documentation for the Slauson Connect Project and finds that the Slauson Connect Project is categorically exempt from CEQA and will not cause a significant impact on the environment.
- D. AUTHORIZED Metro Real Estate to file a Notice of Exemption with the Los Angeles County Registrar-Recorder/County Clerk.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| Y | Y | Y | Y | A | Y | A | Y | Y | Y | Y | Y | Y |

7. SUBJECT: ALLOCATION OF FUNDING BALANCE FROM THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS (CRRSA) ACT 2021-0204

APPROVED ON CONSENT CALENDAR:

- A. the allocation of the balance of \$126,807,083 from Los Angeles County's share of Federal Transit Administration (FTA) Section 5307/ Section 5337 funds from the CRRSA Act to transit operators, as described in Attachment A, for operating expenses;
- B. exchanges of CRRSA Act funding allocations, as appropriate, with other local or eligible State or Federal funds to accelerate grant approval and disbursement of funds by the FTA; and
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements to implement Board approved support of transit programs in Los Angeles County.

8. SUBJECT: PROPERTY INSURANCE PROGRAM

2020-0895

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at increased policy limits at a not to exceed price of \$4.75 million for the 12-month period May 10, 2021 through May 10, 2022.

| | | | | | | | | | | | | |
|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
| | C | | | | | | | | | | | |

11. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

2021-0033

A. APPROVED ON CONSENT CALENDAR:

1. Programming of additional \$2,204,941 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
2. Programming of additional \$3,425,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;

B. DELEGATING the Chief Executive Officer (CEO) or his designee the authority to:

1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and

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

12. SUBJECT: U.S. ARMY CORPS OF ENGINEERS MEMORANDUM OF AGREEMENT FOR SECTION 404 PERMITS FOR METRO PROJECTS

2021-0102

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Memorandum of Agreement between Los Angeles County Transportation Authority (LACMTA) and the US Army Corps of Engineering, Los Angeles District, for Section 404 Permitting Process (Attachment C).

13. SUBJECT: WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

2021-0093

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to APPROVE additional funding of \$353,530 and an extension to December 2022 of the existing Funding Agreement (FA# 920000000FACGGC03) with the Gateway Cities Council of Governments (COG) for Third-Party Administration participation in the WSAB environmental clearance study.

15. SUBJECT: PROJECT PRIORITIES FOR NEXT NEW STARTS GRANTS 2021-0150

APPROVED ON CONSENT CALENDAR:

1. the West Santa Ana Branch (WSAB) Transit Corridor and Sepulveda Transit Corridor Projects as Metro’s next priorities for pursuing New Starts grants from the Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program;
2. the East San Fernando Valley (ESFV) Transit Corridor Project as Metro’s priority for pursuing a grant from the FTA Expedited Project Delivery (EPD) Pilot Program;
3. AUTHORIZING the Chief Executive Officer (CEO) or his designee to request from the FTA the entry into the Project Development Phase of the CIG Program for the WSAB Transit Corridor Project and the Sepulveda Transit Corridor Project, at the appropriate time, and to submit a grant application for the EPD Pilot Program for the ESFV Transit Corridor Project; and
4. AUTHORIZING staff to develop and implement targeted CIG/ EPD legislative and FTA engagement strategies that support securing grants for the three priority projects.

15.1.SUBJECT: AMENDMENT TO PROJECT PRIORITIES FOR NEXT NEW STARTS GRANTS 2021-0237

APPROVED Motion by Directors Butts, Garcetti, Mitchell, Solis, Najarian, and Barger that the Board direct the Chief Executive Officer as follows:

- A. Develop and implement a collaborative and coordinated CIG legislative and FTA engagement strategy that supports securing federal grants and any available federal funding that may be committed in support of the 2028 Olympic and Paralympic Games for the Inglewood Transit Connector Project.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| Y | Y | Y | Y | Y | Y | A | Y | Y | Y | Y | Y | Y |

**16. SUBJECT: CORONAVIRUS RESPONSE AND RELIEF
SUPPLEMENTAL APPROPRIATIONS ACT HIGHWAY
INFRASTRUCTURE PROGRAMS FUNDS**

2021-0207

APPROVED ON CONSENT CALENDAR:

1. the programming of \$38.2 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Highway Infrastructure Programs (HIP) funds made available through the Regional Transportation Improvement Program (RTIP) of the State Transportation Improvement Program (STIP) to the East San Fernando Valley (ESFV) Transit Corridor Project as a revenue-neutral exchange of Proposition A 35% funds to be directly used on the Airport Metro Connector (AMC) 96th Street Station;
2. the programming of \$47.6 million in CRRSAA HIP funds made available through the Caltrans Local Assistance Surface Transportation Block Grant Program (STBGP) to all 88 cities in and including the County of Los Angeles by percentage of the total county population as presented in Attachment A; and
3. APPROVING the ability for small cities to exchange CRRSAA STBGP funds with local funds under Metro’s existing federal Surface Transportation Program - Local Exchange Program.

17. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2021-0038

AUTHORIZED the Resolution in Attachment A that:

- A. the Chief Executive Officer (CEO) or his designee to claim \$22,690,757 in fiscal year (FY) 2020-21 LCTOP grant funds for the Crenshaw/LAX Transit Corridor Operations Project and/or the proposed Fareless System Initiative Pilot if approved by the Metro Board;
- B. Certified that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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| Y | Y | Y | Y | Y | Y | A | Y | Y | Y | Y | Y | Y |

18. SUBJECT: STATE ROUTE (SR)-57/SR-60 INTERCHANGE IMPROVEMENTS

2020-0943

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

1. Execute Contract Modification No. 2 to Contract No. AE51890001 in the amount of \$3,251,665.74 for the SR-57/SR-60 Interchange Improvements project (Project) with WKE Inc. to provide professional services, increasing the total contract value from \$25,155,706.72 to \$28,407,372.46;
2. programming an additional \$91 million in Measure M funds for the Project's Right-of-Way (ROW), mitigation of impacts to the Diamond Bar Golf Course (DBGC) and utility relocation; and
3. the CEO or his designee to negotiate and execute all necessary contract documents and agreements to implement the necessary pre-construction components of the Project.

| | | | | | | | | | | | | |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
| | C | | | | | | | | | | | |

21. SUBJECT: BUS ENGINE CYLINDER HEAD ASSEMBLIES

2021-0035

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA73218000 to Cummins Inc., the lowest responsive and responsible bidder for Cylinder Head Assemblies. The Contract one-year base amount for is \$1,723,070 inclusive of sales tax, and the one-year option amount is \$1,766,147, inclusive of sales tax, for a total contract amount of \$3,489,217, subject to resolution of protest(s), if any.

22. SUBJECT: BUS ENGINE IGNITION COILS

2021-0037

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA73430000 to Cummins Inc., the lowest responsive and responsible bidder for Ignition Coils. The Contract one-year base amount is \$1,134,734 inclusive of sales tax, and the one-year option amount is \$1,163,087, inclusive of sales tax, for a total contract amount of \$2,297,821, subject to resolution of protest(s), if any.

25. SUBJECT: SCADA AS NEEDED TASK ORDER SUPPORT SERVICES 2021-0097

AUTHORIZED ON CONSENT CALENDAR:

- A. The Chief Executive Officer to award a sole-source, task order based, firm-fixed unit rate Contract No. OP177320000PS57993 to ARINC Incorporated, a Delaware corporation and wholly owned

(continued on next page)

(Item 25 – continued from previous page)

subsidiary of Raytheon Technologies, a Delaware corporation, for on-call engineering support services in support of Metro's Supervisory Control and Data Acquisition (SCADA) systems, in a not-to-exceed amount of \$40,000,000 for a ten-year period of performance effective July 1, 2021.

- B. The Chief Executive Officer to execute task orders for an aggregate amount not-to-exceed \$40,000,000.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| | | | | | | | | C | | | | |

31. SUBJECT: TRACK AND TUNNEL INTRUSION DETECTION 2021-0148

AUTHORIZED ON CONSENT CALENDAR TO:

Make a finding that a Design-Build contract to deliver a Track and Tunnel Intrusion Detection system at Metro transit facilities will achieve for LACMTA certain efficiencies in the performance of the design and construction of the Project, pursuant to Public Utilities Code Section 130242, authorizing the CEO to issue a solicitation.

Required 2/3 vote.

32. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND (BIF) 2021-0095

AUTHORIZED:

- A. the Chief Executive Officer to execute Modification No. 3 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) to exercise the first one-year option in the amount of \$720,882, increasing the total contract value from \$1,685,246 to \$2,406,128, to continue to serve as the fund administrator for Metro's Pilot BIF and extending the period of performance from May 1, 2021 to April 30, 2022.
- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. PS56079000 in the amount of \$120,000 increasing the total CMA amount from \$158,524 to \$278,524 to support additional services related to BIF fund administration inclusive of the expansion of the BIF to directly impacted and qualifying "mom and pop" businesses.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| Y | C | Y | Y | Y | A | A | Y | Y | Y | A | Y | Y |

**34. SUBJECT: ENHANCEMENTS TO METRO'S MEDIUM-SIZE BUSINESS 2021-0116
ENTERPRISE PROGRAM AND SMALL BUSINESS
ENTERPRISE PROGRAM**

RECEIVED AND FILED the response to Board Motion 51 by Directors Dupont-Walker, Hahn, Mitchell, Butts, Najarian and Solis at the January 2021 Board meeting.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| P | P | P | P | P | P | A | P | P | P | P | P | P |

36. SUBJECT: AIRPORT METRO CONNECTOR PROJECT 2021-0114

APPROVED:

ESTABLISHING a life-of project (LOP) budget for the Airport Metro Connector project in the amount of \$898,581,000 consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment C).

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|----|----|----|-----|----|----|----|----|----|----|----|----|----|
| Y | Y | Y | Y | Y | Y | A | Y | Y | Y | Y | Y | Y |

39. SUBJECT: ADVERTISING AND COMMUNICATIONS SERVICES 2021-0168

AUTHORIZED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to award a four-year, firm fixed unit rate Contract No. PS71009000 to Civilian, Inc. to provide advertising and communications services, for an amount not-to-exceed \$1,738,469 for the three-year base term, effective June 1, 2021 through May 31, 2024, plus \$614,604 for the one-year option period, for a total not-to-exceed amount of \$2,353,073 subject to resolution of protest(s), if any.
- B. the Chief Executive Officer to award individual media purchases associated with the advertising and communication services to be provided by Civilian, Inc. under Contract No. PS71009000, for a total amount not to exceed \$28,000,000 for a four-year period, inclusive of a one-year option.
- C. APPROVING a four-year Media Buy Budget of \$28,000,000, inclusive of a one-year option, for both traditional marketing channels (television, radio, print) and digital channels (websites, social media, streaming).

41. **SUBJECT: STATE LEGISLATION** 2021-016

ADOPTED ON CONSENT CALENDAR staff recommended position:

- 1. **Senate Bill 17 (Pan) - Office of Racial Equity SUPPORT**

42. **SUBJECT: FARELESS SYSTEM INITIATIVE UPDATE** 2021-0209

RECEIVED AND FILED Report on Fareless System Initiative.

| | | | | | | | | | | | | |
|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
| P | P | P | P | P | P | A | P | P | P | P | P | P |

44. **SUBJECT: TRANSPORTATION COMMUNICATION NETWORK** 2021-0062

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a Memorandum of Agreement (MOA) with the City of Los Angeles for Metro’s Transportation Communication Network (TCN) on Metro rail right-of-way within the City of Los Angeles.

48. **SUBJECT: DODGER STADIUM EXPRESS** 2021-0226

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Butts, and Krekorian that the Board direct the Chief Executive Officer to report back in 60 days with funding recommendations to ensure the Dodger Stadium Express will be permanently, fully funded.


Solis Amendment: The funding recommendations should consider utilizing next year’s LCTOP funding, which can be used for operational expenditures that increase transit mode share.

49. **SUBJECT: SUPPORTING THE OFFICE OF THE INSPECTOR GENERAL** 2021-0227

APPROVED ON CONSENT CALENDAR Motion by Directors Solis, Najarian, Barger, and Garcetti that the Board of Directors direct the Chief Executive Officer or his designee to immediately begin the process of filling vacancies to support the auditing functions of the OIG, and to report back in May 2021 with the feasibility of establishing a bench contract to be utilized by OIG until all vacancies have been filled.

ADJOURNED AT 12:45 P.M. IN MEMORY OF JAMES MILLS AND MARTIN WACHS.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Christina Goins, Interim Board Secretary

April 2021 List of Public Commenters

- 1.Alexis Spraic (NoHo-Pasadena BRT)
- 2.Alfonso Directo Jr (RBM Item 42)
- 3.Alicia Vacca (NoHo-Pasadena BRT)
- 4.Amanda Pickens (NoHo-Pasadena BRT)
- 5.Amy Stein (NoHo-Pasadena BRT)
- 6.Anne Shapiro (NoHo-Pasadena BRT)
- 7.Arianna Ratner (NoHo-Pasadena BRT)
- 8.Barbara Broide (EMC Item 44)
- 9.Brianne Castillo (NoHo-Pasadena BRT)
- 10.Cameron Gordon (NoHo-Pasadena BRT)
- 11.Carmina Calderon (RBM Item 42)
- 12.Caroline Miller (NoHo-Pasadena BRT)
- 13.Carolyn "Jiyong" Park (RBM Item 42)
- 14.Carolyn Klarecki (NoHo-Pasadena BRT)
- 15.Chin Ho Liao/City of San Gabriel (RBM Item 17)
- 16.Christina Kremer (NoHo-Pasadena BRT)
- 17.City of Huntington Park (RBM Item 42)
- 18.Cristiane Teixeira (NoHo-Pasadena BRT)
- 19.Daisy Villafuerte (RBM Item 42)
- 20.Dana Gabbard (OPS Item 29)
- 21.Daniel Shalmone (NoHo-Pasadena BRT)
- 22.Danielle Ehrenfeld (NoHo-Pasadena BRT)
- 23.David Gonzalez (NoHo-Pasadena BRT)
- 24.Deb Diehl (NoHo-Pasadena BRT)
- 25.Deborah McColl (NoHo-Pasadena BRT)
- 26.Diego Daruich (NoHo-Pasadena BRT)
- 27.Edward O'Connor (NoHo-Pasadena BRT)
- 28.Eliza Klein (NoHo-Pasadena BRT)
- 29.Eric Karvis (NoHo-Pasadena BRT)
- 30.Eric Michael James (NoHo-Pasadena BRT)
- 31.Eric Wong (NoHo-Pasadena BRT)
- 32.Erin Croom (NoHo-Pasadena BRT)
- 33.Evan Nichols (NoHo-Pasadena BRT)
- 34.Geraldine Base (NoHo-Pasadena BRT)
- 35.Grace C (NoHo-Pasadena BRT)
- 36.Institute for Transportation and Development Policy (NoHo-Pasadena BRT)
- 37.Jack Bentele (NoHo-Pasadena BRT)
- 38.Jacob Jimenez (NoHo-Pasadena BRT)
- 39.James C. Parker/Los Angeles County Municipal Operators Association (RBM Item 42)
- 40.Jane Affonso (EMC Item 42)
- 41.Jane Emerson (NoHo-Pasadena BRT)
- 42.Janelle Randazza (NoHo-Pasadena BRT)
- 43.Jeff OKeefe (NoHo-Pasadena BRT)
- 44.Jennifer Hoppe (NoHo-Pasadena BRT)
- 45.Jessica Meaney (FB&A Item 9)
- 46.Jessica Pernisco (RBM Item 42)
- 47.Jessie Kim (NoHo-Pasadena BRT)
- 48.Johan Landaverde (NoHo-Pasadena BRT)
- 49.John Gordon (NoHo-Pasadena BRT)

50. John Kindred (OPS General Comment)
51. John Lloyd (NoHo-Pasadena BRT)
52. Jordan Curiel (NoHo-Pasadena BRT)
53. Joseph Ganata (NoHo-Pasadena BRT)
54. Julia Cole (NoHo-Pasadena BRT)
55. Justine Gunn (NoHo-Pasadena BRT)
56. Kat Stewart (NoHo-Pasadena BRT)
57. Kenny Uong (RBM Item 42)
58. Kyle Penn (NoHo-Pasadena BRT)
59. Laura Gonzalez (NoHo-Pasadena BRT)
60. Lisa Lackey (NoHo-Pasadena BRT)
61. Mabel Ye (NoHo-Pasadena BRT)
62. Marguerite Cazin (NoHo-Pasadena BRT)
63. Mary Thompson (NoHo-Pasadena BRT)
64. Matthew Gilpin (NoHo-Pasadena BRT)
65. Megan Heyl (NoHo-Pasadena BRT)
66. Melanie Weinreich (NoHo-Pasadena BRT)
67. Michael Markus (NoHo-Pasadena BRT)
68. Miranda Vendel (NoHo-Pasadena BRT)
69. Molly McLean (RBM Item 42)
70. Nathan Wilson (NoHo-Pasadena BRT)
71. Nicholas Coles (NoHo-Pasadena BRT)
72. Nicolas Mikolenko (NoHo-Pasadena BRT)
73. Nicole Higashi (NoHo-Pasadena BRT)
74. Patrick Frank (RBM Item 39)
75. Philip Christ (NoHo-Pasadena BRT)
76. Phyllis Ling (RBM Item 48)
77. Rabeya Sen (RBM Item 42)
78. Rebecca Duke (NoHo-Pasadena BRT)
79. Riley McIntire (NoHo-Pasadena BRT)
80. Robert Eoff (NoHo-Pasadena BRT)
81. Rudra Barua (NoHo-Pasadena BRT)
82. Sasha Renee Perez/City of Alhambra (RBM Item 17)
83. Scott Edelson (NoHo-Pasadena BRT)
84. Stoney Sharp (NoHo-Pasadena BRT)
85. Tera white (NoHo-Pasadena BRT)
86. Thurmon Green (NoHo-Pasadena BRT and RBM Item 42)
87. Tom Savio (RBM General)
88. Victoria Ruan (NoHo-Pasadena BRT)
89. Yecenia Serrano (RBM Item 42)
90. Zina Denevan (NoHo-Pasadena BRT)

###



Board Report

File #: 2021-0178, File Type: Contract

Agenda Number: 5.

...Meeting_Body

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 19, 2021

SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2021-25

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed price Contract No. PS71091000, to Vasquez and Company, LLP (Vasquez) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment C (Package A) for fiscal years (FY) 2021 - 2025 in the amount of \$2,506,618.26, effective July 1, 2021, subject to resolution of protest(s) if any; and
- B. AWARD a five-year, firm fixed price Contract No. PS71091001, to Simpson and Simpson, LLP (Simpson) to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies listed in Attachment D (Package B) for fiscal years (FY) 2021 -2025 in the amount of \$2,955,150, effective July 1, 2021, subject to resolution of protest(s), if any.

ISSUE

As the Regional Transportation Planner for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and other transportation programs. Metro has the fiduciary responsibility to provide assurance that recipients of funds included in the Consolidated Audit adhere to the statutes, program guidelines, and/or agreements with each applicable funding source and that operations data used to allocate funds are fair and are in accordance with Federal Transit Administration (FTA) guidelines.

The consolidated audit process includes financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
 - a) Proposition A Local Return
 - b) Proposition C Local Return
 - c) Measure R Local Return
 - d) Measure M Local Return
 - e) Transit Development Act (TDA) Article 3
 - f) Transit Development Act (TDA) Article 8
 - g) Proposition A Discretionary Incentive Program

2. Transit System Funds to Commerce, Redondo Beach, and Torrance
 - a) Transit Development Act (TDA) Article 4
 - b) State Transit Assistance (STA)
 - c) Proposition A 95% of 40% Discretionary
 - d) Proposition C 5% Security
 - e) Proposition C 40% Discretionary
 - f) Measure R 20% Bus Operations
 - g) Measure M 20% Transit Operations
3. Proposition A 40% Discretionary - Growth Over Inflation (GOI) Funds to the transit system operators of LADOT, Glendale, Pasadena, and Burbank
4. Fare Subsidies Programs
 - a) Low Income Fare is Easy (LIFE)
 - b) Support for Homeless Re-Entry (SHORE) Program
5. SCRRRA Metrolink Program
6. Access Services
7. EZ Transit Pass Program
8. LADOT Operating Data (Proposition A Incentive Programs)

Metro allocates over \$650 million annually to the stated programs and distributes to the 88 cities (Cities) in Los Angeles County including the County of Los Angeles (County), and other agencies. Annual audits of the programs ensure that the agencies comply with the applicable rules, regulations, policies, guidelines and executed memorandums of understanding (MOU). The audits also serve as a program management tool for effectively managing and administering the programs.

Vasquez and Simpson will perform the financial and compliance audits to provide reasonable assurance to management whether recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source. The audits will be conducted in accordance with generally accepted government auditing standards and will meet the American Institute of Certified Public Accountants' Standards. In performing these audits, Vasquez and Simpson will report on management deficiencies where noted, and report on findings that may result in funds being returned to Metro based on trades or exchange of funds, unused and lapsed funds, and disallowable expenditures.

DISCUSSION

The Consolidated Audit Project is divided into two separate packages (Package A and Package B) based primarily on the district geographic location, which creates a more efficient audit process by streamlining the number of audits performed by one firm.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding of \$1,079,728 for the audit services was requested in Management Audit Services' FY2022 budget in cost center 2510 under project numbers 100055, 100058 and 405510. Management Audit Services Department will be accountable for budgeting the costs in future years recognizing this a multi-year contract.

IMPACT TO BUDGET

The source of funds for Project 100055 is Measure R administration. The fund is not eligible for bus/rail operating or capital expense. The source of funds for Project 100058 is Measure M administration. The fund is not eligible for bus/rail operating or capital expense. The source of funds for Project 405510 is Other P&P Planning. The fund is not eligible for bus/rail operating or capital expense.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

No alternatives were considered, as state laws and federal provisions require that audits be conducted on the allocated funds. The Consolidated Audit process addresses the requirements and plays a major role in the continued implementation, management, and administration of the funding programs.

NEXT STEPS

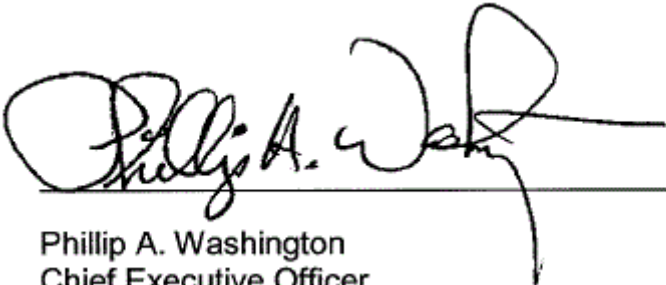
Upon Board approval, staff will execute Contract No. PS71091000 with Vasquez and Company, LLP, and Contract No. PS71091001 with Simpson and Simpson, LLP, for the Consolidated Financial and Compliance Audits for Fiscal Years 2021 - 2025, effective July 1, 2021.

ATTACHMENT

- Attachment A - Package A
- Attachment B - Package B
- Attachment C - Procurement Summary
- Attachment D - DEOD Summary

Prepared by: Lauren Choi, Sr. Director, Audit (Interim), (213) 922-3926
Monica Del Toro, Audit Support Manager, (213) 922-7494

Reviewed by: Shalonda Baldwin, Executive Officer, Administration
(213) 418-3265
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

List of Jurisdictions/Agencies and Funding Sources

| PACKAGE A Jurisdictions/Agencies | Local Funding | | | | | | EZ Pass | Transit Funding | | | | | Fare Subsidy Programs | | Package A |
|--|---------------------|---------------------|-----------------|------------------------|-----------|-----------|---------|------------------|----------------------|-------------------------|-------------------|-----------------|-----------------------|------|-----------|
| | Prop A Local Return | Prop C Local Return | MR Local Return | Measure M Local Return | Article 3 | Article 8 | | Prop A Incentive | Transit System Funds | Proposition A GOI Funds | Metrolink Program | Access Services | SHORE | LIFE | |
| City of Agoura Hills | * | * | * | * | * | | | * | | | | | | | * |
| Antelope Valley Transit Authority | | | | | | | * | * | | | | | | | * |
| City of Azusa | * | * | * | * | * | | | * | | | | | | | * |
| City of Baldwin Park | * | * | * | * | * | | | * | | | | | | | * |
| City of Bell | * | * | * | * | * | | | * | | | | | | | * |
| City of Bell Gardens | * | * | * | * | * | | | * | | | | | | | * |
| City of Beverly Hills | * | * | * | * | * | | | * | | | | | | | * |
| City of Calabasas | * | * | * | * | * | | | * | | | | | | | * |
| City of Carson | * | * | * | * | * | | * | * | | | | | | | * |
| City of Commerce | * | * | * | * | * | | | | * | | | | | | * |
| City of Compton | * | * | * | * | * | | | * | | | | | | | * |
| City of Cudahy | * | * | * | * | * | | | * | | | | | | | * |
| City of Culver City | * | * | * | * | * | | * | * | | | | | | | * |
| City of El Monte | * | * | * | * | * | | | * | | | | | | | * |
| City of Gardena | * | * | * | * | * | | * | * | | | | | | | * |
| City of Hawthorne | * | * | * | * | * | | | * | | | | | | | * |
| City of Hidden Hills | * | * | * | * | * | | | * | | | | | | | * |
| City of Huntington Park | * | * | * | * | * | | | * | | | | | | | * |
| City of Industry | * | * | * | * | * | | | * | | | | | | | * |
| City of Inglewood | * | * | * | * | * | | | * | | | | | | | * |
| City of Irwindale | * | * | * | * | * | | | * | | | | | | | * |
| City of La Puente | * | * | * | * | * | | | * | | | | | | | * |
| City of Lawndale | * | * | * | * | * | | | * | | | | | | | * |
| County of Los Angeles | * | * | * | * | * | * | * | * | | | | | | | * |
| City of Lynwood | * | * | * | * | * | | | * | | | | | | | * |
| City of Malibu | * | * | * | * | * | | | * | | | | | | | * |
| City of Maywood | * | * | * | * | * | | | * | | | | | | | * |
| City of Montebello | * | * | * | * | * | | * | * | | | | | | | * |
| City of Monterey Park | * | * | * | * | * | | * | * | | | | | | | * |
| City of Pico Rivera | * | * | * | * | * | | | * | | | | | | | * |
| City of Pomona | * | * | * | * | * | | | * | | | | | | | * |
| Pomona Valley Transportation Authority | | | | | | | | * | | | | | | | * |
| City of Rosemead | * | * | * | * | * | | | * | | | | | | | * |
| City of San Fernando | * | * | * | * | * | | | * | | | | | | | * |
| City of Santa Fe Springs | * | * | * | * | * | | | * | | | | | | | * |
| City of Santa Monica | * | * | * | * | * | | * | * | | | | | | | * |
| City of South El Monte | * | * | * | * | * | | | * | | | | | | | * |
| City of South Gate | * | * | * | * | * | | | * | | | | | | | * |
| City of Vernon | * | * | * | * | * | | | * | | | | | | | * |
| City of Walnut | * | * | * | * | * | | | * | | | | | | | * |
| City of West Hollywood | * | * | * | * | * | | | * | | | | | | | * |
| City of Westlake Village | * | * | * | * | * | | | * | | | | | | | * |
| SCRRA - Metrolink Program | | | | | | | | | | * | | | | | * |
| Access Services | | | | | | | | | | | * | | | | * |
| | 40 | 40 | 39 | 39 | 39 | 1 | 8 | 28 | 1 | 0 | 1 | 1 | 0 | 0 | 44 |

| PACKAGE B Jurisdictions/Agencies | Local Funding | | | | | | EZ Pass | Transit Funding | | | | | Fare Subsidy Programs | | Package B |
|-------------------------------------|---------------------|---------------------|-----------------|------------------------|-----------|-----------|---------|------------------|----------------------|-------------------------|-------------------|-----------------|-----------------------|------|-----------|
| | Prop A Local Return | Prop C Local Return | MR Local Return | Measure M Local Return | Article 3 | Article 8 | | Prop A Incentive | Transit System Funds | Proposition A GOI Funds | MetroLink Program | Access Services | SHORE | LIFE | |
| City of Alhambra | * | * | * | * | * | * | | * | | | | | | | * |
| City of Arcadia | * | * | * | * | * | * | * | | | | | | | | * |
| City of Artesia | * | * | * | * | * | * | | * | | | | | | | * |
| City of Avalon | * | * | * | * | * | * | | | | | | | | | * |
| City of Bellflower | * | * | * | * | * | * | | * | | | | | | | * |
| City of Bradbury | * | * | * | * | * | * | | | | | | | | | * |
| City of Burbank | * | * | * | * | * | * | * | * | | * | | | | | * |
| City of Cerritos | * | * | * | * | * | * | | * | | | | | | | * |
| City of Claremont | * | * | * | * | * | * | * | | | | | | | | * |
| City of Covina | * | * | * | * | * | * | | * | | | | | | | * |
| City of Diamond Bar | * | * | * | * | * | * | | | | | | | | | * |
| City of Downey | * | * | * | * | * | * | | * | | | | | | | * |
| City of Duarte | * | * | * | * | * | * | | * | | | | | | | * |
| City of El Segundo | * | * | * | * | * | * | | | | | | | | | * |
| Foothill Transit | | | | | | | * | | | | | | | | * |
| City of Glendale | * | * | * | * | * | * | * | * | | * | | | | | * |
| City of Glendora | * | * | * | * | * | * | | * | | | | | | | * |
| City of Hawaiian Gardens | * | * | * | * | * | * | | | | | | | | | * |
| City of Hermosa Beach | * | * | * | * | * | * | | | | | | | | | * |
| City of La Canada Flintridge | * | * | * | * | * | * | | | | | | | | | * |
| City of La Habra Heights | * | * | * | * | * | * | | | | | | | | | * |
| City of La Mirada | * | * | * | * | * | * | | | | | | | | | * |
| City of La Verne | * | * | * | * | * | * | | | | | | | | | * |
| City of Lakewood | * | * | * | * | * | * | | | | | | | | | * |
| LADOT | | | | | | | * | | | * | | | | | * |
| City of Lancaster | * | * | * | * | * | * | * | | | | | | | | * |
| City of Lomita | * | * | * | * | * | * | | | | | | | | | * |
| City of Long Beach | * | * | * | * | * | * | * | | | | | | | | * |
| City of Los Angeles City | * | * | * | * | * | * | | * | | | | | | | * |
| Los Angeles World Airports | | | | | | | * | | | | | | | | * |
| City of Manhattan Beach | * | * | * | * | * | * | | * | | | | | | | * |
| City of Monrovia | * | * | * | * | * | * | | * | | | | | | | * |
| City of Norwalk | * | * | * | * | * | * | * | | | | | | | | * |
| City of Palmdale | * | * | * | * | * | * | | | | | | | | | * |
| City of Palos Verdes Estates | * | * | * | * | * | * | * | * | | | | | | | * |
| City of Paramount | * | * | * | * | * | * | | | | | | | | | * |
| City of Pasadena | * | * | * | * | * | * | * | * | | * | | | | | * |
| City of Rancho Palos Verdes | * | * | * | * | * | * | | | | | | | | | * |
| City of Redondo Beach | * | * | * | * | * | * | * | * | * | | | | | | * |
| City of Rolling Hills | * | * | * | * | * | * | | | | | | | | | * |
| City of Rolling Hills Estates | * | * | * | * | * | * | | | | | | | | | * |
| City of San Dimas | * | * | * | * | * | * | | | | | | | | | * |
| City of San Gabriel | * | * | * | * | * | * | | | | | | | | | * |
| City of San Marino | * | * | * | * | * | * | | | | | | | | | * |
| City of Santa Clarita | * | * | * | * | * | * | * | * | | | | | | | * |
| City of Sierra Madre | * | * | * | * | * | * | | | | | | | | | * |
| City of Signal Hill | * | * | * | * | * | * | | | | | | | | | * |
| City of South Pasadena | * | * | * | * | * | * | | * | | | | | | | * |
| City of Temple City | * | * | * | * | * | * | | | | | | | | | * |
| City of Torrance | * | * | * | * | * | * | | * | * | | | | | | * |
| City of West Covina | * | * | * | * | * | * | | * | | | | | | | * |
| City of Whittier | * | * | * | * | * | * | | * | | | | | | | * |
| Fame Assistance Corp. | | | | | | | | | | | | | * | | * |
| Int'l Institute of LA | | | | | | | | | | | | * | * | | * |
| Shelter Partnership- SHORE | | | | | | | | | | | | * | | | * |
| | 49 | 49 | 49 | 49 | 49 | 4 | 14 | 20 | 2 | 4 | 0 | 0 | 1 | 2 | 55 |

PROCUREMENT SUMMARY

CONSOLIDATED AUDITS / PS71091000 and PS71091001

| | | |
|----|---|---|
| 1. | Contract Number A: PS71091000 Contract Number B: PS71091001 | |
| 2. | Recommended Vendor Package A: Vasquez and Company, LLP Recommended Vendor Package B: Simpson and Simpson, LLP | |
| 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 28, 2020 | |
| | B. Advertised/Publicized: October 28, 2020 | |
| | C. Pre-Proposal Conference: November 6, 2020 | |
| | D. Proposals Due: December 8, 2020 | |
| | E. Pre-Qualification Completed: March 11, 2021 | |
| | F. Conflict of Interest Form Submitted to Ethics: February 10, 2021 | |
| | G. Protest Period End Date: May 24, 2021 | |
| 5. | Solicitations Picked up/Downloaded: 27 | Bids/Proposals Received: 3 |
| 6. | Contract Administrator: Greg Baker | Telephone Number: (213) 922-7577 |
| 7. | Project Manager: Lauren Choi | Telephone Number: (213) 922-3926 |

A. Procurement Background

This Board action is to approve the award of Contract No. PS71091000 to Vasquez and Company, LLP (Vasquez) and Contract No. PS71091001 to Simpson and Simpson, LLP (Simpson) to perform consolidated financial and compliance audits of programs, jurisdictions and agencies listed in Packages A and B for fiscal years (FY) 2021 – 2025, respectively, in order to provide assurances that recipients of subsidies are adhering to the statutes of each applicable funding source. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The scope of services to be provided are divided into two separate packages (Package A and B) based primarily on the geographical locations of the agencies to be audited.

On October 28, 2020, Request for Proposals (RFP) No. PS71091 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE goal of 27% and DVBE goal of 3%.

The RFP allowed interested firms to propose on Package A, Package B, or both. However, the RFP stated that a proposer can only be awarded one package. This aims to streamline the audit process and to ensure that audit firms will be able to meet Metro' strict audit schedule.

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

- Amendment No. 1, issued on November 13, 2020 extended the proposal due date; revised the Submittal Requirements; and replaced Exhibit 2 Schedule of Quantities and Prices form.

A virtual pre-proposal conference was held on November 6, 2020. A total of 27 firms downloaded the RFP and were included in the planholders' list. A total of 14 questions were received, and Metro provided responses prior to the proposal due date.

A total of three proposals were received on December 8, 2020 and are listed below in alphabetical order:

1. Choi Hong Lee & Kang, LLP
2. Simpson & Simpson, LLP
3. Vasquez & Company, LLP

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Accounting, Management Audit Services, and Office of Management & Budget departments convened and conducted a comprehensive technical evaluation of the proposals received.

On December 9, 2020, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the three proposals to initiate the evaluation phase.

The proposals were initially evaluated based on the pass/fail criteria minimum qualifications criteria outlined in the RFP. The pass/fail requirements included years of experience as a Certified Public Accountant (CPA) firm doing business in the State of California and record of satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

The PET determined that all three proposals passed the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- | | |
|---|------------|
| • Qualifications of the Prime Contractor/Team | 20 Percent |
| • Qualifications of Proposed Key Personnel | 20 Percent |
| • Understanding and Approach to the Work | 30 Percent |
| • Cost Proposal | 30 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar consolidated financial and compliance audit services procurements. Several factors were considered in developing these weights, giving the greatest importance to the understanding and approach to the work and cost.

Evaluations were conducted from December 9, 2020 to December 28, 2020. At the conclusion of the evaluation process, the PET determined that of the three proposals received, one firm was determined to be outside the competitive range and was not included for further consideration.

The two firms within the competitive range are listed below in alphabetical order:

1. Simpson & Simpson, LLP
2. Vasquez & Company, LLP

Each firm's proposal provided an overview of existing clientele, presented the industry experience of each team member, proposed commitment to the project and existing engagements that may impact work performance on this contract.

The PET determined Simpson to be the top ranked firm for both Package A and Package B. However, since a proposer cannot be awarded both packages as provided in the RFP, the PET recommended the award of Package A to Vasquez, the second highest ranking firm and Package B to Simpson, the top ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Simpson & Simpson, LLP

Simpson established in 1976, is a local minority-owned firm of Certified Public Accountants. The firm specializes in comprehensive annual financial report, financial statement audits, audits of state and local governments, audits of non-profit organizations, performance audits, agreed upon procedures, compliance audits, single audits, and pension plans.

Vasquez & Company, LLP

Vasquez has been in business for over 50 years, and provides accounting, auditing and consulting services to government entities, private sector, not-for-profit organizations and to individuals. Its audit experience includes audit and advisory services to local municipalities, successor agencies to redevelopment agencies, water districts, transportation authorities, joint power authorities and airports. The firm is experienced in financial statement audits, uniform guidance audits, benefit plan audits and FAR compliance.

A summary of the PET scores for Package A is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|----|---|---------------|----------------|------------------------|----------|
| 2 | Vasquez | | | | |
| 3 | Qualifications of the Prime Contractor/Team | 88.90 | 20.00% | 17.78 | |
| 4 | Qualifications of Proposed Key Personnel | 88.90 | 20.00% | 17.78 | |
| 5 | Understanding and Approach to the Work | 85.57 | 30.00% | 25.67 | |
| 6 | Cost Proposal | 3.00 | 30.00% | 0.90 | |
| 7 | Total | | 100.00% | 62.13 | 2 |
| 8 | Simpson | | | | |
| 9 | Qualifications of the Prime Contractor/Team | 93.35 | 20.00% | 18.67 | |
| 10 | Qualifications of Proposed Key Personnel | 94.45 | 20.00% | 18.89 | |
| 11 | Understanding and Approach to the Work | 91.10 | 30.00% | 27.33 | |
| 12 | Cost Proposal | 3.13 | 30.00% | 0.94 | |
| 13 | Total | | 100.00% | 65.83 | 1 |

A summary of the PET scores for Package B is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|----|---|---------------|----------------|------------------------|----------|
| 2 | Simpson | | | | |
| 3 | Qualifications of the Prime Contractor/Team | 93.35 | 20.00% | 18.67 | |
| 4 | Qualifications of Proposed Key Personnel | 94.45 | 20.00% | 18.89 | |
| 5 | Understanding and Approach to the Work | 91.10 | 30.00% | 27.33 | |
| 6 | Cost Proposal | 3.07 | 30.00% | 0.92 | |
| 7 | Total | | 100.00% | 65.81 | 1 |
| 8 | Vasquez | | | | |
| 9 | Qualifications of the Prime Contractor and Team | 88.90 | 20.00% | 17.78 | |
| 10 | Qualifications of Proposed Key Personnel | 88.90 | 20.00% | 17.78 | |
| 11 | Understanding and Approach to the Work | 85.57 | 30.00% | 25.67 | |

| | | | | | |
|----|---------------|------|----------------|--------------|----------|
| 12 | Cost Proposal | 3.03 | 30.00% | 0.91 | |
| 13 | Total | | 100.00% | 62.14 | 2 |

C. Cost/Price Analysis

The recommended prices for Packages A and B have been determined to be fair and reasonable based on adequate price competition, technical evaluation, price analysis, independent cost estimate (ICE) and negotiations.

Package A

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated or Award |
|----|---------------|-----------------|----------------|---------------------|
| 1. | Vasquez | \$2,506,618.26 | \$3,228,314.00 | \$2,506,618.26 |
| 2. | Simpson | \$2,399,950.00 | \$3,228,314.00 | N/A |

Package B

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated or Award |
|----|---------------|-----------------|----------------|---------------------|
| 1. | Simpson | \$3,035,200.00 | \$3,248,781.00 | \$2,955,150.00 |
| 2. | Vasquez | \$3,077,166.55 | \$3,248,781.00 | N/A |

D. Background on Recommended Contractors

Vasquez & Company, LLP (Package A)

Vasquez headquartered in Glendale, CA, is a full service Certified Public Accounting firm. It has been providing consolidated audit services to Metro under Package A for the last five years and performance has been satisfactory.

The Vasquez team includes one SBE subcontractor: BCA Watson Rice, LLP and one DVBE subcontractor: Daniel Arguello & Associates, which shall assist in providing auditing and accounting services.

The proposed Lead Partner has over 20 years of public accounting experience, centered on the public transportation industry.

Simpson & Simpson, LLP (Package B)

Simpson, based in Los Angeles, CA, has been providing consolidated audit services to Metro under Package B for the last five years and performance has been satisfactory.

The Simpson team includes one SBE subcontractor: Qui Accountancy and one DVBE subcontractor: Dennis Nelson, CPA, which shall assist in providing auditing and accounting services.

The proposed Lead Engagement Partner has over 30 years' experience auditing government and non-profit sectors.

DEOD SUMMARY

CONSOLIDATED AUDITS/PS71091000 and PS71091001

A. Small Business Participation – Vasquez and Company

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Vasquez and Company made a 27.04% SBE and 3.02% DVBE commitment.

Package A:

| | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------------|
| Small Business Goal | 27% SBE 3% DVBE | Small Business Commitment | 27.04% SBE 3.02% DVBE |
|----------------------------|----------------------------|----------------------------------|----------------------------------|

| | SBE Subcontractors | % Committed |
|----|-----------------------------|--------------------|
| 1. | BCA Watson Rice LLP | 27.04% |
| | Total SBE Commitment | 27.04% |

| | DVBE Subcontractors | % Committed |
|----|---------------------------------|--------------------|
| 1. | Daniel R. Arguello & Associates | 3.02% |
| | Total DVBE Commitment | 3.02% |

B. Small Business Participation – Simpson and Simpson

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Simpson and Simpson made a 30% SBE and 3% DVBE commitment.

Package B:

| | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------|
| Small Business Goal | 27% SBE 3% DVBE | Small Business Commitment | 30% SBE 3% DVBE |
|----------------------------|----------------------------|----------------------------------|----------------------------|

| | SBE Subcontractors | % Committed |
|----|-----------------------------|--------------------|
| 1. | QIU Accountancy Corporation | 30% |
| | Total SBE Commitment | 30% |

| | DVBE Subcontractors | % Committed |
|----|------------------------------|--------------------|
| 1. | Dennis Nelson CPA APC | 3% |
| | Total DVBE Commitment | 3% |

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 is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

File #: 2021-0045, **File Type:** Contract**Agenda Number:** 6.

**FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 19, 2021****SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award an eight-year, firm fixed unit price Contract No. PS73428000, to Genex Services, LLC to provide workers' compensation utilization review, peer review, physician consulting and expedited review services in an amount not-to-exceed \$400,000 for the four-year base term, effective July 1, 2021 through June 30, 2025, plus \$418,180, for the two (2), two-year options, for a total not-to-exceed amount of \$818,180 subject to resolution of protest(s), if any.

ISSUE

Metro's current contract for workers' compensation utilization review services expires June 30, 2021. To ensure workers' compensation utilization review, peer review, physician consulting and expedited review services are able to continue, a new contract must be in effect on July 1, 2021.

DISCUSSION

Risk Management's Workers' Compensation Claims Administration unit is a self-insured and self-administered employer for workers' compensation claims. The unit processes thousands of payments monthly for such items as medical services, equipment, pharmaceuticals, legal fees, indemnity benefits and other expenses. Our actuary Aon Risk Services estimates total expenditures for workers' compensation claims payments (excluding the cost of administration) for claims occurring in FY22 will exceed \$72 million, with more than a third of these expenditures covering medical costs.

Consistent with industry best practices, we use a variety of techniques to lower our medical expenditures. Such techniques include Bill Review, Utilization Review (UR), Preferred Provider Organizations (PPO) discounts and Nurse Case Management Services.

The California Labor Code makes provisions for insurers and self-insured employers to evaluate the appropriateness of medical care prescribed by an injured employee's treating physician or other medical provider and to deny treatments inconsistent with accepted protocols. Types of treatment subject to review include surgeries, some diagnostic tests, physical therapy and others. This UR process in California and other states has decreased medical and indemnity costs by reducing unnecessary medical treatments.

In general, our in-house occupational nurse (or in the case of overflow or absence, a contract nurse) certifies obviously acceptable treatments or tests. Non-certified treatments are forwarded to a peer review physician, as required by law, to review specific medical documentation and issue a report citing guidelines under which the requested treatment complies or fails to comply. For complicated cases, we might request a more extensive consultation with a physician regarding treatment options. Administrative rules specify a timeframe (five days) by which insurers and self-insured employers must respond to a treatment request. Hence, a very fast response time is necessary to complete reviews in order to avoid possible penalties or sanctions. The highest quality UR firms assist in the development of referral guidelines, the integration of UR, bill review and claims systems, as well as contracting with the highest quality peer review physicians licensed and domiciled in California.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding of \$100,000 for workers' compensation UR Services is included in the FY22 budget in cost center 0531, Risk Management, Project 300004, Workers' Compensation, line item 50316, Professional Services. Since this is a multi-year contract, the Chief Risk, Safety and Asset Management Officer will be accountable for budgeting the cost in future years, including any options exercised. In FY21, an estimated \$45,000 will be expended on these services.

Impact to Budget

The fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. No other sources of funds were considered because these are the activities that benefit from these services. This activity will result in an increase to operating costs from the current fiscal year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 5 "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's workers' compensation claims includes the use of UR services consistent with California statutes.

ALTERNATIVES CONSIDERED

If we did not contract for these services, the medical cost savings generated by the application of UR services would not be realized. This service is legally mandated by the Workers' Compensation Labor code and is required to dispute treatment requests. A medical review must be completed by using a UR service for any treatment that may not be medically necessary. Metro claims staff and the nurse case manager can evaluate treatment requests and approve if warranted. However, in the case where the treatment may not be reasonable or medically necessary, the treatment can only be denied by a medical professional, thus the necessity of the UR service.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS73428000 with Genex Services, LLC to provide workers' compensation utilization review and peer review services, effective July 1, 2021.

ATTACHMENTS

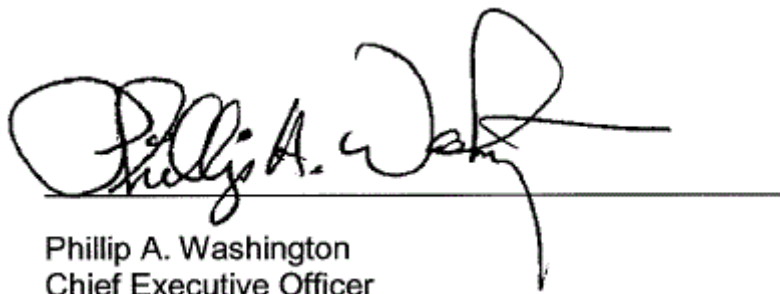
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Cathy Yates, Director, Workers' Compensation Claims Administration, (213) 922-4297

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213) 922-2990

Debra Avila, Chief Vendor/Contract Management, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW/PS73428000

| | | |
|----|---|--|
| 1. | Contract Number: PS73428000 | |
| 2. | Recommended Vendor: Genex Services, LLC | |
| 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: January 5, 2021 | |
| | B. Advertised/Publicized: January 5, 2021 | |
| | C. Pre-Proposal Conference: N/A | |
| | D. Proposals Due: February 4, 2021 | |
| | E. Pre-Qualification Completed: In Process | |
| | F. Conflict of Interest Form Submitted to Ethics: February 9, 2021 | |
| | G. Protest Period End Date: May 24, 2021 | |
| 5. | Solicitations Picked up/Downloaded: 45 | Bids/Proposals Received: 6 |
| 6. | Contract Administrator: Greg Baker | Telephone Number: (213) 922-7577 |
| 7. | Project Manager: Cathy Yates | Telephone Number: (213) 922-4297 |

A. Procurement Background

This Board action is to approve the award of Contract No. PS73428000 to Genex Services, LLC to provide workers' compensation utilization review, peer review, physician consulting and expedited review services. Board approval of contract award is subject to resolution of any properly submitted protests.

On January 5, 2021, Request for Proposal (RFP) No. PS73428 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. This RFP was issued with a DBE goal of 0%.

Metro did not issue any amendments and did not conduct a pre-proposal conference. Forty-five firms downloaded the RFP and were included in the planholders' list. Fifteen questions were received, and Metro provided responses prior to the proposal due date.

A total of six proposals were received on February 4, 2021 from firms listed below in alphabetical order:

1. Allied Managed Care, Inc.
2. Arissa Cost Strategies, LLC
3. Ascential Care Partners, LLC
4. Genex Services, LLC
5. Propeer Resources, LLC

6. Rising Medical Solutions, LLC

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Risk Management and Employee & Labor Relations departments was convened and conducted a comprehensive technical evaluation of the proposals received.

On February 5, 2021, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the six proposals to initiate the evaluation phase. Evaluations were conducted from February 5, 2021 through February 17, 2021.

The proposals were initially evaluated based on pass/fail minimum qualifications criteria to determine if proposals were “technically acceptable”. The pass/fail criteria included certification the firm is utilization review accreditation commission certified; years of experience conducting utilization review and peer review services within the State of California; firm’s medical provider network must be licensed and domiciled in the State of California; firm must have a diverse network of physicians that cover all subspecialties in the scope of services; and firm must have a web-based software that is accessible by claims staff for review of submissions, status, review and retrieval of contractor produced letters as prescribed by the State of California.

The PET determined that all six firms passed the minimum qualification requirements and proceeded to evaluate their proposals based on the following weighted evaluation criteria:

- Qualifications of the Contractor and Team 40 Percent
- Qualifications of Key Personnel 25 Percent
- Understanding of the Scope of Services and Management Plan and Approach 25 Percent
- Cost Proposal 10 Percent

The evaluation criteria are appropriate and consistent with criteria developed for similar worker’s compensation utilization and peer review services procurements. Several factors were considered in developing these weights, giving the greatest importance to the qualifications of the contractor and team.

On February 17, 2021, the PET reconvened and determined that of the six proposals received, four were outside the competitive range and were excluded from further consideration. The two firms within the competitive range are listed below in alphabetical order:

1. Allied Managed Care, Inc.
2. Genex Services, LLC

On March 4, 2021, oral presentations were held with the two proposers within the competitive range. The project managers and key team members from each were invited to present their firm’s respective qualifications and respond to the PET’s questions.

Each firm provided an overview of existing clientele, presented the industry experience of each team member, proposed commitment to the project and existing engagements that may impact work performance on this contract.

Qualifications Summary of Firms within the Competitive Range:

Allied Managed Care, Inc.

Allied Managed Care, Inc. established in 1995 and headquartered in Sacramento, CA is a medical management organization serving the workers’ compensation, auto and liability markets.

Genex Services, LLC

Genex Services, LLC, established in 1978, provides health care cost-containment and disability management services, mostly in the worker's compensation, occupational, non-occupational, auto, and group health care markets. Its clients include the City of Glendale, City of Los Angeles, and State Compensation Insurance Fund.

At the conclusion of the evaluation process, Genex Services, LLC was determined to be the top ranked firm.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---------------|----------------|------------------------|----------|
| 2 | Genex Services, LLC | | | | |
| 3 | Qualifications of the Contractor and Team | 98.88 | 40.00% | 39.55 | |
| 4 | Qualifications of Key Personnel | 97.36 | 25.00% | 24.59 | |
| 5 | Understanding of the Scope of Services and Management Plan and Approach | 97.76 | 25.00% | 24.44 | |
| 6 | Cost Proposal | 66.00 | 10.00% | 6.60 | |
| 7 | Total | | 100.00% | 95.17 | 1 |

| | | | | | |
|-----------|---|-------|----------------|--------------|----------|
| 8 | Allied Managed Care, Inc. | | | | |
| 9 | Qualifications of the Contractor and Team | 97.75 | 40.00% | 39.10 | |
| 10 | Qualifications of Key Personnel | 98.36 | 25.00% | 24.59 | |
| 11 | Understanding of the Scope of Services and Management Plan and Approach | 96.64 | 25.00% | 24.16 | |
| 12 | Cost Proposal | 65.10 | 10.00% | 6.51 | |
| 13 | Total | | 100.00% | 94.36 | 2 |

C. Cost/Price Analysis

The recommended firm fixed unit rates have been determined to be fair and reasonable based upon adequate price competition, price analysis, fact finding, negotiation and technical analysis.

D. Background on Recommended Contractor

The recommended firm, Genex Services, LLC is headquartered in Wayne, PA. It has been providing utilization and review services to Metro for the past ten years. Genex Services, LLC's performance has been satisfactory.

The proposed Executive Lead and Project Manager have over 40 years of combined experience in worker's compensation utilization and peer review services that is centered on public agencies, including the transportation industry.

DEOD SUMMARY

WORKERS' COMPENSATION UTILIZATION REVIEW SERVICES / PS73428

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of subcontracting opportunities. Genex Services, LLC did not make a DBE commitment.

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0219, File Type: Program

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 19, 2021

SUBJECT: FY 2021-22 METROLINK REHABILITATION AND CAPITAL PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2021-22 Rehabilitation and Capital Budget in the amount of \$33,349,794 as detailed in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2013-14 extended from June 30, 2020 to June 30, 2022 - \$13,991
 - FY 2014-15 extended from June 30, 2020 to June 30, 2023 - \$3,423
 - FY 2016-17 extended from June 30, 2020 to June 30, 2023 - \$586,002
 - FY 2017-18 extended from June 30, 2021 to June 30, 2024 - \$2,975,013
 - MRROTEMSET extended from June 30, 2020 to June 30, 2026 - \$7,041,544
 - 94-DORANSCRRA extended from June 30, 2020 to June 30, 2022 - \$161,492
 - 94SCRRLMRLUS extended from June 30, 2020 to June 30, 2022 - \$73,848
 - MRTVMLACTY extended from June 30, 2020 to June 30, 2023 - \$2,417,002
 - MRBRIGHTRX extended from June 30, 2020 to June 30, 2022 - \$271,974;

- C. APPROVING Funding Agreement Time Extension to December 31, 2022 for City of Palmdale Rancho Vista Grade Separation Project;
- D. APPROVING the FY22 Transfers to Other Operators payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- E. APPROVING Funding Agreement for Track and Signal mobilization cost of \$1,548,164; and
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

ISSUE

The Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their individual share of the Metrolink budget on an annual basis. The Metrolink operating budget is included in Metro's FY 2021-22 agency budget under a separate board action. Staff is recommending approval of Metro's share of the Metrolink FY 2021-22 Rehabilitation & Capital Budget in the amount of \$33,349,794 as detailed in Attachment A.

DISCUSSION

On an annual basis, Metrolink submits rehabilitation and capital project funding requests to the JPA member agencies to maintain the Metrolink commuter rail system in a state of good repair. Metrolink's FY 2021-22 total rehabilitation budget request from all the JPA member agencies is approximately \$99.033 million consisting of \$90.433 million in rehabilitation/state of good repair and \$8.6 million in new capital projects. Metro's share is a total \$33,349,794 (out of \$99.033 million) for the FY 2021-22 Rehabilitation and Capital projects. Staff's recommended approval consists of the following:

- \$8,031,594 in systemwide projects shared by all the JPA member agencies comprising of dedicated to track rehabilitation, positive train control enhancements, back office communications, replacing MOW vehicles and equipment and rehabilitating building facilities;
- \$17.766 million for line specific projects in the Antelope Valley Line to establish a Lancaster crew base, rehabilitation of bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems;
- \$7,267,200 million for line specific projects in the San Bernardino Line for track, structure and train control systems.
- \$285,000 for systemwide new capital project for an electric car mover shared by all JPA

member agencies

Metro has been working collaboratively with Metrolink to review Metrolink's FY22 rehabilitation and capital program in detail which now aligns with all the JPA member agencies' funding commitments. Staff is also working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service.

In the last five years, Metro has provided a total of approximately \$142.705 million consisting of 169 rehabilitation and capital projects from FY17 through FY21. Metrolink's project delivery of rehabilitation and capital projects has significantly improved beginning in FY17.

| Fiscal Year | Number of Projects | Funding Amount |
|--------------------|--------------------|----------------------|
| FY17 | 55 | \$41,678,525 |
| FY18 | 1 | \$6,819,000 |
| FY19 | 74 | \$41,731,193 |
| FY20 | 26 | \$33,352,440 |
| FY21 | 13 | \$19,124,456 |
| Subtotal | 169 | \$142,705,614 |
| Proposed for FY22 | 27 | \$33,349,794 |
| GRAND TOTAL | 196 | \$176,055,408 |

Rancho Vista Grade Separation Project Time Extension

In 2012 the Metro Board programmed \$3,000,000 to the City of Palmdale to complete 100% final design for the Rancho Vista Grade Separation Project. The grade separation will be designed to accommodate existing SCRRA and UPRR tracks and future California High Speed Rail tracks. Design advanced until the Union Pacific Railroad (UPRR) changed their bridge design specifications from concrete to steel at the 65% design level. After close coordination with UPRR over approximately 18 months, the City of Palmdale was finally able to convince UPRR to proceed with final design based on the original concrete bridge design. The project is at 95% design, is substantially completed, and staff is seeking an administrative time extension to December 31, 2022 which will allow sufficient time to complete the final bid documents, start advance utility relocation and right of way acquisition work, and complete project closeout. The City of Palmdale will continue to work with elected officials, the Department of Defense and Metro staff to seek funds for construction.

As an interim improvement, the Southern California Regional Rail Authority (SCRRA) was recently awarded \$3,329,100 in Federal Highway Administration (FHWA) Section 130 funds to make near-term improvements to enhance safety at the Rancho Vista grade crossing. These improvements will include three new pedestrian and vehicular active warning devices, train signaling system modifications to allow for improved signal preemption, and track crossing panel replacement on the SCRRA side of the tracks. These improvements are anticipated to be completed by 2023

Extend Lapsing Dates of Rehabilitation / Capital Funds

Metrolink rehabilitation and capital projects maintain system safety, ensure state of good repair and modernize the Metrolink system span over a 4 year project delivery program for most projects. This recommended Board action extends SCRRA’s various rehabilitation and capital project MOU funding in the amount of \$13,544,289 as outlined from expiring on June 30, 2020. Due to the unprecedented COVID pandemic, unforeseen material supplier delays, and project work delays, a time extension is being requested. Metrolink indicated that their work is in progress, some projects are close to completion and will be completed and invoiced by the requested extension date.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metrolink’s total FY 2021-22 rehabilitation and capital budget request from all SCRRA JPA Member Agencies consists of Rehabilitation in the amount \$99.033 million consisting of \$90.433 million in rehabilitation/state of good repair and \$8.6 million in new capital projects.

Metro’s share of Metrolink’s FY 2021-22 Rehabilitation and Capital budget is \$33,349,794 and will be funded with new programming of Measure R 3% in the amount of \$24 million and the remaining \$9,349,794 will use the remaining fare revenue supplement due to COVID 19 or other funding sources already programmed to Metrolink in FY 21.

Metrolink’s FY 2021-22 rehabilitation and capital program is implemented and funded over a four year time period. Metro’s cash flow requirements for the Metrolink FY 2021-22 rehabilitation and capital program are as follows:

| Metro | Rehab | Capital | Total |
|---------------|-----------------|----------------|-----------------|
| FY 2021-22 | \$1.7 | 0 | \$1.7 |
| FY 2022-23 | \$11.6 | \$0.1 | \$11.7 |
| FY 2023-24 | \$9.9 | \$0.1 | \$10 |
| FY 2024-25 | \$9.864 | \$0.085 | \$9.949 |
| TOTALS | \$33.064 | \$0.285 | \$33.349 |

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff’s recommendation supports Strategic Plan Goal #1.2 to improve L.A. County’s overall transit network and assets. Metro will work with the Southern California Regional Rail Authority (SCRRA) to provide more frequent and reliable Metrolink service, improve customer satisfaction, and better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the SCRRA JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize a different budget amount. However, staff does not recommend an alternate budget amount since Metro is funding Metrolink's full funding request.

NEXT STEPS

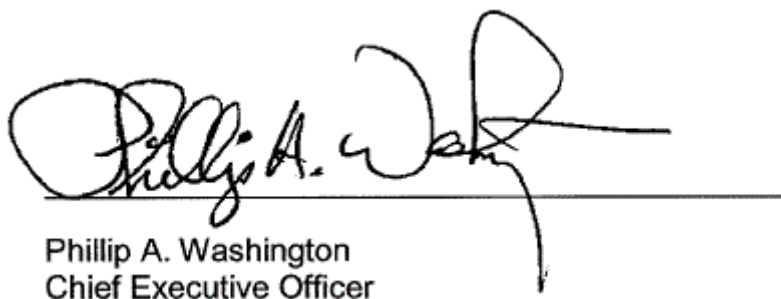
The Metrolink Board is scheduled to adopt their FY 2021-22 budget on June 25, 2021. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action.

ATTACHMENTS

Attachment A - Metrolink FY 2021-22 Rehabilitation and Capital Project List

Prepared by: Yvette Reeves, Manager, Transportation Planning (213) 418-3176
Jeanet Owens, Sr. Executive Officer, Program Management/Regional Rail (213) 418-3189

Reviewed by: Nalini Ahuja, Chief Financial Officer (213) 922-3088
Bryan Pennington, Interim Chief Program Management Officer (213) 922-7449



Phillip A. Washington
Chief Executive Officer



MEMORANDUM

DATE: May 7, 2021

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Anne Mayer, *Executive Director, RCTC*
Philip A. Washington, *Chief Executive Officer, LA Metro*
Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Stephanie Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY2021-22 (FY22) Budget

On April 23, 2021, the SCRRA Board approved the transmission of the Proposed FY22 Budget for your consideration and adoption.

The Proposed FY22 Budget documentation, which was presented at the AFCOM Committee on April 9, 2021 and provided to the Metrolink Board on April 23, 2021 is attached for your review.

It includes:

- Board Item 12.B Approved at the Board of Director's Meeting on April 23, 2021
- Related attachments include:
 - Attachment A – Ridership Recovery Forecast Scenarios
 - Attachment B – Budget Summary Comparison FY21 vs FY22
 - Attachment C – Comparative Detailed Operating Statement
 - Attachment D – FY22 Proposed Budget by Member Agency
 - Attachment E – FY22 Proposed Budget by Line
 - Attachment F – Historical Actual and Budgeted Operating Statements
 - Attachment G – FY22 Proposed Rehabilitation Budget by Member Agency and Line
 - Attachment H – FY22 Proposed Rehabilitation Projects Detail list
 - Attachment I – FY22 Proposed New Capital Budgeted by Member Agency and Line
 - Attachment J – FY22 Proposed New Capital Projects Detail list
 - Attachment K – FY22 Proposed Capital Program Cash Flow

Also, included are the Four-Year Forecast for FY2023-FY26, and the Carryover of the Capital Program projects for FY22, both Rehabilitation and New Capital

- Attachment L – FY23 Forecast by Member Agency
- Attachment M – FY23 Forecast by Line
- Attachment N – FY24 Forecast by Member Agency
- Attachment O – FY24 Forecast by Line

- Attachment P – FY25 Forecast by Member Agency
- Attachment Q – FY25 Forecast by Line
- Attachment R – FY26 Forecast by Member Agency
- Attachment S – FY26 Forecast by Line
- Attachment T – FY23 through FY26 Forecast of Rehabilitation by Asset Category and Member Agency
- Attachment U – FY23 through FY26 Forecast of New Capital by Asset Category and Member Agency
- Attachment V – FY2021-22 Rehabilitation Carryover Projects
- Attachment W – FY2021-22 New Capital Carryover Projects

Next Steps

| | |
|-----------------|---|
| May – June 2021 | Staff to present to Member Agencies' Committees, and Board Meetings as requested |
| June 11, 2021 | FY22 Proposed Budget to AFCOM for Recommendation to Board for Adoption with Four-Year Forecast for Approval |
| June 25, 2021 | Public Hearing FY22 Proposed Budget to Board for Adoption with Four-Year Forecast for Approval |



ITEM ID: 2020-326-0

TRANSMITTAL DATE: April 2, 2021

MEETING DATE: April 23, 2021

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Request for Approval to Transmit Proposed FY2021-22 (FY22) Operating and Capital Budget to Member Agencies

Issue

The Authority is required under the Joint Powers Agreement to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (which begins July 1) for individual agency consideration and approval.

Recommendation

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board transmit the Proposed Fiscal Year 2021- 22 (FY22) Budget to its Member Agencies no later than May 1 for their consideration and adoption as required in the Joint Powers Agreement.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
- **Customers Are Our Business :** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY22 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The FY22 budget development process began in January 2021 with a virtual Budget Kick-off Meeting attended by over 50 employees and included budgetary guidance. Budget requests were compiled and submitted by those assigned by Chiefs to process the cost centers under their remit. Budget division staff subsequently analyzed and reviewed the requests. The interim CFO then held meetings with each Chief, and, subsequently, the Chief Executive Officer. The primary purpose of the meetings was to consider the necessity for each budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Overarching goal of safety, fiscal sustainability and operational efficiency; and
- Consideration of the COVID-19 pandemic impact on activities and funding.

This series of internal meetings was concluded in March.

The FY22 Proposed Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on March 9th, March 26th, and April 1st.

An overview of the FY22 Proposed Budget for Operations and the Capital Program detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agencies' Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of March and April 2021. During these individual meetings, substantive agreement was reached on concurrence with the Operating and Capital Program portions of the FY22 Budget as proposed.

Discussion

Foundation for FY22 Proposed Budget

The FY22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
 - Returning Commuters
 - Assistance for Low Income Riders
 - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations, with updates and maintenance of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts
- Grant funded efforts to reduce the number of trespasser injuries.
- Additional New Service on the Ventura Line
 - Service was added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
 - Funding critical rehabilitation projects,
 - Improving processes to accelerate project delivery

Budget Assumptions:

- **Service**
 - Maintain 30% Service Reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review. Only
 - added service Ventura Line Saturday round trip
- **Revenue**
 - Ridership Recovery Forecast Scenario 2B (see Attachment A)
- **Expense**
 - 3% Merit Pool for FY22
 - No COLA for FY22
 - Contractor Increases Only as Mandated by Agreements 1
 - New FTE headcount (Manager II - Cybersecurity)
- **Funding**
 - Continued Dependency on use of COVID-19 pandemic Relief Funds
- **Reporting**
 - Monthly
 - Formal Mid-Year Budget Review
- **Arrow Service**
 - Will be presented as part of the Mid-Year Budget Adjustment

Operating Budget

The Operating Revenues are \$59.4M and reflect a projected net increase of \$15.9M or 36.5% from FY21. The year over year changes are detailed below in the Operating Revenues section. The Expenditures are \$253.0M and reflect a decrease of \$7.5M or 2.9% lower than FY21. Details of the year over year change are explained below in the Operating Expenditures section. The required Operating Subsidy is \$193.7M and is a decrease of \$23.3M from the FY21 Adopted Budget (see Attachment B).

The FY22 Proposed Budget Operating Statement by detailed categories compared to FY21 adopted budget, by Member Agency, by Line and historically over the last five years are included as Attachments C, D, E and F.

Discussion of FY22 Proposed Budget Operating

Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$59.4M for FY22, an increase of \$15.9M or 36.5% compared to the FY21 Adopted Budget.

Farebox Revenues which are the largest component of the operating revenue, are projected at \$45.2M, an increase \$18.0M or 66.5% compared to the FY21 Adopted Budget. This increase reflects the steady recovery of ridership which was so negatively impacted by the COVID-19 pandemic for all of FY21.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The service reductions by Amtrak passenger rail in response to the COVID-19 pandemic have negatively affected the Revenues for both Dispatching and MOW. The budget of \$2.1M for Dispatching Revenue and \$11.6M for MOW Revenue reflect decreases of \$0.3M and \$1.4M respectively as compared to the FY21 Budget. Lack of advertising, and reduced filming revenues have contributed to the \$0.5 reduction in Other Revenues.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to Adjusted Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes

the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY21 Proposed Budget for expenditures related to Train Operations includes contingency and is \$141.3M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY22 proposed budgeted amount for expenditures related to MOW is \$47.1M.

Administration and Services include internal expenditures related to Train Operations. The FY22 Proposed Budget for expenditures related to Administration & Services is \$47.8M.

The Category of Insurance and Legal is \$16.8M for the FY22 Proposed Budget.

Overall, the total FY22 Proposed Budget for expenditures is \$253.0M, and has decreased from the FY21 Adopted Budget by \$7.5M or 2.9%. The components of this change are as described below.

- Total Train Operations have decreased by \$10.1M or 6.7%. The primary drivers of this decrease are:
 - Train Operations Services have decreased \$2.3M as the result of a new contract;
 - Equipment Maintenance decreased by \$1.1M due to efficiencies in maintenance, and reduced material for Rolling Stock repairs;
 - Fuel expense decreased by \$0.8M due to the 30% service reduction;
 - Operating Facilities Maintenance decreased by \$0.7M created by efficiencies in operation;
 - TVD Maintenance/Revenue Collection decreased by \$1.6M due to reduced ridership, lower credit card fees;
 - Amtrak Transfers decreased by \$1.0M as a function of reduced service;
 - Rail Agreements decreased by \$2.1M caused by the 30% service reduction; and
 - Special Train costs have decreased by \$0.4M as an impact of the pandemic.

- MOW has decreased by \$0.8M or 1.6% from the FY21 Adjusted Budget primarily as a result of a new Track and Signals Contract.
- Administration and Services have increased from FY21 Adjusted Budget by \$1.6M or 3.5%, The primary drivers of this increase are:
 - An increase of Labor distribution to Operations Salaries for \$2.2M, in conjunction with an increase in medical insurance benefit costs;
 - Offset by a decrease of \$0.6M in charges to Indirect Administrative costs (overhead).
 - It is noteworthy that overall total Salaries in the Operations budget have increased by only 1.1%.

- Total Insurance expense has increased by \$1.9M or 12.5% from the FY21 budget, primarily as a result of the Rail insurance market shrinking and becoming increasingly costly.
 - Property and Liability Insurance premiums are higher by \$1.8M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The FY22 Proposed Budget estimates total Member Agency subsidies to equal \$193.7M, a decrease of \$23.3M, or 10.8% less than the FY21 Budget.
- The Budget Summary Comparison (Attachment B) includes a year over year comparison of net operating subsidy by Member Agency. In response to Member Agency requests, this schedule reflects the FY22 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Program Budget

Rehabilitation

The FY22 Proposed Rehabilitation Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's State of Good Repair (SOGR) needs. The MRP addresses two critical elements:

Backlog or total cost of renovating assets to achieve a current SOGR
SOGR - Annual cost of keeping assets in a SOGR.

In light of the financial stress created by the COVID -19 pandemic, the FY22 budget request addresses only the SOGR or annual cost of keeping assets in a SOGR. The FY22 Proposed Budget does not address the current backlog which is estimated to be over \$500M.

The Rehabilitation authorization request for FY22 was identified as necessary investments to maintain a SOGR. These projects total \$90.4M and are presented by Member Agency and by Line in Attachment G. Grants paid directly to Metrolink cover \$26.1M of this request. The total amount requested from Member Agencies will therefore be \$64.3M.

A listing of the individual projects, their location and description are provided in Attachment H.

New Capital

The New Capital authorization request for FY22 was identified as necessary for safe and efficient rail operations. These projects total \$8.6M and are shown by Member Agency and by Line in Attachment I. Grants paid directly to Metrolink cover \$ 8.0M of this request. The total amount requested from Member Agencies will therefore be \$0.6M. The Authority is also endeavoring to secure a Grant to cover this \$0.6M.

A listing of the individual projects, their location and description are provided in Attachment J.

The FY22 Proposed Capital Program Budget request is \$99.0M by asset type as shown below:

| CAPITAL PROGRAM | FY2021-22 |
|---------------------------------|------------------------|
| Facilities | \$2,946 |
| Grade Crossing | \$8,000 |
| Rolling Stock | \$3,000 |
| Structures | \$20,787 |
| Track | \$42,440 |
| Train Control | \$18,610 |
| Vehicles | \$3,250 |
| Total Capital Investment | <u>\$99,033</u> |
| Annual Cash Flow | \$4,952 |

Completion of the FY22 Proposed Capital Program projects are multi-year in nature. As such, the funding for the FY22 Budget requests may be viewed as each having a four-year funding commitment which would have the estimated cashflow impact over the subsequent fiscal years as shown in Attachment K.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Operating as described:

- **Attachment A - Ridership Recovery Forecast Scenarios**
- **Attachment B - Budget Summary Comparison FY21 vs FY22**
- **Attachment C - Comparative Detailed Operating Statement** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages
- **Attachment D - Budget by Member Agency**
- **Attachment E - Budget by Line**
- **Attachment F - Historical Actual and Budgeted Operating Statements** . Actual Operating expense for FY17, FY18, FY19, FY20 and Adopted Operating Budget for FY21 and Proposed Operating Budget for FY22, with a variance comparison between FY21 Adopted Budget and FY22 Proposed Budget

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Capital Program as described:

- **Attachment G - FY22 Proposed Rehabilitation by Member Agency and Line**
- **Attachment H - FY22 Proposed Rehabilitation Projects Detail list** – Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I - FY22 Proposed New Capital by Member Agency and Line**
- **Attachment J - FY22 Proposed New Capital Projects Detail list** - Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment K - FY22 Proposed Capital Program Cashflow**

Budget Impact

This report and the transmittal of the Proposed FY22 Budget has no impact on the Budget.

Alternatives Considered

The Committee may recommend the transmission of the FY22 Budget with specific modifications. Staff does not recommend this approach as the Member Agency CEO's have provided general concurrence with the proposed subsidy amounts.

Next Steps

April – June, 2021 Staff present at Member Agencies' Committee and Board meetings as may be requested

June 11, 2021 FY22 Proposed Budget to AFCOM for recommendation to Adopt

June 25, 2021 FY22 Proposed Budget to Metrolink Board for Adoption

Prepared by: Christine J. Wilson, Senior Manager, Finance

Approved by: Arnold Hackett, Interim Chief Financial Officer

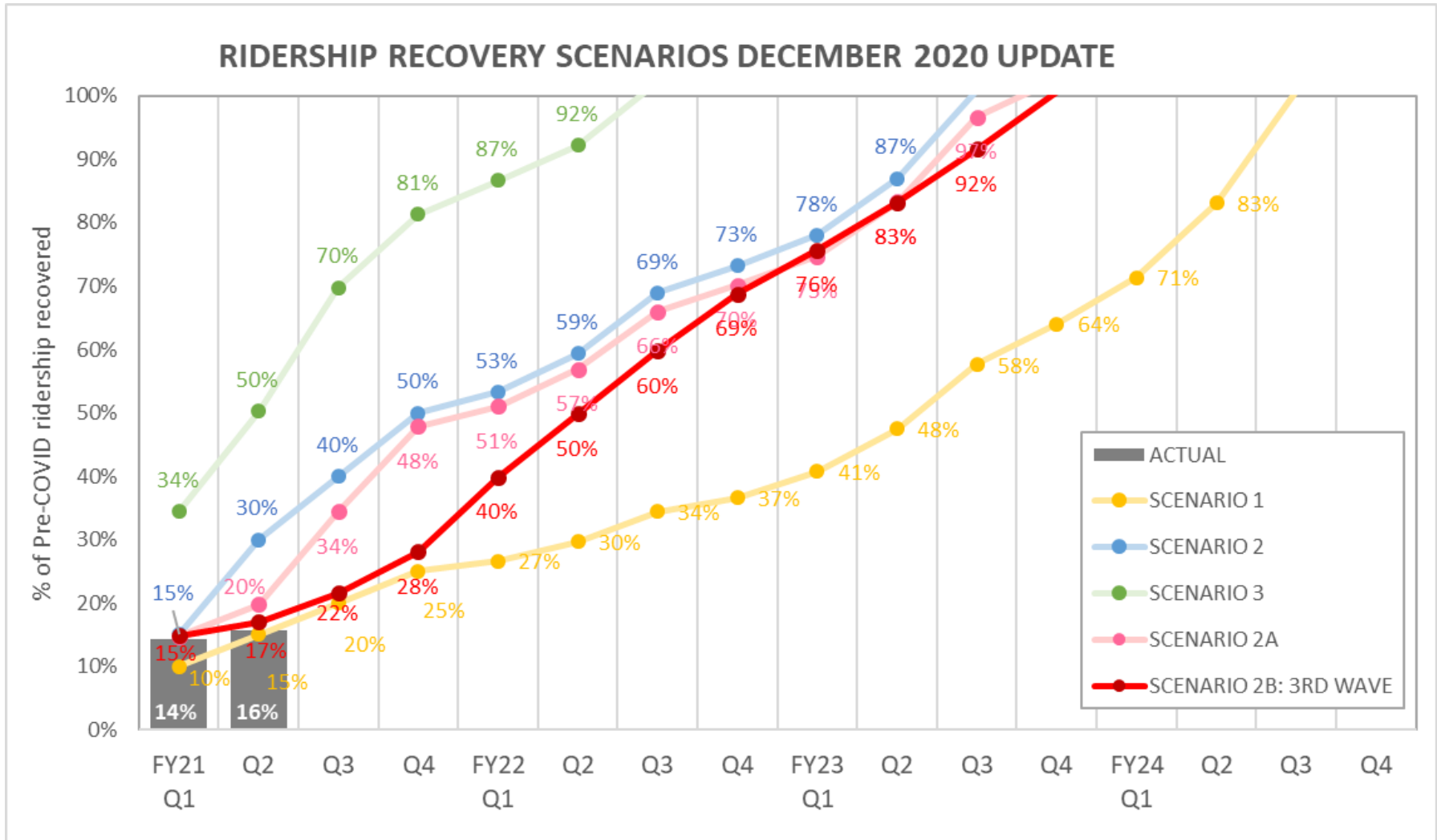
Attachment(s)

- Attachment A - Ridership Recovery Forecast Scenarios
- Attachment B - Budget Summary Comparison FY21 vs FY22
- Attachment C - Comparative Detailed Operating Statement FY21 vs FY22
- Attachment D - Budget by Member Agency
- Attachment E - Budget by Line
- Attachment F - Historical Budget Comparison
- Attachment G - FY22 Proposed Rehab by MA & Line
- Attachment H - FY22 Proposed Rehabilitation Project list
- Attachment I - FY22 Proposed New Capital by MA & Line
- Attachment J - FY22 Proposed New Capital Project list
- Attachment K - FY22 Proposed Capital Program Cashflow

Ridership Recovery Forecast Scenarios

Planning Scenarios:

- 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3.
- 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3.
- 2A - Surge (Adjusted Medium Case): Surge in infections delays ridership recovery to FY23 Q4.
- 2B – 3rd Wave (Adjusted Medium 2A Case): Surge in infections delays ridership recovery to FY23 Q4.**
- 3 - No Recession (Best Case): Ridership recovery by FY22 Q3.



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY21 and FY22 BUDGET SUMMARY COMPARISON**

| FY22 Proposed Budget | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
|-----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Total Revenues | 29,213,825 | 15,604,054 | 5,044,779 | 7,252,509 | 2,244,130 | 59,359,297 |
| Total Expenses | 127,593,263 | 54,756,602 | 26,519,363 | 29,770,267 | 14,394,215 | 253,033,710 |
| Net Loss | (98,379,438) | (39,152,549) | (21,474,584) | (22,517,758) | (12,150,085) | (193,674,413) |

| FY21 Adopted Budget | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
|----------------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Total Revenues | 22,184,541 | 10,860,507 | 3,453,373 | 5,205,265 | 1,796,594 | 43,500,280 |
| Total Expenses | 132,107,013 | 56,793,223 | 27,233,210 | 30,272,432 | 14,101,906 | 260,507,784 |
| Net Loss | (109,922,472) | (45,932,716) | (23,779,837) | (25,067,166) | (12,305,312) | (217,007,504) |

| Comparison: FY22 to FY21 | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL | Variance (%) |
|---------------------------------|-------------------|------------------|------------------|------------------|----------------|--------------------|---------------------|
| Total Revenues | 7,029,284 | 4,743,547 | 1,591,406 | 2,047,243 | 447,536 | 15,859,016 | 36.46% |
| Total Expenses | (4,513,750) | (2,036,621) | (713,847) | (502,165) | 292,308 | (7,474,075) | (2.87%) |
| Net Loss | 11,543,035 | 6,780,168 | 2,305,253 | 2,549,408 | 155,227 | 23,333,091 | (10.75%) |

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY21 and FY22 BUDGET COMPARISON**

| | FY21 | FY21 | FY22 | VARIANCE FROM FY21 | | VARIANCE FROM FY21 | |
|--|----------------------|----------------------|----------------------|---------------------------|-----------------|---------------------------|-----------------|
| | ADOPTED | ADJUSTED | PROPOSED | ADOPTED BUDGET | | ADJUSTED BUDGET | |
| | BUDGET | BUDGET | BUDGET | OVER/(UNDER) | | OVER/(UNDER) | |
| | | | | AMOUNT | % | AMOUNT | % |
| Operating Revenue | | | | | | | |
| Farebox Revenue | 26,218,749 | 26,218,749 | 41,547,178 | 15,328,429 | 58.46% | 15,328,429 | 58.46% |
| Farebox Reduction Subsidy | 700,000 | 700,000 | 1,125,608 | 425,608 | 60.80% | 425,608 | 60.80% |
| Other Train Subsidies | 0 | 0 | 2,351,912 | 2,351,912 | 0.00% | 2,351,912 | 0.00% |
| Special Trains | 218,887 | 218,887 | 150,000 | (68,887) | (31.47%) | (68,887) | (31.47%) |
| Subtotal Pro Forma Farebox | 27,137,636 | 27,137,636 | 45,174,698 | 18,037,061 | 66.47% | 18,037,061 | 66.47% |
| Dispatching | 2,327,307 | 2,327,307 | 2,053,871 | (273,436) | (11.75%) | (273,436) | (11.75%) |
| Other Revenues | 1,075,000 | 1,075,000 | 575,000 | (500,000) | (46.51%) | (500,000) | (46.51%) |
| MOW Revenues | 12,960,337 | 12,960,337 | 11,555,728 | (1,404,609) | (10.84%) | (1,404,609) | (10.84%) |
| Total Operating Revenues | 43,500,280 | 43,500,280 | 59,359,297 | 15,859,017 | 36.46% | 15,859,017 | 36.46% |
| Operating Expenses | | | | | | | |
| Operations & Services | | | | | | | |
| Train Operations | 49,978,200 | 47,448,200 | 45,095,901 | (4,882,299) | (9.77%) | (2,352,299) | (4.96%) |
| Equipment Maintenance | 39,202,056 | 38,728,622 | 37,594,367 | (1,607,689) | (4.10%) | (1,134,255) | (2.93%) |
| Fuel | 20,538,530 | 20,212,070 | 19,416,673 | (1,121,857) | (5.46%) | (795,397) | (3.94%) |
| Non-Sched Rolling Stock Repairs | 140,000 | 140,000 | 100,000 | (40,000) | (28.57%) | (40,000) | (28.57%) |
| Operating Facilities Maintenance | 1,745,225 | 2,303,649 | 1,654,008 | (91,217) | (5.23%) | (649,641) | (28.20%) |
| Other Operating Train Services | 983,682 | 989,081 | 916,115 | (67,567) | (6.87%) | (72,966) | (7.38%) |
| Rolling Stock Lease | 230,000 | 230,460 | 0 | (230,000) | (100.00%) | (230,460) | (100.00%) |
| Security | 10,762,704 | 13,762,704 | 13,533,013 | 2,770,309 | 25.74% | (229,691) | (1.67%) |
| Public Safety Program | 105,404 | 102,151 | 102,194 | (3,210) | (3.05%) | 43 | 0.04% |
| Passenger Relations | 1,811,841 | 1,811,841 | 1,869,975 | 58,134 | 3.21% | 58,134 | 3.21% |
| TVM Maint/Revenue Collection | 6,827,191 | 6,178,669 | 4,613,646 | (2,213,545) | (32.42%) | (1,565,023) | (25.33%) |
| Marketing | 2,408,141 | 2,408,141 | 2,867,500 | 459,359 | 19.08% | 459,359 | 19.08% |
| Media & External Communications | 480,775 | 495,775 | 361,900 | (118,875) | (24.73%) | (133,875) | (27.00%) |
| Utilities / Leases | 3,066,332 | 3,057,812 | 2,965,010 | (101,322) | (3.30%) | (92,802) | (3.03%) |
| Transfers to Other Operators | 2,982,650 | 2,880,900 | 3,276,436 | 293,786 | 9.85% | 395,536 | 13.73% |
| Amtrak Transfers | 1,853,998 | 1,853,998 | 823,581 | (1,030,417) | (55.58%) | (1,030,417) | (55.58%) |
| Station Maintenance | 2,297,810 | 2,281,933 | 2,065,000 | (232,810) | (10.13%) | (216,933) | (9.51%) |
| Rail Agreements | 5,804,314 | 5,715,314 | 3,640,851 | (2,163,463) | (37.27%) | (2,074,463) | (36.30%) |
| Holiday Trains | 255,000 | 255,000 | 265,000 | 10,000 | 3.92% | 10,000 | 3.92% |
| Special Trains | 524,100 | 524,100 | 92,000 | (432,100) | (82.45%) | (432,100) | (82.45%) |
| Subtotal Operations & Services | 151,997,953 | 151,380,420 | 141,253,170 | (10,744,783) | (7.07%) | (10,127,250) | (6.69%) |
| Maintenance-of-Way | | | | | | | |
| MoW - Line Segments | 46,611,431 | 46,826,045 | 46,395,469 | (215,961) | (0.46%) | (430,575) | (0.92%) |
| MoW - Extraordinary Maintenance | 1,050,207 | 1,050,207 | 697,300 | (352,907) | (33.60%) | (352,907) | (33.60%) |
| Subtotal Maintenance-of-Way | 47,661,638 | 47,876,252 | 47,092,769 | (568,868) | (1.19%) | (783,482) | (1.64%) |
| Administration & Services | | | | | | | |
| Ops Salaries & Fringe Benefits | 14,626,597 | 14,626,597 | 16,816,671 | 2,190,074 | 14.97% | 2,190,074 | 14.97% |
| Ops Non-Labor Expenses | 7,518,370 | 8,820,333 | 8,653,705 | 1,135,335 | 15.10% | (166,628) | (1.89%) |
| Indirect Administrative Expenses | 20,977,819 | 20,519,263 | 19,889,450 | (1,088,370) | (5.19%) | (629,813) | (3.07%) |
| Ops Professional Services | 2,558,508 | 2,163,021 | 2,398,236 | (160,272) | (6.26%) | 235,215 | 10.87% |
| Subtotal Administration & Services | 45,681,294 | 46,129,214 | 47,758,061 | 2,076,767 | 4.55% | 1,628,848 | 3.53% |
| Contingency | 200,000 | 154,999 | 90,000 | (110,000) | (55.00%) | (64,999) | (41.94%) |
| Total Operating Expenses | 245,540,885 | 245,540,884 | 236,194,001 | (9,346,884) | (3.81%) | (9,346,884) | (3.81%) |
| Insurance Expense (Recoveries) | | | | | | | |
| Liability/Property/Auto/Misc | 12,864,528 | 12,864,528 | 14,677,210 | 1,812,682 | 14.09% | 1,812,682 | 14.09% |
| Net Claims / SI | 1,000,000 | 1,000,000 | 990,000 | (10,000) | (1.00%) | (10,000) | (1.00%) |
| Claims Administration | 1,102,371 | 1,102,371 | 1,172,499 | 70,128 | 6.36% | 70,128 | 6.36% |
| Subtotal Insurance Expense (Recoveries) | 14,966,899 | 14,966,899 | 16,839,709 | 1,872,810 | 12.51% | 1,872,810 | 12.51% |
| Total Expenses | 260,507,784 | 260,507,784 | 253,033,710 | (7,474,074) | (2.87%) | (7,474,075) | (2.87%) |
| Net Loss - Subsidy | (217,007,504) | (217,007,504) | (193,674,413) | 23,333,091 | (10.75%) | 23,333,091 | (10.75%) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2021-22 PROPOSED BUDGET
 Annual Operating Budget Distribution by Cost Component

Attachment D

| | Proposed FY2021-22 Budget | | | | | |
|---|---------------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| (000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | \$ 18,685 | \$ 12,159 | \$ 4,264 | \$ 4,963 | \$ 1,477 | \$ 41,547 |
| Fare Reduction Subsidy | 673 | - | - | 452 | - | \$ 1,126 |
| Other Train Subsidies | 2,352 | - | - | - | - | \$ 2,352 |
| Special Trains | 53 | 50 | 9 | 8 | 30 | \$ 150 |
| Subtotal-Pro Forma FareBox | 21,763 | 12,209 | 4,273 | 5,423 | 1,507 | \$ 45,175 |
| Dispatching | 1,060 | 647 | 14 | 96 | 237 | \$ 2,054 |
| Other Revenues | 288 | 142 | 51 | 72 | 21 | \$ 575 |
| MOW Revenues | 6,103 | 2,606 | 706 | 1,661 | 479 | \$ 11,556 |
| Total Operating Revenue | 29,214 | 15,604 | 5,045 | 7,253 | 2,244 | \$ 59,359 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 23,859 | 9,933 | 3,952 | 5,401 | 1,951 | \$ 45,096 |
| Equipment Maintenance | 18,434 | 8,720 | 4,346 | 4,453 | 1,641 | \$ 37,594 |
| Fuel | 9,830 | 4,606 | 1,701 | 2,450 | 829 | \$ 19,417 |
| Non-Scheduled Rolling Stock Repairs | 51 | 24 | 10 | 12 | 3 | \$ 100 |
| Operating Facilities Maintenance | 846 | 398 | 167 | 191 | 51 | \$ 1,654 |
| Other Operating Train Services | 455 | 127 | 110 | 152 | 73 | \$ 916 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 7,101 | 2,812 | 1,434 | 1,518 | 668 | \$ 13,533 |
| Public Safety Program | 48 | 18 | 15 | 11 | 10 | \$ 102 |
| Passenger Relations | 920 | 498 | 157 | 234 | 60 | \$ 1,870 |
| TVM Maintenance/Revenue Collection | 1,919 | 1,070 | 812 | 517 | 295 | \$ 4,614 |
| Marketing | 1,441 | 722 | 245 | 360 | 99 | \$ 2,868 |
| Media & External Communications | 172 | 62 | 54 | 38 | 36 | \$ 362 |
| Utilities/Leases | 1,407 | 511 | 441 | 311 | 295 | \$ 2,965 |
| Transfers to Other Operators | 1,743 | 850 | 235 | 343 | 106 | \$ 3,276 |
| Amtrak Transfers | 253 | 519 | - | - | 51 | \$ 824 |
| Station Maintenance | 1,199 | 331 | 142 | 294 | 98 | \$ 2,065 |
| Rail Agreements | 1,359 | 955 | 876 | 197 | 254 | \$ 3,641 |
| Holiday Trains | 77 | 87 | - | 21 | 81 | \$ 265 |
| Special Trains | 44 | 32 | 16 | - | - | \$ 92 |
| Subtotal Operations & Services | 71,159 | 32,275 | 14,715 | 16,501 | 6,604 | \$ 141,253 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 24,566 | 9,543 | 3,231 | 6,146 | 2,910 | \$ 46,395 |
| MoW - Extraordinary Maintenance | 408 | 100 | 66 | 74 | 48 | \$ 697 |
| Subtotal Maintenance-of-Way | 24,974 | 9,643 | 3,298 | 6,220 | 2,958 | \$ 47,093 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 7,978 | 2,910 | 2,494 | 1,767 | 1,667 | \$ 16,817 |
| Ops Non-Labor Expenses | 4,253 | 2,017 | 980 | 989 | 415 | \$ 8,654 |
| Indirect Administrative Expenses | 9,436 | 3,427 | 2,960 | 2,088 | 1,979 | \$ 19,889 |
| Ops Professional Services | 1,138 | 413 | 357 | 252 | 239 | \$ 2,398 |
| Subtotal Admin & Services | 22,804 | 8,768 | 6,791 | 5,097 | 4,300 | \$ 47,758 |
| <u>Contingency</u> | 43 | 16 | 13 | 9 | 9 | \$ 90 |
| Total Operating Expenses | 118,979 | 50,701 | 24,816 | 27,828 | 13,870 | \$ 236,194 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 7,508 | 3,535 | 1,484 | 1,693 | 457 | \$ 14,677 |
| Net Claims / SI | 506 | 238 | 100 | 114 | 31 | \$ 990 |
| Claims Administration | 600 | 282 | 119 | 135 | 36 | \$ 1,172 |
| Total Net Insurance and Legal | 8,614 | 4,056 | 1,703 | 1,943 | 524 | \$ 16,840 |
| Total Expense | 127,593 | 54,757 | 26,519 | 29,770 | 14,394 | \$ 253,034 |
| Loss / Member Subsidy | (98,379) | (39,153) | (21,475) | (22,518) | (12,150) | (193,674) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2021-22 PROPOSED BUDGET
 Annual Operating Budget Distribution by Cost Component

Attachment E

| (000's) | Proposed FY2021-22 Budget - Line Allocation | | | | | | | | TOTAL |
|---|---|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|-------------------|
| | San Bernardino | Ventura County | Antelope Valley | Riverside | Orange County | OC MSEP | IEOC | 91/PVL | |
| Operating Revenue | | | | | | | | | |
| Farebox Revenue | \$ 8,836 | \$ 3,745 | \$ 5,438 | \$ 3,824 | \$ 11,054 | \$ 120 | \$ 4,839 | \$ 3,689 | \$ 41,547 |
| Fare Reduction Subsidy | 1,126 | - | - | - | - | - | - | - | \$ 1,126 |
| Other Train Subsidies | 750 | 93 | 912 | 299 | 183 | - | - | 115 | \$ 2,352 |
| Special Trains | 46 | 18 | 36 | - | 33 | - | - | 18 | \$ 150 |
| Subtotal-Pro Forma FareBox | 10,758 | 3,856 | 6,386 | 4,124 | 11,270 | 120 | 4,839 | 3,822 | \$ 45,175 |
| Dispatching | 331 | 467 | 307 | 2 | 915 | 5 | 6 | 22 | \$ 2,054 |
| Other Revenues | 145 | 55 | 94 | 46 | 124 | 4 | 64 | 44 | \$ 575 |
| MOW Revenues | 3,486 | 1,407 | 2,907 | 183 | 1,540 | 7 | 1,281 | 745 | \$ 11,556 |
| Total Operating Revenue | 14,719 | 5,784 | 9,693 | 4,355 | 13,849 | 137 | 6,190 | 4,633 | \$ 59,359 |
| Operating Expenses | | | | | | | | | |
| Operations & Services | | | | | | | | | |
| Train Operations | 11,335 | 4,570 | 9,833 | 2,597 | 5,803 | 764 | 6,116 | 4,078 | \$ 45,096 |
| Equipment Maintenance | 8,464 | 3,851 | 7,335 | 2,621 | 5,492 | 1,136 | 4,466 | 4,229 | \$ 37,594 |
| Fuel | 4,788 | 1,828 | 3,716 | 1,209 | 2,875 | 207 | 3,025 | 1,769 | \$ 19,417 |
| Non-Scheduled Rolling Stock Repairs | 23 | 8 | 21 | 7 | 16 | 2 | 12 | 11 | \$ 100 |
| Operating Facilities Maintenance | 388 | 136 | 341 | 108 | 267 | 38 | 199 | 176 | \$ 1,654 |
| Other Operating Train Services | 287 | 122 | 133 | 110 | 57 | 20 | 83 | 103 | \$ 916 |
| Rolling Stock Lease | - | - | - | - | - | - | - | - | \$ - |
| Security | 2,840 | 1,328 | 3,246 | 1,144 | 1,746 | 276 | 1,587 | 1,366 | \$ 13,533 |
| Public Safety Program | 15 | 17 | 18 | 15 | 8 | 3 | 12 | 14 | \$ 102 |
| Passenger Relations | 475 | 158 | 315 | 135 | 422 | 10 | 227 | 129 | \$ 1,870 |
| TVM Maintenance/Revenue Collection | 818 | 670 | 744 | 363 | 511 | 209 | 677 | 621 | \$ 4,614 |
| Marketing | 733 | 262 | 460 | 226 | 646 | 15 | 311 | 215 | \$ 2,868 |
| Media & External Communications | 53 | 60 | 65 | 54 | 28 | 10 | 41 | 51 | \$ 362 |
| Utilities/Leases | 433 | 493 | 535 | 444 | 228 | 81 | 336 | 415 | \$ 2,965 |
| Transfers to Other Operators | 704 | 272 | 678 | 243 | 952 | - | 166 | 262 | \$ 3,276 |
| Amtrak Transfers | - | 123 | - | - | 700 | - | - | - | \$ 824 |
| Station Maintenance | 646 | 278 | 392 | 136 | 373 | 5 | 14 | 222 | \$ 2,065 |
| Rail Agreements | - | 596 | - | 1,149 | 472 | - | 669 | 755 | \$ 3,641 |
| Holiday Trains | 81 | - | 51 | - | 87 | - | - | 47 | \$ 265 |
| Special Trains | 28 | 32 | 31 | - | - | - | - | - | \$ 92 |
| Subtotal Operations & Services | 32,111 | 14,806 | 27,914 | 10,562 | 20,681 | 2,778 | 17,941 | 14,462 | \$ 141,253 |
| Maintenance-of-Way | | | | | | | | | |
| MoW - Line Segments | 13,327 | 7,254 | 10,231 | 1,192 | 6,207 | 26 | 4,977 | 3,181 | \$ 46,395 |
| MoW - Extraordinary Maintenance | 153 | 105 | 111 | 97 | 117 | - | 94 | 21 | \$ 697 |
| Subtotal Maintenance-of-Way | 13,480 | 7,359 | 10,342 | 1,288 | 6,325 | 26 | 5,071 | 3,201 | \$ 47,093 |
| Administration & Services | | | | | | | | | |
| Ops Salaries & Fringe Benefits | 2,463 | 2,784 | 3,045 | 2,509 | 1,309 | 459 | 1,904 | 2,344 | \$ 16,817 |
| Ops Non-Labor Expenses | 1,897 | 905 | 1,635 | 634 | 1,409 | 55 | 1,184 | 934 | \$ 8,654 |
| Indirect Administrative Expenses | 2,902 | 3,306 | 3,592 | 2,979 | 1,531 | 545 | 2,251 | 2,783 | \$ 19,889 |
| Ops Professional Services | 350 | 399 | 433 | 359 | 185 | 66 | 271 | 336 | \$ 2,398 |
| Subtotal Admin & Services | 7,612 | 7,394 | 8,705 | 6,482 | 4,434 | 1,125 | 5,610 | 6,396 | \$ 47,758 |
| Contingency | 13 | 15 | 16 | 13 | 7 | 2 | 10 | 13 | \$ 90 |
| Total Operating Expenses | 53,216 | 29,574 | 46,977 | 18,346 | 31,447 | 3,931 | 28,632 | 24,071 | \$ 236,194 |
| Insurance and Legal | | | | | | | | | |
| Liability/Property/Auto | 3,443 | 1,209 | 3,025 | 960 | 2,371 | 337 | 1,770 | 1,563 | \$ 14,677 |
| Net Claims / SI | 232 | 82 | 204 | 65 | 160 | 23 | 119 | 105 | \$ 990 |
| Claims Administration | 275 | 97 | 242 | 77 | 189 | 27 | 141 | 125 | \$ 1,172 |
| Total Net Insurance and Legal | 3,951 | 1,387 | 3,470 | 1,101 | 2,720 | 386 | 2,031 | 1,793 | \$ 16,840 |
| Total Expense | 57,167 | 30,961 | 50,447 | 19,448 | 34,167 | 4,317 | 30,663 | 25,864 | \$ 253,034 |
| Loss / Member Subsidy | (42,448) | (25,177) | (40,754) | (15,093) | (20,318) | (4,181) | (24,473) | (21,231) | (193,674) |

Annual Operating Budget by Cost Component by Fiscal Year
(\$000s)

| | FY2016-17 Actual | FY2017-18 Actual | FY2018-19 Actual | FY2019-20 Actual | FY2020-21 Adopted Budget | FY2021-22 Proposed Budget | FY2021-22 Proposed Budget vs FY2020-21 Adopted Budget | |
|---|---------------------|---------------------|---------------------|---------------------|--------------------------------|---------------------------------|---|---------------|
| | | | | | | | \$ | % |
| | | | | | | | Variance | Variance |
| Operating Revenue | | | | | | | | |
| Farebox Revenue | 82,883 | 82,542 | 79,007 | 61,843 | 26,219 | 41,547 | 15,328 | 58.5% |
| Fare Reduction Subsidy | 490 | 157 | 3,147 | 1,090 | 700 | 1,126 | 426 | 60.8% |
| Other Train Subsidies | - | - | - | - | - | 2,352 | 2,352 | n/a |
| Special Trains | - | - | - | 171 | 219 | 150 | (69) | -31.5% |
| Subtotal-Pro Forma FareBox | 83,373 | 82,699 | 82,154 | 63,104 | 27,138 | 45,175 | 18,037 | 66.5% |
| Dispatching | 2,016 | 2,133 | 2,136 | 2,300 | 2,327 | 2,054 | (273) | -11.7% |
| Other Revenues | 762 | 463 | 790 | 254 | 1,075 | 575 | (500) | -46.5% |
| MOW Revenues | 12,384 | 12,789 | 13,017 | 13,301 | 12,960 | 11,556 | (1,405) | -10.8% |
| Total Operating Revenue | 98,535 | 98,084 | 98,097 | 78,958 | 43,500 | 59,359 | 15,859 | 36.5% |
| Operating Expenses | | | | | | | | |
| Operations & Services | | | | | | | | |
| Train Operations | 41,616 | 42,116 | 43,093 | 45,701 | 49,978 | 45,096 | (4,882) | -9.8% |
| Equipment Maintenance | 35,422 | 34,242 | 36,642 | 36,861 | 39,202 | 37,594 | (1,608) | -4.1% |
| Fuel | 18,207 | 17,577 | 23,582 | 21,150 | 20,539 | 19,417 | (1,122) | -5.5% |
| Non-Scheduled Rolling Stock Repairs | 1 | 56 | 87 | 92 | 140 | 100 | (40) | -28.6% |
| Operating Facilities Maintenance | 1,475 | 1,493 | 1,683 | 1,569 | 1,745 | 1,654 | (91) | -5.2% |
| Other Operating Train Services | 449 | 722 | 1,069 | 863 | 984 | 916 | (68) | -6.9% |
| Rolling Stock Lease | 230 | 11 | 230 | 231 | 230 | - | (230) | -100.0% |
| Security | 7,315 | 7,821 | 8,715 | 9,367 | 10,763 | 13,533 | 2,770 | 25.7% |
| Public Safety Program | 203 | 193 | 209 | 55 | 105 | 102 | (3) | -3.0% |
| Passenger Relations | 1,868 | 1,723 | 1,769 | 1,786 | 1,812 | 1,870 | 58 | 3.2% |
| TVM Maintenance/Revenue Collection | 7,934 | 8,188 | 7,871 | 7,594 | 6,827 | 4,614 | (2,214) | -32.4% |
| Marketing | 716 | 1,307 | 4,304 | 1,359 | 2,408 | 2,868 | 459 | 19.1% |
| Media & External Communications | 249 | 320 | 348 | 410 | 481 | 362 | (119) | -24.7% |
| Utilities/Leases | 2,614 | 2,804 | 2,775 | 2,762 | 3,066 | 2,965 | (101) | -3.3% |
| Transfers to Other Operators | 6,003 | 3,818 | 5,608 | 5,394 | 2,983 | 3,276 | 294 | 9.8% |
| Amtrak Transfers | 1,307 | 1,678 | 1,497 | 1,166 | 1,854 | 824 | (1,030) | -55.6% |
| Station Maintenance | 1,196 | 1,575 | 1,847 | 1,980 | 2,298 | 2,065 | (233) | -10.1% |
| Rail Agreements | 5,155 | 4,938 | 5,696 | 5,159 | 5,804 | 3,641 | (2,163) | -37.3% |
| Holiday Trains | - | - | - | 57 | 255 | 265 | 10 | 3.9% |
| Special Trains | - | - | - | 524 | 524 | 92 | (432) | -82.4% |
| Subtotal Operations & Services | 131,960 | 130,582 | 147,026 | 144,081 | 151,998 | 141,253 | (10,745) | -7.1% |
| Maintenance-of-Way | | | | | | | | |
| MoW - Line Segments | 37,355 | 42,411 | 43,112 | 43,375 | 46,611 | 46,395 | (216) | -0.5% |
| MoW - Extraordinary Maintenance | 1,260 | 594 | 801 | 864 | 1,050 | 697 | (353) | -33.6% |
| Subtotal Maintenance-of-Way | 38,615 | 43,005 | 43,913 | 44,239 | 47,662 | 47,093 | (569) | -1.2% |
| Administration & Services | | | | | | | | |
| Ops Salaries & Fringe Benefits | 13,808 | 12,507 | 13,484 | 15,497 | 14,627 | 16,817 | 2,190 | 15.0% |
| Ops Non-Labor Expenses | 5,046 | 5,890 | 6,725 | 7,645 | 7,518 | 8,654 | 1,135 | 15.1% |
| Indirect Administrative Expenses | 14,090 | 19,333 | 16,151 | 18,254 | 20,978 | 19,889 | (1,088) | -5.2% |
| Ops Professional Services | 1,963 | 2,687 | 2,423 | 3,019 | 2,559 | 2,398 | (160) | -6.3% |
| Subtotal Admin & Services | 34,907 | 40,417 | 38,784 | 44,415 | 45,681 | 47,758 | 2,077 | 4.5% |
| Contingency (Non-Train Ops) | 2 | 15 | - | 11 | 200 | 90 | (110) | -55.0% |
| Total Operating Expenses | 205,484 | 214,019 | 229,723 | 232,745 | 245,541 | 236,194 | (9,347) | -3.8% |
| Insurance and Legal | | | | | | | | |
| Liability/Property/Auto | 11,061 | 9,748 | 9,429 | 9,870 | 12,865 | 14,677 | 1,813 | 14.1% |
| Net Claims / SI | 5,116 | 8,551 | 1,212 | 2,303 | 1,000 | 990 | (10) | -1.0% |
| Claims Administration | 704 | 585 | 682 | 367 | 1,102 | 1,172 | 70 | 6.4% |
| Net Insurance and Legal | 16,880 | 18,883 | 11,324 | 12,540 | 14,967 | 16,840 | 1,873 | 12.5% |
| Total BNSF Lease Expenses | 5,669 | - | - | - | - | - | - | n/a |
| TOTAL EXPENSES | 228,033 | 232,902 | 241,046 | 245,285 | 260,508 | 253,034 | (7,474) | -2.9% |
| Net Loss | (129,498) | (134,818) | (142,949) | (166,327) | (217,008) | (193,674) | 23,333 | -10.8% |
| All Member Subsidies | 141,989 | 142,399 | 150,550 | 156,578 | 217,008 | 193,674 | (23,333) | -10.8% |
| Surplus / (Deficit) | 12,491 | 7,581 | 7,600 | (9,748) | - | - | - | n/a |

Numbers may not foot due to rounding.

NOTE: All Historical Comparisons are to the Adopted Budget

FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE

By Member Agency

| <u>FY2022 PROPOSED REHABILITATION REQUEST</u> | <u>TOTAL REQUEST</u> | <u>METRO</u> | <u>OCTA</u> | <u>RCTC</u> | <u>SBCTA</u> | <u>VCTC</u> | <u>OTHER¹</u> |
|---|----------------------|--------------|--------------|-------------|--------------|-------------|--------------------------|
| | \$90,433,000 | \$33,064,794 | \$15,047,906 | \$4,226,859 | \$7,279,641 | \$4,711,300 | \$26,102,500 |

By Line

| <u>FY2022 PROPOSED REHABILITATION REQUEST</u> | <u>TOTAL REQUEST</u> | <u>Systemwide</u> | <u>San Bernardino</u> | <u>Ventura County</u> | <u>Antelope Valley</u> | <u>Riverside</u> | <u>Orange County</u> | <u>IEOC</u> | <u>91/PVL</u> |
|---|----------------------|-------------------|-----------------------|-----------------------|------------------------|------------------|----------------------|-------------|---------------|
| | \$90,433,000 | \$16,890,000 | \$12,112,000 | \$31,005,000 | \$16,376,000 | \$0 | \$11,700,000 | \$0 | \$2,350,000 |

¹“Other” are Grants directly to Metrolink



REHABILITATION PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

| ROW# | PROJECT # | TYPE | SUBDIVISION | ROUTE LINE | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER |
|---|-----------|-------|-------------|------------|------------|-----------|--------|-------------------|--|--|-------------------|------------------|------------------|------------------|------------------|------------------|----------|
| 1 | 2380 | Rehab | All | All | NA | Worn | High | Track | SYSTEMWIDE TRACK REHABILITATION | Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments | 5,000,000 | 2,375,000 | 990,000 | 555,000 | 720,000 | 360,000 | - |
| 2 | 2403 | Rehab | All | All | NA | Worn | High | Train Control | SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION | Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars | 5,000,000 | 2,375,000 | 990,000 | 555,000 | 720,000 | 360,000 | - |
| 3 | 2404 | Rehab | All | All | NA | Worn | High | Non-Revenue Fleet | MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL | MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. 1) Front loader 2) Freightliner 108SD 3) Various MOW equipment (light towers, air compressors, portable generators) 4) Dynamic Rail rider/Excavator 5) All terrain Fork Lift 6) HY rail SUV 7) Five (5) SUV's 8) Three (3) signal maintainers 9) Two (2) Brush trucks Ford F-350 4X4 | 2,650,000 | 1,258,750 | 524,700 | 294,150 | 381,600 | 190,800 | - |
| 4 | 2405 | Rehab | All | All | NA | Worn | High | Facilities | FACILITIES REHABILITATION | Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Building storage facility for new locomotive battery storage - Phase 1: MOW health and welfare facilities installation, rehab and utility connections - Phase 1: Facilities equipment purchase and replacement - Pilot a design to automotive and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operations | 1,000,000 | 475,000 | 198,000 | 111,000 | 144,000 | 72,000 | - |
| 5 | 2406 | Rehab | All | All | NA | Worn | High | Rolling Stock | ROLLING STOCK REHABILITATION | Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet. | 3,000,000 | 1,425,000 | 594,000 | 333,000 | 432,000 | 216,000 | - |
| ALL SHARE PROJECT PROPOSAL REQUEST | | | | | | | | | | | 16,650,000 | 7,908,750 | 3,296,700 | 1,848,150 | 2,397,600 | 1,198,800 | - |
| 6 | 2376 | Rehab | SB Shortway | All | 0.42 - 2.1 | Worn | High | Track | SHORT WAY SUBDIVISION TRACK REHABILITATION | Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards. | 240,000 | 122,844 | 51,206 | 28,709 | 37,241 | - | - |
| SHORTWAY PROJECT PROPOSAL REQUEST | | | | | | | | | | | 240,000 | 122,844 | 51,206 | 28,709 | 37,241 | - | - |

| ROW# | PROJECT # | TYPE | SUBDIVISION | ROUTE LINE | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER |
|-------------------------------------|-----------|-------|-------------|----------------------|--------------|-----------|--------|---------------|--|--|-------------------|------------------|------|------|------------------|------|-------|
| 7 | 2357 | Rehab | San Gabriel | San Bernardino Line | 1.08 - 56.52 | Worn | High | Track | SAN GABRIEL SUBDIVISION TRACK REHABILITATION | San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards. | 5,350,000 | 3,210,000 | - | - | 2,140,000 | - | - |
| 8 | 2382 | Rehab | San Gabriel | San Bernardino Line | 1.08 - 56.52 | Worn | High | Structures | SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION | San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. | 2,762,000 | 1,657,200 | - | - | 1,104,800 | - | - |
| 9 | 2397 | Rehab | San Gabriel | San Bernardino Line | 1.08 - 56.52 | Worn | High | Train Control | SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) Amar Road MP 16.43 2) Hamburger Lane MP 16.90 3) Merced Avenue MP 18.03 4) Macdevitt Street MP18.36 5) Vincent Avenue MP 20.90 6) Lark Ellen Avenue MP 21.40 7) Azusa Avenue MP 21.91 8) Hollenbeck Avenue MP 22.41 | 4,000,000 | 2,400,000 | - | - | 1,600,000 | - | - |
| SAN GABRIEL PROJECTS REQUEST | | | | | | | | | | | 12,112,000 | 7,267,200 | - | - | 4,844,800 | - | - |
| 10 | 2356 | Rehab | Valley | Antelope Valley Line | 3.67 - 76.63 | Worn | High | Track | VALLEY SUBDIVISION TRACK REHABILITATION | Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards. | 8,000,000 | 8,000,000 | - | - | - | - | - |
| 11 | 2381 | Rehab | Valley | Antelope Valley Line | 3.67 - 76.63 | Worn | High | Structures | VALLEY SUBDIVISION STRUCTURES REHABILITATION | Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's. | 3,180,000 | 3,180,000 | - | - | - | - | - |

| ROW# | PROJECT # | TYPE | SUBDIVISION | ROUTE LINE | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER |
|---------------------------------------|-----------|-------|---------------------|----------------------|-----------------|-----------|--------|---------------|---|--|-------------------|-------------------|-----------|------|-------|------|-------|
| 12 | 2396 | Rehab | Valley | Antelope Valley Line | 3.67 - 76.63 | Worn | High | Train Control | VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internal control equipment 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, & power switch machine 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, & power switch machine 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, & power switch machine 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, & power switch machine 7) HBD / DED MP 7.7 - Replace wayside detector | 3,250,000 | 3,250,000 | - | - | - | - | - |
| 13 | 2407 | Rehab | Valley | Antelope Valley Line | 76.4 - 76.5 | Worn | High | Facilities | LANCASTER CREW BASE REPLACEMENT | The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work. | 1,946,000 | 1,946,000 | - | - | - | - | - |
| 14 | 2398 | Rehab | Ventura - LA County | Ventura County Line | 441.24 - 462.39 | Worn | High | Train Control | VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work) | 1,390,000 | 1,390,000 | - | - | - | - | - |
| METRO PROJECT PROPOSAL REQUEST | | | | | | | | | | | 17,766,000 | 17,766,000 | - | - | - | - | - |
| 15 | 2359 | Rehab | Orange | Orange Line | 165.08 - 207.4 | Worn | High | Track | ORANGE SUBDIVISION TRACK REHABILITATION | Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards. | 6,460,000 | - | 6,460,000 | - | - | - | - |
| 16 | 2384 | Rehab | Orange | Orange Line | 165.08 - 207.4 | Worn | High | Structures | ORANGE SUBDIVISION STRUCTURES REHABILITATION | Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Construction funding for Calafia culverts. | 2,240,000 | - | 2,240,000 | - | - | - | - |

| ROW# | PROJECT # | TYPE | SUBDIVISION | ROUTE LINE | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | |
|--------------------------------------|-----------|-------|-------------------|--------------------|----------------|-----------|--------|---------------|--|--|-------------------|-------|-------------------|------------------|-------|------|-------|---|
| 17 | 2399 | Rehab | Orange | Orange Line | 165.08 - 207.4 | Worn | High | Train Control | ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines 2) CP College MP 169.8 - Rehab Signal House and internal control equipment 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations | 3,000,000 | - | 3,000,000 | - | - | - | - | - |
| OCTA PROJECT PROPOSAL REQUEST | | | | | | | | | | | 11,700,000 | - | 11,700,000 | - | - | - | - | - |
| 18 | 2377 | Rehab | San Jacinto (PVL) | Perris Valley Line | 65 - 85.4 | Worn | High | Structures | PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES | Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution. The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design. | 1,580,000 | - | - | 1,580,000 | - | - | - | - |
| 19 | 2400 | Rehab | San Jacinto (PVL) | Perris Valley Line | 65 - 85.4 | Worn | High | Train Control | PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS SIGNALS: 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations | 770,000 | - | - | 770,000 | - | - | - | |
| RCTC PROJECT PROPOSAL REQUEST | | | | | | | | | | | 2,350,000 | - | - | 2,350,000 | - | - | - | |

| ROW# | PROJECT # | TYPE | SUBDIVISION | ROUTE LINE | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER |
|---|-----------|-------|---------------------|---------------------|-----------------|-----------|--------|---------------|---|--|-------------------|-------------------|-------------------|------------------|------------------|------------------|-------------------|
| 20 | 2401 | Rehab | Ventura - VC County | Ventura County Line | 426.4 - 441.24 | Worn | High | Train Control | VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms. 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms. | 1,200,000 | - | - | - | - | 1,200,000 | - |
| 21 | 2385 | Rehab | Ventura - VC County | Ventura County Line | 426.4 - 441.24 | Worn | High | Structures | VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION - PARTIAL FUNDED VIA FRA GRANT | Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project. | 4,625,000 | - | - | - | - | 2,312,500 | 2,312,500 |
| VCTC PROJECT PROPSAL REQUEST | | | | | | | | | | | 5,825,000 | - | - | - | - | 3,512,500 | 2,312,500 |
| 22 | 2358 | Rehab | Ventura - LA County | Ventura County Line | 441.24 - 462.39 | Worn | High | Track | VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT | Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards. | 3,000,000 | - | - | - | - | - | 3,000,000 |
| 23 | 2378 | Rehab | Ventura - LA/VC | Ventura County Line | 426.4 - 462.39 | Worn | High | Track | VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT | Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards. | 14,390,000 | - | - | - | - | - | 14,390,000 |
| 24 | 2383 | Rehab | Ventura - LA/VC | Ventura County Line | 426.4 - 462.39 | Worn | High | Structures | VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT | Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves rehabilitation of eight (8) culverts on the Ventura Line. | 6,400,000 | - | - | - | - | - | 6,400,000 |
| OTHER FUNDING PROJECT PROPSAL REQUEST | | | | | | | | | | | 23,790,000 | - | - | - | - | - | 23,790,000 |
| FY2022 PROPOSED REHABILITATION REQUEST | | | | | | | | | | | 90,433,000 | 33,064,794 | 15,047,906 | 4,226,859 | 7,279,641 | 4,711,300 | 26,102,500 |



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2380.00

PROJECT : SYSTEMWIDE TRACK REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Rail Grinding: ongoing systemwide program
 - Surfacing Program to restore track profiles and cross sections
 - Infrastructure study & planning and data collection for condition assessments

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality. | 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service. |
| Current Age: 120 Year(s) Standard Lifespan: 0 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$250,000 | \$250,000 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$437,500 | \$437,500 | \$437,500 | \$437,500 | \$1,750,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$4,500,000 | | | 2024 | \$375,000 | \$375,000 | \$375,000 | \$375,000 | \$1,500,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$375,000 | \$375,000 | \$375,000 | \$375,000 | \$1,500,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRR STAFF | \$325,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * PROCUREMENT STAFF | \$175,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$5,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

TOTAL

\$5,000,000

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2404.00

PROJECT : MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.
 Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment.

- 1) Front loader
- 2) Freightliner 108SD
- 3) Various MOW equipment (light towers, air compressors, portable generators)
- 4) Dynamic Rail rider/Excavator
- 5) All terrain Fork Lift
- 6) HY rail SUV
- 7) Five (5) SUV's
- 8) Three (3) signal maintainers
- 9) Two (2) Brush trucks Ford F-350 4X4

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

| | |
|-------------------|------------------------------------|
| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|-------------------|------------------------------------|

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

| | |
|----------------------|-------------------------------------|
| JUSTIFICATION | RANKING // PROJECT READINESS |
|----------------------|-------------------------------------|

MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

| | |
|---|--|
| RISK CREATED BY NON-IMPLEMENTATION | |
|---|--|

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 21 Year(s) Standard Lifespan: 10 Year(s)

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$132,500 | \$132,500 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$231,875 | \$231,875 | \$231,875 | \$231,875 | \$927,500 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$2,385,000 | | | 2024 | \$198,750 | \$198,750 | \$198,750 | \$198,750 | \$795,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$198,750 | \$198,750 | \$198,750 | \$198,750 | \$795,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SCRRRA STAFF | \$175,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$90,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$2,650,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2405.00

PROJECT : FACILITIES REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties.
 Specific work to include:
 - Build storage facility for new locomotive battery storage
 - Phase 1: MOW health and welfare facilities installation, rehab and utility connections.
 - Phase 1: Facilities equipment purchase and replacement
 - Pilot a design to automate and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operation

Mile Posts: NA Division: All County: ALL Asset Type: Facilities

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| <p>Facilities rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes components and subcomponents in use at maintenance facilities, layover facilities, and the Pomona campus. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff, industry standards and regulations.</p> | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular assets and components vary within each facility, with a range of conditions that include marginal and poor ratings.

Current Age: 31 Year(s) Standard Lifespan: 30 Year(s)

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|----------|----------|----------|----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |
| ENVIRONMENTAL | \$0 | | | 2023 | \$87,500 | \$87,500 | \$87,500 | \$87,500 | \$350,000 |
| ROW ACQUISITION | \$0 | | | 2024 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$300,000 |
| MATERIAL | \$0 | | | 2025 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$300,000 |
| CONSTRUCTION | \$900,000 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRA STAFF | \$65,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$35,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$1,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2406.00

PROJECT : ROLLING STOCK REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars.

Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.

Mile Posts: NA Division: All County: ALL Asset Type: Rolling Stock

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| <p>Rolling Stock rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Locomotives, Rail Cars and Cab Cars. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The useful life for rolling stock is 30 years inclusive of a mid-life overhaul. Many rolling stock assets are past due for their mid-life overhaul.</p> | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |
| RISK CREATED BY NON-IMPLEMENTATION | |
| <p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, and components within fleets, vary within the rolling stock asset category, with a range of conditions that include marginal and poor ratings.</p> <p>Current Age: 30 Year(s) Standard Lifespan: 30 Year(s)</p> | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$262,500 | \$262,500 | \$262,500 | \$262,500 | \$1,050,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$2,700,000 | | | 2024 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SCRRRA STAFF | \$175,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$125,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$3,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2376.00

PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 0.42 - 2.1 Division: SB Shortway County: SB Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service. |
| Current Age: 121 Year(s) Standard Lifespan: 0 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|------------------|-------|-----|-----------|----------|----------|----------|----------|----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$12,000 | \$12,000 |
| DESIGN | \$0 | | | 2023 | \$21,000 | \$21,000 | \$21,000 | \$21,000 | \$84,000 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$18,000 | \$18,000 | \$18,000 | \$18,000 | \$72,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$18,000 | \$18,000 | \$18,000 | \$18,000 | \$72,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$216,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$18,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$6,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$240,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2357.00

PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service. |
| Current Age: 121 Year(s) Standard Lifespan: 65 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$267,500 | \$267,500 |
| DESIGN | \$0 | | | 2023 | \$468,125 | \$468,125 | \$468,125 | \$468,125 | \$1,872,500 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$401,250 | \$401,250 | \$401,250 | \$401,250 | \$1,605,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$401,250 | \$401,250 | \$401,250 | \$401,250 | \$1,605,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$4,815,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$350,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$185,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$5,350,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2382.00

PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Bridges
 - Culverts
 - Tunnels
 Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.
 Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Structures

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$138,100 | \$138,100 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$241,675 | \$241,675 | \$241,675 | \$241,675 | \$966,700 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$2,511,000 | | | 2024 | \$207,150 | \$207,150 | \$207,150 | \$207,150 | \$828,600 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$207,150 | \$207,150 | \$207,150 | \$207,150 | \$828,600 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$175,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$76,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$2,762,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

| | | | | | | | |
|--------------|--------------------|------|-----|-----|-----|-----|-----|
| * CONSULTANT | \$0 | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONTINGENCY | \$0 | | | | | | |
| TOTAL | <u>\$4,000,000</u> | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2356.00

PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| <p>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p> | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |
| RISK CREATED BY NON-IMPLEMENTATION | |
| <p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</p> <p>Current Age: 121 Year(s) Standard Lifespan: 65 Year(s)</p> | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$400,000 | \$400,000 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$2,800,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$7,200,000 | | | 2024 | \$600,000 | \$600,000 | \$600,000 | \$600,000 | \$2,400,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$600,000 | \$600,000 | \$600,000 | \$600,000 | \$2,400,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SCRRRA STAFF | \$350,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$450,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$8,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2381.00

PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Bridges
 - Culverts
 - Tunnels
 Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.
 Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Structures

| | |
|--|------------------------------------|
| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| | |
|--|---|
| JUSTIFICATION | RANKING // PROJECT READINESS |
| Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| | |
|--|--|
| RISK CREATED BY NON-IMPLEMENTATION | |
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. | |
| Current Age: 121 Year(s) Standard Lifespan: 100 Year(s) | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$159,000 | \$159,000 |
| DESIGN | \$0 | | | 2023 | \$278,250 | \$278,250 | \$278,250 | \$278,250 | \$1,113,000 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$238,500 | \$238,500 | \$238,500 | \$238,500 | \$954,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$238,500 | \$238,500 | \$238,500 | \$238,500 | \$954,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$2,862,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$175,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$143,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$3,180,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

TOTAL

\$3,250,000

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2407.00

PROJECT : LANCASTER CREW BASE REPLACEMENT

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.

Mile Posts: 76.4 - 76.5

Division: Valley County: LA Asset Type: Facilities

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|---|-----------------------------|
| <ol style="list-style-type: none"> (Goal 3: Invest in People and Assets) Maintain State of Good Repair (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost (Goal 4: Retain and Grow Ridership) Improve service reliability (Goal 3: Invest in People and Assets) Reduce employee turnover (Goal 4: Retain and Grow Ridership) Increase system utilization | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| <p>Building will be purchased. Budget includes furniture. IT equipment will be requested the year property will be ready for occupancy. Old rental trailer will be demolished. The small permanent office space can serve as a security office. This is an interim solution for next 7-15 years until such time as a new Lancaster terminal is developed.</p> <p>Project has been identified because the asset has fallen below a State of Good Repair and is in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The existing Lancaster Crew Base currently has 18 crew members reporting daily. The facility is only large enough to comfortably seat 2 people.</p> | <ol style="list-style-type: none"> Condition of Asset..... Worn System Impact..... High <p>Acquisition of property or lease agreement can start immediately after funding is available.</p> |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| <p>If the project is not implemented in full, the remaining projects that are beyond the rehabilitation limits will be added to the backlog in future years. This situation has to be addressed before it escalates into a safety issue. We are required to provide reasonable accommodations for Conductors and Engineers to break and fill out paperwork.</p> <p>Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)</p> |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$3,000 | | | | | | | | |
| DESIGN | \$200,000 | | | 2022 | \$0 | \$0 | \$0 | \$97,300 | \$97,300 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$170,275 | \$170,275 | \$170,275 | \$170,275 | \$681,100 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$1,365,000 | | | 2024 | \$145,950 | \$145,950 | \$145,950 | \$145,950 | \$583,800 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$145,950 | \$145,950 | \$145,950 | \$145,950 | \$583,800 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$1,000 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$112,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$88,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$177,000 | | | | | | | | |
| TOTAL | \$1,946,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2398.00

PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment
- 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment
- 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Train Control

| | |
|--|------------------------------------|
| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| | |
|--|---|
| JUSTIFICATION | RANKING // PROJECT READINESS |
| Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| |
|--|
| RISK CREATED BY NON-IMPLEMENTATION |
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. |
| Current Age: 31 Year(s) Standard Lifespan: 20 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$69,500 | \$69,500 |
| DESIGN | \$0 | | | 2023 | \$121,625 | \$121,625 | \$121,625 | \$121,625 | \$486,500 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$104,250 | \$104,250 | \$104,250 | \$104,250 | \$417,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$104,250 | \$104,250 | \$104,250 | \$104,250 | \$417,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$1,251,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$70,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$69,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$1,390,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2359.00

PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 165.08 - 207.4 Division: Orange County: OC Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service. |
| Current Age: 121 Year(s) Standard Lifespan: 0 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$323,000 | \$323,000 |
| DESIGN | \$0 | | | 2023 | \$565,250 | \$565,250 | \$565,250 | \$565,250 | \$2,261,000 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$484,500 | \$484,500 | \$484,500 | \$484,500 | \$1,938,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$484,500 | \$484,500 | \$484,500 | \$484,500 | \$1,938,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$5,814,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$350,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$296,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$6,460,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2384.00

PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Construction funding for Calafia culverts.

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. |
| Current Age: 121 Year(s) Standard Lifespan: 100 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$112,000 | \$112,000 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$196,000 | \$196,000 | \$196,000 | \$196,000 | \$784,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$2,016,000 | | | 2024 | \$168,000 | \$168,000 | \$168,000 | \$168,000 | \$672,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | 2025 | \$168,000 | \$168,000 | \$168,000 | \$168,000 | \$672,000 |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SCRRRA STAFF | \$175,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$49,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$2,240,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2399.00

PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Signal systems
 - Crossing systems
 - Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines
- 2) CP College MP 169.8 - Rehab Signal House and internal control equipment
- 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines
- 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Train Control

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|------------------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

RISK CREATED BY NON-IMPLEMENTATION
 If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
 Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|------------------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| DESIGN | \$0 | | | 2023 | \$262,500 | \$262,500 | \$262,500 | \$262,500 | \$1,050,000 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$2,700,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$175,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$125,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$3,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

| | | | | | | | |
|---------------------|-------------|------|-----|-----|-----|-----|-----|
| * PROCUREMENT STAFF | \$53,000 | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | |
| CONTINGENCY | \$0 | | | | | | |
| TOTAL | \$1,580,000 | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2400.00

PROJECT : PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems
- Centralized train control systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS

SIGNALS:

- 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations
- 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations

Mile Posts: 65 - 85.4

Division: San Jacinto (PVL) County: RV Asset Type: Train Control

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| <p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p> | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|---|
| <p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p> |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|------------------|-------|-----|-----------|----------|----------|----------|----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$38,500 | \$38,500 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$67,375 | \$67,375 | \$67,375 | \$67,375 | \$269,500 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$693,000 | | | 2024 | \$57,750 | \$57,750 | \$57,750 | \$57,750 | \$231,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$57,750 | \$57,750 | \$57,750 | \$57,750 | \$231,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$63,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * PROCUREMENT STAFF | \$14,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$770,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2401.00

PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms.
- 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.

Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Train Control

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|------------------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| <p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p> | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|--|
| <p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p> |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|------------------|-----------|-----------|-----------|-----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$60,000 | \$60,000 |
| ENVIRONMENTAL | \$0 | | | 2023 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$420,000 |
| ROW ACQUISITION | \$0 | | | 2024 | \$90,000 | \$90,000 | \$90,000 | \$90,000 | \$360,000 |
| MATERIAL | \$0 | | | 2025 | \$90,000 | \$90,000 | \$90,000 | \$90,000 | \$360,000 |
| CONSTRUCTION | \$1,008,000 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$123,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$69,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$1,200,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2385.00

PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Bridges
 - Culverts
 - Tunnels
 Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.
 Mile Posts: 426.4 - 441.24 Division: Ventura - VC County County: VN Asset Type: Structures

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|---|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-----|------|-----------|-----------|-----------|-----------|-------------|--|
| AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL | |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | 2022 | \$0 | \$0 | \$0 | \$231,250 | \$231,250 | |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | 2023 | \$404,688 | \$404,688 | \$404,688 | \$404,686 | \$1,618,750 | |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$4,163,000 | | 2024 | \$346,875 | \$346,875 | \$346,875 | \$346,875 | \$1,387,500 | |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | 2025 | \$346,875 | \$346,875 | \$346,875 | \$346,875 | \$1,387,500 | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| * SCRRRA STAFF | \$350,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$112,000 | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$4,625,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2358.00

PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| <p>Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p> | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |
| RISK CREATED BY NON-IMPLEMENTATION | |
| <p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.</p> | |
| <p>Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)</p> | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$262,500 | \$262,500 | \$262,500 | \$262,500 | \$1,050,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$2,702,000 | | | 2024 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$175,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * PROCUREMENT STAFF | \$123,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$3,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2378.00

PROJECT : VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Track

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION | |
|--|--|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service. | |
| Current Age: 121 Year(s) Standard Lifespan: 0 Year(s) | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|---------------------|-------|-----|-----------|-------------|-------------|-------------|-------------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$719,500 | \$719,500 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$1,259,125 | \$1,259,125 | \$1,259,125 | \$1,259,125 | \$5,036,500 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$13,340,000 | | | 2024 | \$1,079,250 | \$1,079,250 | \$1,079,250 | \$1,079,250 | \$4,317,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$1,079,250 | \$1,079,250 | \$1,079,250 | \$1,079,250 | \$4,317,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$700,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * PROCUREMENT STAFF | \$350,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$14,390,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2383.00

PROJECT : VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT

| | |
|--------------|----------------------------|
| SCOPE | TYPE: REHAB MRP |
|--------------|----------------------------|

Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Bridges
 - Culverts
 - Tunnels
 Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.
 Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Structures

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| <ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. | <ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High |

| RISK CREATED BY NON-IMPLEMENTATION |
|---|
| If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s) Standard Lifespan: 100 Year(s) |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | | | | | | |
| DESIGN | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$320,000 | \$320,000 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 2023 | \$560,000 | \$560,000 | \$560,000 | \$560,000 | \$2,240,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$6,000,000 | | | 2024 | \$480,000 | \$480,000 | \$480,000 | \$480,000 | \$1,920,000 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | 2025 | \$480,000 | \$480,000 | \$480,000 | \$480,000 | \$1,920,000 |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SCRRRA STAFF | \$280,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$120,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$0 | | | | | | | | |
| TOTAL | \$6,400,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE

By Member Agency

| | | | | | | | |
|--|--------------------------|--------------|-------------|-------------|--------------|-------------|--------------------------|
| FY2022 PROPOSED NEW CAPITAL REQUEST | <u>TOTAL REQUEST</u> | <u>METRO</u> | <u>OCTA</u> | <u>RCTC</u> | <u>SBCTA</u> | <u>VCTC</u> | <u>OTHER¹</u> |
| | \$8,600,000 | \$ 285,000 | \$118,800 | \$66,600 | \$86,400 | \$43,200 | \$8,000,000 |

By Line

| | | | | | | | | | |
|---|--------------------------|------------------------|---------------------------|---------------------------|----------------------------|------------------|--------------------------|-------------|---------------|
| FY2022 PROPOSED NEW CAPITAL REQUEST | <u>TOTAL REQUEST</u> | <u>Systemwide</u> | <u>San Bernardino</u> | <u>Ventura County</u> | <u>Antelope Valley</u> | <u>Riverside</u> | <u>Orange County</u> | <u>IEOC</u> | <u>91/PVL</u> |
| | \$8,600,000 | \$600,000 ² | \$0 | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 |

¹ "Other" are Grants directly to Metrolink

² Applied for Carl Moyer Grant – Grant Award in Oct/Nov



NEW CAPITAL PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

| ROW# | PROJECT # | TYPE | SUBDIVISION | ROUTE LINE | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER |
|--|-----------|---------|---------------------|---------------------|------------|-----------|--------|-------------------|---|--|------------------|----------------|----------------|---------------|---------------|---------------|------------------|
| 1 | 2201 | Capital | All | All | NA | NA | NA | Non-Revenue Fleet | SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER | The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation. | 600,000 | 285,000 | 118,800 | 66,600 | 86,400 | 43,200 | - |
| 2 | 2516 | Capital | Ventura - LA County | Ventura County Line | NA | NA | NA | Grade Crossing | DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT | Funded through the FRA SGR Grant with matching funded provided through TIRCP, this FY22 capital project required zero member agencies contribution. | 8,000,000 | - | - | - | - | - | 8,000,000 |
| FY2022 PROPOSED NEW CAPITAL REQUEST | | | | | | | | | | | 8,600,000 | 285,000 | 118,800 | 66,600 | 86,400 | 43,200 | 8,000,000 |



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2201.00

PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER

| | |
|--------------|----------------------------------|
| SCOPE | TYPE: CAPITAL NON-MRP |
|--------------|----------------------------------|

The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|--|-----------------------------|
| 1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|--|---|
| Capital purchase of MOW specialized support equipment to support the railroad. Benefits will address issues at CMF to provide less noise (electric engine is silent), zero emissions, and fuel conservation. | 1. System Reliability..... High 2. Ridership Increase..... Low 3. Capacity Improvements..... Low 4. Safety & Security..... Low 5. Environmental..... High |
| RISK CREATED BY NON-IMPLEMENTATION | |
| Risks include maintaining a status quo with regard to the current state of emissions and noise production in the CMF location. | |
| Current Age: New Standard Lifespan: 20 Year(s) | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|------------------|-------|-----|-----------|----------|----------|----------|----------|-----------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$30,000 | \$30,000 |
| DESIGN | \$0 | | | 2023 | \$52,500 | \$52,500 | \$52,500 | \$52,500 | \$210,000 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$45,000 | \$45,000 | \$45,000 | \$45,000 | \$180,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$45,000 | \$45,000 | \$45,000 | \$45,000 | \$180,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$540,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRRA STAFF | \$20,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$11,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$29,000 | | | | | | | | |
| TOTAL | \$600,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



PROJECT PROPOSAL

FY22

HOLMANS PROJECT# 2516.00

PROJECT : DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT

| | |
|--------------|----------------------------------|
| SCOPE | TYPE: CAPITAL NON-MRP |
|--------------|----------------------------------|

Funded through the FRA SGR Grant with matching funds provided through TIRCP, this FY22 capital project required zero member agencies contribution. The project will provide for new safety upgrades to the Devonshire Street at-grade crossing.

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Grade Crossing

| OBJECTIVES | RISKS CAUSING PROJECT DELAY |
|---|-----------------------------|
| 1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Improve service reliability | |

| JUSTIFICATION | RANKING // PROJECT READINESS |
|---|---|
| To improve the safety of vehicles and passengers and to ensure operating safety and efficiencies. | 1. System Reliability..... Moderate 2. Ridership Increase..... Moderate 3. Capacity Improvements..... Moderate 4. Safety & Security..... Moderate 5. Environmental..... Low |

| RISK CREATED BY NON-IMPLEMENTATION | RANKING // PROJECT READINESS |
|---|------------------------------|
| This project if funded by the Federal Railroad Administration under their 2020 Federal-State Partnership for State of Good Repair (Partnership Program) Grant Program. Failing to implement this project would risk losing the funds and risk the safety of the crossing. Current Age: New Standard Lifespan: 20 Year(s) | |

| BUDGET | | | | CASH FLOW | | | | | |
|---------------------|--------------------|-------|-----|-----------|-----------|-----------|-----------|-----------|-------------|
| | AMOUNT | START | END | FY | Q1 | Q2 | Q3 | Q4 | TOTAL |
| CONTRACT PACKAGING | \$0 | | | 2022 | \$0 | \$0 | \$0 | \$400,000 | \$400,000 |
| DESIGN | \$0 | | | 2023 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$2,800,000 |
| ENVIRONMENTAL | \$0 | | | 2024 | \$600,000 | \$600,000 | \$600,000 | \$600,000 | \$2,400,000 |
| ROW ACQUISITION | \$0 | | | 2025 | \$600,000 | \$600,000 | \$600,000 | \$600,000 | \$2,400,000 |
| MATERIAL | \$0 | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | \$7,200,000 | | | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPECIAL RAIL EQUIP | | | | | | | | | |
| FLAGGING | | | | | | | | | |
| BUS BRIDGES | | | | | | | | | |
| CLOSE OUT | \$0 | | | | | | | | |
| PROJECT MANAGEMENT | | | | | | | | | |
| * SCRRR STAFF | \$350,000 | | | | | | | | |
| * PROCUREMENT STAFF | \$69,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| CONTINGENCY | \$381,000 | | | | | | | | |
| TOTAL | \$8,000,000 | | | | | | | | |

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

FY22 PROPOSED CAPITAL PROGRAM CASHFLOW

Rehabilitation

| Cash Basis | | | | | | | |
|----------------------------|--------------------|----------------|---------------|---------------|---------------|----------------|----------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | TOTAL |
| FY22 Rehabilitation | \$33.1M | \$15.0M | \$4.2M | \$7.3M | \$4.7M | \$26.1M | \$90.4M |
| | CASH OUTLAY | | | | | | |
| 2021-22 | \$1.7M | \$0.8M | \$0.2M | \$0.4M | \$0.2M | \$1.3M | \$4.5M |
| 2022-23 | \$11.6M | \$5.3M | \$1.5M | \$2.5M | \$1.6M | \$9.1M | \$31.7M |
| 2023-24 | \$9.9M | \$4.5M | \$1.3M | \$2.2M | \$1.4M | \$7.8M | \$27.1M |
| 2024-25 | \$9.9M | \$4.5M | \$1.3M | \$2.2M | \$1.4M | \$7.8M | \$27.1M |
| Totals | \$33.1M | \$15.0M | \$4.2M | \$7.3M | \$4.7M | \$26.1M | \$90.4M |

New Capital

| Cash Basis | | | | | | | |
|-------------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | TOTAL |
| FY22 New Capital | \$0.3M | \$0.1M | \$0.1M | \$0.1M | \$0.0M | \$8.0M | \$8.6M |
| | CASH OUTLAY | | | | | | |
| 2021-22 | \$0.0M | \$0.0M | \$0.0M | \$0.0M | \$0.0M | \$0.4M | \$0.4M |
| 2022-23 | \$0.1M | \$0.0M | \$0.0M | \$0.0M | \$0.0M | \$2.8M | \$3.0M |
| 2023-24 | \$0.1M | \$0.0M | \$0.0M | \$0.0M | \$0.0M | \$2.4M | \$2.6M |
| 2024-25 | \$0.1M | \$0.0M | \$0.0M | \$0.0M | \$0.0M | \$2.4M | \$2.6M |
| Totals | \$0.3M | \$0.1M | \$0.1M | \$0.1M | \$0.0M | \$8.0M | \$8.6M |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY23 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

| (000's) | FY23 BUDGET FORECAST | | | | | TOTAL |
|---|----------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | |
| Operating Revenue | | | | | | |
| Farebox Revenue | \$ 31,667 | \$ 19,300 | \$ 6,996 | \$ 7,941 | \$ 2,236 | \$ 68,140 |
| Fare Reduction Subsidy | 286 | - | - | 192 | - | \$ 479 |
| Other Train Subsidies | 2,446 | - | - | - | - | \$ 2,446 |
| Special Trains | 78 | 60 | 33 | 16 | 27 | \$ 214 |
| Subtotal-Pro Forma FareBox | 34,477 | 19,360 | 7,029 | 8,149 | 2,264 | \$ 71,279 |
| Dispatching | 1,253 | 849 | 15 | 98 | 305 | \$ 2,519 |
| Other Revenues | 367 | 182 | 65 | 92 | 27 | \$ 733 |
| MOW Revenues | 6,362 | 2,834 | 720 | 1,695 | 518 | \$ 12,128 |
| Total Operating Revenue | 42,459 | 23,225 | 7,828 | 10,034 | 3,113 | \$ 86,659 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 25,722 | 9,710 | 4,419 | 5,384 | 1,770 | \$ 47,005 |
| Equipment Maintenance | 19,775 | 9,361 | 4,554 | 4,755 | 1,756 | \$ 40,201 |
| Fuel | 10,522 | 4,792 | 1,925 | 2,287 | 667 | \$ 20,193 |
| Non-Scheduled Rolling Stock Repairs | 53 | 25 | 11 | 12 | 3 | \$ 104 |
| Operating Facilities Maintenance | 880 | 414 | 174 | 198 | 54 | \$ 1,720 |
| Other Operating Train Services | 473 | 132 | 114 | 158 | 76 | \$ 953 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 7,305 | 2,903 | 1,483 | 1,562 | 690 | \$ 13,943 |
| Public Safety Program | 50 | 18 | 16 | 11 | 11 | \$ 106 |
| Passenger Relations | 958 | 517 | 164 | 244 | 63 | \$ 1,945 |
| TVM Maintenance/Revenue Collection | 1,996 | 1,113 | 844 | 537 | 307 | \$ 4,798 |
| Marketing | 1,499 | 751 | 255 | 374 | 103 | \$ 2,982 |
| Media & External Communications | 179 | 65 | 56 | 40 | 37 | \$ 376 |
| Utilities/Leases | 1,463 | 531 | 459 | 324 | 307 | \$ 3,084 |
| Transfers to Other Operators | 2,968 | 1,153 | 364 | 589 | 169 | \$ 5,242 |
| Amtrak Transfers | 402 | 879 | 1 | 1 | 34 | \$ 1,318 |
| Station Maintenance | 1,334 | 319 | 143 | 270 | 81 | \$ 2,147 |
| Rail Agreements | 2,086 | 1,456 | 1,288 | 326 | 202 | \$ 5,357 |
| Holiday Trains | 74 | 83 | - | 20 | 78 | \$ 255 |
| Special Trains | 237 | 165 | 177 | 29 | - | \$ 608 |
| Subtotal Operations & Services | 77,977 | 34,387 | 16,447 | 17,120 | 6,407 | \$ 152,338 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 25,824 | 10,087 | 3,255 | 6,313 | 2,874 | \$ 48,354 |
| MoW - Extraordinary Maintenance | 451 | 110 | 73 | 82 | 53 | \$ 770 |
| Subtotal Maintenance-of-Way | 26,275 | 10,197 | 3,328 | 6,395 | 2,928 | \$ 49,124 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 8,408 | 3,067 | 2,629 | 1,863 | 1,757 | \$ 17,724 |
| Ops Non-Labor Expenses | 4,603 | 2,014 | 993 | 980 | 409 | \$ 9,000 |
| Indirect Administrative Expenses | 10,238 | 3,718 | 3,211 | 2,266 | 2,147 | \$ 21,580 |
| Ops Professional Services | 1,183 | 430 | 371 | 262 | 248 | \$ 2,494 |
| Subtotal Admin & Services | 24,432 | 9,229 | 7,205 | 5,370 | 4,562 | \$ 50,798 |
| Contingency | 44 | 16 | 14 | 10 | 9 | \$ 94 |
| Total Operating Expenses | 128,729 | 53,830 | 26,994 | 28,896 | 13,905 | \$ 252,354 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 7,883 | 3,712 | 1,559 | 1,778 | 480 | \$ 15,411 |
| Net Claims / SI | 527 | 248 | 104 | 119 | 32 | \$ 1,030 |
| Claims Administration | 624 | 294 | 123 | 141 | 38 | \$ 1,219 |
| Total Net Insurance and Legal | 9,034 | 4,253 | 1,786 | 2,037 | 550 | \$ 17,660 |
| Total Expense | 137,763 | 58,083 | 28,780 | 30,933 | 14,455 | \$ 270,014 |
| Loss | (95,304) | (34,858) | (20,951) | (20,899) | (11,342) | (183,355) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY23 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

| (000's) | FY23 BUDGET FORECAST BY LINE | | | | | | | | TOTAL |
|---|------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|------------------|
| | San Bernardino | Ventura County | Antelope Valley | Riverside | Orange County | OC MSEP | IEOC | 91/PVL | |
| Operating Revenue | | | | | | | | | |
| Farebox Revenue | \$ 14,642 | \$ 6,053 | \$ 9,265 | \$ 6,313 | \$ 17,876 | \$ 194 | \$ 7,793 | \$ 6,004 | \$ 68,140 |
| Fare Reduction Subsidy | 479 | - | - | - | - | - | - | - | 479 |
| Other Train Subsidies | 780 | 97 | 948 | 311 | 190 | - | - | 120 | 2,446 |
| Special Trains | 14 | 29 | 38 | - | 52 | - | 39 | 41 | 214 |
| Subtotal-Pro Forma FareBox | 15,915 | 6,179 | 10,251 | 6,625 | 18,118 | 194 | 7,833 | 6,165 | 71,279 |
| Dispatching | 341 | 591 | 346 | 2 | 1,206 | 5 | 6 | 22 | 2,519 |
| Other Revenues | 185 | 69 | 119 | 59 | 160 | 5 | 81 | 55 | 733 |
| MOW Revenues | 3,572 | 1,522 | 3,001 | 197 | 1,728 | 140 | 1,206 | 762 | 12,128 |
| Total Operating Revenue | 20,013 | 8,361 | 13,717 | 6,882 | 21,212 | 343 | 9,125 | 7,005 | 86,659 |
| Operating Expenses | | | | | | | | | |
| Operations & Services | | | | | | | | | |
| Train Operations | 11,444 | 5,306 | 10,728 | 3,093 | 6,457 | 891 | 4,949 | 4,138 | 47,005 |
| Equipment Maintenance | 9,030 | 4,121 | 7,869 | 2,808 | 5,873 | 1,215 | 4,770 | 4,515 | 40,201 |
| Fuel | 4,633 | 2,028 | 4,168 | 1,350 | 3,285 | 683 | 2,362 | 1,684 | 20,193 |
| Non-Scheduled Rolling Stock Repairs | 24 | 9 | 21 | 7 | 17 | 2 | 13 | 11 | 104 |
| Operating Facilities Maintenance | 404 | 142 | 354 | 113 | 278 | 39 | 207 | 183 | 1,720 |
| Other Operating Train Services | 299 | 127 | 138 | 115 | 59 | 21 | 87 | 107 | 953 |
| Rolling Stock Lease | - | - | - | - | - | - | - | - | - |
| Security | 2,924 | 1,373 | 3,326 | 1,183 | 1,802 | 286 | 1,635 | 1,414 | 13,943 |
| Public Safety Program | 16 | 18 | 19 | 16 | 8 | 3 | 12 | 15 | 106 |
| Passenger Relations | 494 | 165 | 327 | 140 | 439 | 11 | 235 | 134 | 1,945 |
| TVM Maintenance/Revenue Collection | 851 | 697 | 774 | 378 | 531 | 217 | 704 | 646 | 4,798 |
| Marketing | 762 | 273 | 478 | 235 | 672 | 16 | 324 | 223 | 2,982 |
| Media & External Communications | 55 | 63 | 68 | 56 | 29 | 10 | 43 | 53 | 376 |
| Utilities/Leases | 450 | 512 | 557 | 462 | 237 | 84 | 349 | 431 | 3,084 |
| Transfers to Other Operators | 1,189 | 473 | 1,140 | 528 | 1,372 | - | 147 | 394 | 5,242 |
| Amtrak Transfers | - | 105 | - | - | 1,212 | - | - | - | 1,318 |
| Station Maintenance | 607 | 260 | 457 | 178 | 394 | 5 | 14 | 231 | 2,147 |
| Rail Agreements | - | 624 | - | 1,874 | 851 | - | 972 | 1,037 | 5,357 |
| Holiday Trains | - | 78 | 49 | - | 83 | - | - | 45 | 255 |
| Special Trains | 52 | 8 | 69 | 1 | 87 | - | 177 | 214 | 608 |
| Subtotal Operations & Services | 33,232 | 16,381 | 30,543 | 12,536 | 23,687 | 3,484 | 16,998 | 15,476 | 152,338 |
| Maintenance-of-Way | | | | | | | | | |
| MoW - Line Segments | 13,831 | 7,567 | 10,657 | 1,249 | 6,679 | 493 | 4,570 | 3,308 | 48,354 |
| MoW - Extraordinary Maintenance | 169 | 116 | 123 | 107 | 130 | - | 103 | 23 | 770 |
| Subtotal Maintenance-of-Way | 14,000 | 7,683 | 10,779 | 1,355 | 6,809 | 493 | 4,674 | 3,330 | 49,124 |
| Administration & Services | | | | | | | | | |
| Ops Salaries & Fringe Benefits | 2,596 | 2,935 | 3,208 | 2,645 | 1,379 | 484 | 2,006 | 2,471 | 17,724 |
| Ops Non-Labor Expenses | 1,867 | 917 | 1,892 | 738 | 1,406 | 165 | 1,011 | 1,004 | 9,000 |
| Indirect Administrative Expenses | 3,149 | 3,587 | 3,897 | 3,233 | 1,662 | 591 | 2,443 | 3,019 | 21,580 |
| Ops Professional Services | 364 | 415 | 450 | 374 | 192 | 68 | 282 | 349 | 2,494 |
| Subtotal Admin & Services | 7,975 | 7,853 | 9,448 | 6,989 | 4,638 | 1,309 | 5,742 | 6,843 | 50,798 |
| Contingency | 14 | 16 | 17 | 14 | 7 | 3 | 11 | 13 | 94 |
| Total Operating Expenses | 55,220 | 31,933 | 50,788 | 20,895 | 35,142 | 5,289 | 27,425 | 25,663 | 252,354 |
| Insurance and Legal | | | | | | | | | |
| Liability/Property/Auto | 3,616 | 1,270 | 3,176 | 1,008 | 2,489 | 354 | 1,859 | 1,641 | 15,411 |
| Net Claims / SI | 242 | 85 | 212 | 67 | 166 | 24 | 124 | 110 | 1,030 |
| Claims Administration | 286 | 100 | 251 | 80 | 197 | 28 | 147 | 130 | 1,219 |
| Total Net Insurance and Legal | 4,143 | 1,455 | 3,639 | 1,155 | 2,852 | 405 | 2,130 | 1,880 | 17,660 |
| Total Expense | 59,363 | 33,388 | 54,427 | 22,050 | 37,994 | 5,695 | 29,555 | 27,543 | 270,014 |
| Loss | (39,350) | (25,027) | (40,710) | (15,167) | (16,782) | (5,351) | (20,430) | (20,538) | (183,355) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY24 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

| (000's) | FY24 BUDGET FORECAST | | | | | TOTAL |
|---|----------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | |
| Operating Revenue | | | | | | |
| Farebox Revenue | \$ 40,486 | \$ 24,349 | \$ 8,828 | \$ 10,021 | \$ 2,816 | \$ 86,500 |
| Fare Reduction Subsidy | - | - | - | - | - | - |
| Other Train Subsidies | 2,544 | - | - | - | - | \$ 2,544 |
| Special Trains | 86 | 70 | 33 | 18 | 37 | \$ 244 |
| Subtotal-Pro Forma FareBox | 43,116 | 24,419 | 8,861 | 10,038 | 2,853 | \$ 89,288 |
| Dispatching | 1,272 | 866 | 15 | 100 | 310 | \$ 2,563 |
| Other Revenues | 415 | 206 | 73 | 104 | 30 | \$ 828 |
| MOW Revenues | 6,489 | 2,890 | 735 | 1,729 | 528 | \$ 12,371 |
| Total Operating Revenue | 51,292 | 28,381 | 9,684 | 11,971 | 3,722 | \$ 105,050 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 26,513 | 10,006 | 4,563 | 5,547 | 1,830 | \$ 48,459 |
| Equipment Maintenance | 20,488 | 9,692 | 4,717 | 4,927 | 1,819 | \$ 41,643 |
| Fuel | 10,955 | 4,960 | 2,008 | 2,380 | 699 | \$ 21,001 |
| Non-Scheduled Rolling Stock Repairs | 55 | 26 | 11 | 12 | 3 | \$ 108 |
| Operating Facilities Maintenance | 915 | 431 | 181 | 206 | 56 | \$ 1,789 |
| Other Operating Train Services | 492 | 137 | 118 | 164 | 79 | \$ 991 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 7,515 | 2,996 | 1,533 | 1,608 | 713 | \$ 14,365 |
| Public Safety Program | 52 | 19 | 16 | 12 | 11 | \$ 111 |
| Passenger Relations | 997 | 536 | 171 | 253 | 66 | \$ 2,023 |
| TVM Maintenance/Revenue Collection | 2,076 | 1,158 | 878 | 559 | 319 | \$ 4,990 |
| Marketing | 1,558 | 781 | 265 | 389 | 107 | \$ 3,101 |
| Media & External Communications | 186 | 67 | 58 | 41 | 39 | \$ 391 |
| Utilities/Leases | 1,521 | 553 | 477 | 337 | 319 | \$ 3,207 |
| Transfers to Other Operators | 3,773 | 1,463 | 453 | 753 | 216 | \$ 6,658 |
| Amtrak Transfers | 511 | 1,122 | 1 | 1 | 39 | \$ 1,674 |
| Station Maintenance | 1,387 | 332 | 149 | 280 | 84 | \$ 2,232 |
| Rail Agreements | 2,170 | 1,514 | 1,339 | 339 | 210 | \$ 5,572 |
| Holiday Trains | 77 | 86 | - | 20 | 80 | \$ 263 |
| Special Trains | 244 | 170 | 183 | 30 | - | \$ 626 |
| Subtotal Operations & Services | 81,485 | 36,049 | 17,120 | 17,859 | 6,689 | \$ 159,203 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 26,737 | 10,425 | 3,373 | 6,528 | 2,976 | \$ 50,038 |
| MoW - Extraordinary Maintenance | 465 | 114 | 76 | 85 | 55 | \$ 794 |
| Subtotal Maintenance-of-Way | 27,202 | 10,539 | 3,449 | 6,613 | 3,031 | \$ 50,833 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 8,863 | 3,232 | 2,772 | 1,963 | 1,853 | \$ 18,684 |
| Ops Non-Labor Expenses | 4,787 | 2,095 | 1,033 | 1,019 | 425 | \$ 9,360 |
| Indirect Administrative Expenses | 10,701 | 3,887 | 3,356 | 2,368 | 2,244 | \$ 22,557 |
| Ops Professional Services | 1,231 | 447 | 386 | 272 | 258 | \$ 2,594 |
| Subtotal Admin & Services | 25,582 | 9,661 | 7,548 | 5,623 | 4,780 | \$ 53,194 |
| <u>Contingency</u> | 46 | 17 | 14 | 10 | 10 | \$ 97 |
| Total Operating Expenses | 134,315 | 56,265 | 28,131 | 30,105 | 14,510 | \$ 263,327 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 8,278 | 3,897 | 1,637 | 1,867 | 504 | \$ 16,182 |
| Net Claims / SI | 548 | 258 | 108 | 124 | 33 | \$ 1,071 |
| Claims Administration | 649 | 305 | 128 | 146 | 39 | \$ 1,268 |
| Total Net Insurance and Legal | 9,474 | 4,461 | 1,873 | 2,136 | 576 | \$ 18,521 |
| Total Expense | 143,789 | 60,726 | 30,004 | 32,242 | 15,086 | \$ 281,847 |
| Loss | (92,497) | (32,345) | (20,321) | (20,271) | (11,365) | (176,798) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY24 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

| (000's) | FY24 BUDGET FORECAST BY LINE | | | | | | | | TOTAL |
|---|------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|------------------|
| | San Bernardino | Ventura County | Antelope Valley | Riverside | Orange County | OC MSEP | IEOC | 91/PVL | |
| Operating Revenue | | | | | | | | | |
| Farebox Revenue | \$ 18,652 | \$ 7,648 | \$ 11,899 | \$ 8,026 | \$ 22,585 | \$ 244 | \$ 9,840 | \$ 7,607 | \$ 86,500 |
| Fare Reduction Subsidy | - | - | - | - | - | - | - | - | - |
| Other Train Subsidies | 811 | 100 | 986 | 324 | 198 | - | - | 125 | \$ 2,544 |
| Special Trains | 14 | 38 | 43 | - | 62 | - | 39 | 47 | \$ 244 |
| Subtotal-Pro Forma FareBox | 19,478 | 7,787 | 12,928 | 8,350 | 22,845 | 244 | 9,879 | 7,778 | 89,288 |
| Dispatching | 347 | 601 | 350 | 2 | 1,230 | 5 | 6 | 23 | 2,563 |
| Other Revenues | 209 | 78 | 134 | 66 | 181 | 5 | 91 | 63 | 828 |
| MOW Revenues | 3,644 | 1,553 | 3,061 | 201 | 1,763 | 142 | 1,230 | 778 | 12,371 |
| Total Operating Revenue | 23,678 | 10,018 | 16,473 | 8,619 | 26,019 | 397 | 11,206 | 8,641 | 105,050 |
| Operating Expenses | | | | | | | | | |
| Operations & Services | | | | | | | | | |
| Train Operations | 11,783 | 5,489 | 11,042 | 3,199 | 6,662 | 903 | 5,114 | 4,266 | 48,459 |
| Equipment Maintenance | 9,355 | 4,270 | 8,152 | 2,911 | 6,084 | 1,255 | 4,942 | 4,674 | 41,643 |
| Fuel | 4,813 | 2,125 | 4,336 | 1,417 | 3,410 | 683 | 2,461 | 1,756 | 21,001 |
| Non-Scheduled Rolling Stock Repairs | 25 | 9 | 22 | 7 | 17 | 2 | 13 | 12 | 108 |
| Operating Facilities Maintenance | 420 | 147 | 369 | 117 | 289 | 41 | 216 | 190 | 1,789 |
| Other Operating Train Services | 311 | 132 | 144 | 119 | 61 | 22 | 90 | 111 | 991 |
| Rolling Stock Lease | - | - | - | - | - | - | - | - | - |
| Security | 3,010 | 1,420 | 3,409 | 1,223 | 1,860 | 296 | 1,685 | 1,464 | 14,365 |
| Public Safety Program | 16 | 18 | 20 | 17 | 9 | 3 | 13 | 15 | 111 |
| Passenger Relations | 514 | 172 | 339 | 147 | 456 | 11 | 243 | 140 | 2,023 |
| TVM Maintenance/Revenue Collection | 885 | 725 | 805 | 393 | 552 | 226 | 732 | 672 | 4,990 |
| Marketing | 792 | 283 | 497 | 244 | 698 | 17 | 337 | 232 | 3,101 |
| Media & External Communications | 57 | 65 | 71 | 59 | 30 | 11 | 44 | 55 | 391 |
| Utilities/Leases | 468 | 533 | 579 | 480 | 247 | 88 | 363 | 449 | 3,207 |
| Transfers to Other Operators | 1,530 | 603 | 1,441 | 656 | 1,759 | - | 167 | 501 | 6,658 |
| Amtrak Transfers | - | 120 | - | - | 1,554 | - | - | - | 1,674 |
| Station Maintenance | 631 | 271 | 476 | 185 | 410 | 5 | 15 | 240 | 2,232 |
| Rail Agreements | - | 649 | - | 1,949 | 885 | - | 1,011 | 1,078 | 5,572 |
| Holiday Trains | - | 80 | 50 | - | 86 | - | - | 47 | 263 |
| Special Trains | 53 | 8 | 71 | 1 | 90 | - | 182 | 221 | 626 |
| Subtotal Operations & Services | 34,664 | 17,121 | 31,822 | 13,124 | 25,159 | 3,563 | 17,627 | 16,122 | 159,203 |
| Maintenance-of-Way | | | | | | | | | |
| MoW - Line Segments | 14,315 | 7,830 | 11,035 | 1,289 | 6,909 | 511 | 4,728 | 3,421 | 50,038 |
| MoW - Extraordinary Maintenance | 174 | 120 | 126 | 110 | 134 | - | 107 | 23 | 794 |
| Subtotal Maintenance-of-Way | 14,489 | 7,950 | 11,161 | 1,399 | 7,042 | 511 | 4,835 | 3,444 | 50,833 |
| Administration & Services | | | | | | | | | |
| Ops Salaries & Fringe Benefits | 2,736 | 3,095 | 3,382 | 2,789 | 1,453 | 510 | 2,115 | 2,605 | 18,684 |
| Ops Non-Labor Expenses | 1,941 | 954 | 1,968 | 767 | 1,462 | 172 | 1,051 | 1,045 | 9,360 |
| Indirect Administrative Expenses | 3,291 | 3,749 | 4,074 | 3,379 | 1,737 | 618 | 2,553 | 3,156 | 22,557 |
| Ops Professional Services | 378 | 431 | 468 | 389 | 200 | 71 | 294 | 363 | 2,594 |
| Subtotal Admin & Services | 8,346 | 8,229 | 9,892 | 7,324 | 4,851 | 1,371 | 6,013 | 7,168 | 53,194 |
| Contingency | 14 | 16 | 18 | 15 | 7 | 3 | 11 | 14 | 97 |
| Total Operating Expenses | 57,514 | 33,316 | 52,892 | 21,862 | 37,061 | 5,447 | 28,486 | 26,749 | 263,327 |
| Insurance and Legal | | | | | | | | | |
| Liability/Property/Auto | 3,796 | 1,333 | 3,335 | 1,058 | 2,614 | 371 | 1,952 | 1,723 | 16,182 |
| Net Claims / SI | 251 | 88 | 221 | 70 | 173 | 25 | 129 | 114 | 1,071 |
| Claims Administration | 298 | 104 | 261 | 83 | 205 | 29 | 153 | 135 | 1,268 |
| Total Net Insurance and Legal | 4,345 | 1,526 | 3,817 | 1,211 | 2,991 | 425 | 2,234 | 1,972 | 18,521 |
| Total Expense | 61,859 | 34,842 | 56,709 | 23,073 | 40,052 | 5,872 | 30,720 | 28,720 | 281,847 |
| Loss | (38,182) | (24,824) | (40,236) | (14,455) | (14,033) | (5,475) | (19,514) | (20,080) | (176,798) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY25 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

| (000's) | FY25 BUDGET FORECAST | | | | | TOTAL |
|---|----------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | |
| Operating Revenue | | | | | | |
| Farebox Revenue | \$ 45,841 | \$ 27,437 | \$ 9,948 | \$ 11,291 | \$ 3,173 | \$ 97,690 |
| Fare Reduction Subsidy | - | - | - | - | - | - |
| Other Train Subsidies | 2,646 | - | - | - | - | \$ 2,646 |
| Special Trains | 86 | 70 | 33 | 18 | 37 | \$ 244 |
| Subtotal-Pro Forma FareBox | 48,573 | 27,507 | 9,981 | 11,309 | 3,209 | \$ 100,580 |
| Dispatching | 1,292 | 883 | 15 | 102 | 316 | \$ 2,607 |
| Other Revenues | 471 | 234 | 82 | 118 | 34 | \$ 939 |
| MOW Revenues | 6,619 | 2,948 | 749 | 1,763 | 539 | \$ 12,618 |
| Total Operating Revenue | 56,954 | 31,572 | 10,828 | 13,292 | 4,098 | \$ 116,744 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 27,331 | 10,312 | 4,711 | 5,715 | 1,893 | \$ 49,962 |
| Equipment Maintenance | 21,226 | 10,036 | 4,885 | 5,106 | 1,885 | \$ 43,137 |
| Fuel | 11,405 | 5,135 | 2,094 | 2,476 | 732 | \$ 21,841 |
| Non-Scheduled Rolling Stock Repairs | 58 | 27 | 11 | 13 | 4 | \$ 112 |
| Operating Facilities Maintenance | 952 | 448 | 188 | 215 | 58 | \$ 1,861 |
| Other Operating Train Services | 511 | 143 | 123 | 171 | 82 | \$ 1,031 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 7,732 | 3,092 | 1,584 | 1,657 | 736 | \$ 14,800 |
| Public Safety Program | 55 | 20 | 17 | 12 | 11 | \$ 115 |
| Passenger Relations | 1,038 | 556 | 178 | 263 | 68 | \$ 2,103 |
| TVM Maintenance/Revenue Collection | 2,159 | 1,204 | 913 | 581 | 332 | \$ 5,190 |
| Marketing | 1,621 | 813 | 276 | 404 | 112 | \$ 3,226 |
| Media & External Communications | 193 | 70 | 61 | 43 | 41 | \$ 407 |
| Utilities/Leases | 1,582 | 575 | 496 | 350 | 332 | \$ 3,335 |
| Transfers to Other Operators | 4,264 | 1,652 | 501 | 855 | 245 | \$ 7,517 |
| Amtrak Transfers | 576 | 1,273 | 1 | 1 | 39 | \$ 1,889 |
| Station Maintenance | 1,442 | 345 | 155 | 291 | 88 | \$ 2,320 |
| Rail Agreements | 2,256 | 1,574 | 1,393 | 353 | 218 | \$ 5,794 |
| Holiday Trains | 79 | 88 | - | 21 | 82 | \$ 271 |
| Special Trains | 251 | 175 | 188 | 31 | - | \$ 645 |
| Subtotal Operations & Services | 84,730 | 37,537 | 17,774 | 18,558 | 6,957 | \$ 165,556 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 27,684 | 10,775 | 3,496 | 6,751 | 3,081 | \$ 51,787 |
| MoW - Extraordinary Maintenance | 480 | 117 | 78 | 87 | 57 | \$ 819 |
| Subtotal Maintenance-of-Way | 28,164 | 10,893 | 3,574 | 6,838 | 3,138 | \$ 52,607 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 9,346 | 3,407 | 2,924 | 2,070 | 1,954 | \$ 19,701 |
| Ops Non-Labor Expenses | 4,979 | 2,179 | 1,074 | 1,060 | 442 | \$ 9,734 |
| Indirect Administrative Expenses | 11,186 | 4,063 | 3,509 | 2,476 | 2,346 | \$ 23,580 |
| Ops Professional Services | 1,280 | 465 | 401 | 283 | 268 | \$ 2,698 |
| Subtotal Admin & Services | 26,791 | 10,114 | 7,908 | 5,889 | 5,011 | \$ 55,713 |
| <u>Contingency</u> | 48 | 17 | 15 | 11 | 10 | \$ 101 |
| Total Operating Expenses | 139,734 | 58,561 | 29,271 | 31,297 | 15,115 | \$ 273,977 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 8,691 | 4,092 | 1,718 | 1,960 | 529 | \$ 16,990 |
| Net Claims / SI | 570 | 268 | 113 | 128 | 35 | \$ 1,114 |
| Claims Administration | 675 | 318 | 133 | 152 | 41 | \$ 1,319 |
| Total Net Insurance and Legal | 9,936 | 4,678 | 1,964 | 2,241 | 604 | \$ 19,423 |
| Total Expense | 149,669 | 63,238 | 31,236 | 33,537 | 15,720 | \$ 293,400 |
| Loss | (92,715) | (31,666) | (20,408) | (20,245) | (11,622) | (176,656) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY25 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

| (000's) | FY25 BUDGET FORECAST BY LINE | | | | | | | | TOTAL |
|---|------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|------------------|
| | San Bernardino | Ventura County | Antelope Valley | Riverside | Orange County | OC MSEP | IEOC | 91/PVL | |
| Operating Revenue | | | | | | | | | |
| Farebox Revenue | \$ 21,088 | \$ 8,625 | \$ 13,493 | \$ 9,072 | \$ 25,466 | \$ 275 | \$ 11,087 | \$ 8,582 | \$ 97,690 |
| Fare Reduction Subsidy | - | - | - | - | - | - | - | - | - |
| Other Train Subsidies | 844 | 105 | 1,025 | 337 | 206 | - | - | 130 | \$ 2,646 |
| Special Trains | 14 | 38 | 43 | - | 62 | - | 39 | 47 | \$ 244 |
| Subtotal-Pro Forma FareBox | 21,946 | 8,768 | 14,562 | 9,408 | 25,734 | 275 | 11,127 | 8,758 | 100,580 |
| Dispatching | 353 | 611 | 353 | 2 | 1,254 | 5 | 6 | 23 | 2,607 |
| Other Revenues | 237 | 88 | 152 | 75 | 206 | 6 | 103 | 71 | 939 |
| MOW Revenues | 3,717 | 1,584 | 3,122 | 205 | 1,798 | 145 | 1,254 | 793 | 12,618 |
| Total Operating Revenue | 26,254 | 11,051 | 18,189 | 9,690 | 28,993 | 432 | 12,490 | 9,645 | 116,744 |
| Operating Expenses | | | | | | | | | |
| Operations & Services | | | | | | | | | |
| Train Operations | 12,134 | 5,678 | 11,366 | 3,310 | 6,874 | 916 | 5,285 | 4,399 | 49,962 |
| Equipment Maintenance | 9,692 | 4,425 | 8,445 | 3,018 | 6,303 | 1,296 | 5,120 | 4,838 | 43,137 |
| Fuel | 5,000 | 2,227 | 4,510 | 1,486 | 3,540 | 683 | 2,564 | 1,831 | 21,841 |
| Non-Scheduled Rolling Stock Repairs | 26 | 9 | 23 | 7 | 18 | 3 | 14 | 12 | 112 |
| Operating Facilities Maintenance | 437 | 153 | 383 | 122 | 300 | 43 | 224 | 198 | 1,861 |
| Other Operating Train Services | 323 | 138 | 150 | 124 | 64 | 23 | 94 | 116 | 1,031 |
| Rolling Stock Lease | - | - | - | - | - | - | - | - | - |
| Security | 3,099 | 1,468 | 3,494 | 1,264 | 1,919 | 306 | 1,736 | 1,514 | 14,800 |
| Public Safety Program | 17 | 19 | 21 | 17 | 9 | 3 | 13 | 16 | 115 |
| Passenger Relations | 535 | 179 | 352 | 153 | 474 | 12 | 252 | 146 | 2,103 |
| TVM Maintenance/Revenue Collection | 920 | 754 | 837 | 408 | 575 | 235 | 761 | 699 | 5,190 |
| Marketing | 824 | 295 | 517 | 254 | 726 | 17 | 350 | 242 | 3,226 |
| Media & External Communications | 59 | 68 | 74 | 61 | 31 | 11 | 46 | 57 | 407 |
| Utilities/Leases | 487 | 554 | 602 | 500 | 257 | 91 | 378 | 467 | 3,335 |
| Transfers to Other Operators | 1,749 | 684 | 1,621 | 726 | 2,004 | - | 167 | 565 | 7,517 |
| Amtrak Transfers | - | 120 | - | - | 1,770 | - | - | - | 1,889 |
| Station Maintenance | 656 | 281 | 495 | 192 | 426 | 6 | 15 | 249 | 2,320 |
| Rail Agreements | - | 675 | - | 2,027 | 920 | - | 1,051 | 1,121 | 5,794 |
| Holiday Trains | - | 82 | 52 | - | 88 | - | - | 48 | 271 |
| Special Trains | 55 | 9 | 73 | 1 | 92 | - | 187 | 227 | 645 |
| Subtotal Operations & Services | 36,014 | 17,819 | 33,015 | 13,671 | 26,392 | 3,644 | 18,257 | 16,746 | 165,556 |
| Maintenance-of-Way | | | | | | | | | |
| MoW - Line Segments | 14,818 | 8,104 | 11,427 | 1,331 | 7,146 | 528 | 4,893 | 3,539 | 51,787 |
| MoW - Extraordinary Maintenance | 180 | 124 | 130 | 113 | 138 | - | 110 | 24 | 819 |
| Subtotal Maintenance-of-Way | 14,998 | 8,228 | 11,557 | 1,444 | 7,284 | 528 | 5,003 | 3,563 | 52,607 |
| Administration & Services | | | | | | | | | |
| Ops Salaries & Fringe Benefits | 2,884 | 3,264 | 3,565 | 2,942 | 1,531 | 538 | 2,230 | 2,747 | 19,701 |
| Ops Non-Labor Expenses | 2,019 | 992 | 2,047 | 798 | 1,520 | 179 | 1,093 | 1,086 | 9,734 |
| Indirect Administrative Expenses | 3,440 | 3,919 | 4,259 | 3,532 | 1,816 | 646 | 2,669 | 3,299 | 23,580 |
| Ops Professional Services | 394 | 448 | 487 | 404 | 208 | 74 | 305 | 377 | 2,698 |
| Subtotal Admin & Services | 8,737 | 8,623 | 10,358 | 7,676 | 5,075 | 1,437 | 6,298 | 7,510 | 55,713 |
| Contingency | 15 | 17 | 18 | 15 | 8 | 3 | 11 | 14 | 101 |
| Total Operating Expenses | 59,764 | 34,687 | 54,948 | 22,806 | 38,759 | 5,612 | 29,569 | 27,833 | 273,977 |
| Insurance and Legal | | | | | | | | | |
| Liability/Property/Auto | 3,986 | 1,400 | 3,501 | 1,111 | 2,744 | 390 | 2,049 | 1,809 | 16,990 |
| Net Claims / SI | 261 | 92 | 229 | 73 | 180 | 26 | 134 | 119 | 1,114 |
| Claims Administration | 309 | 109 | 272 | 86 | 213 | 30 | 159 | 140 | 1,319 |
| Total Net Insurance and Legal | 4,557 | 1,600 | 4,003 | 1,270 | 3,137 | 446 | 2,342 | 2,068 | 19,423 |
| Total Expense | 64,320 | 36,287 | 58,951 | 24,077 | 41,896 | 6,058 | 31,911 | 29,900 | 293,400 |
| Loss | (38,067) | (25,237) | (40,761) | (14,386) | (12,903) | (5,626) | (19,421) | (20,255) | (176,656) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FY26 BUDGET FORECAST
Annual Operating Budget Distribution by Cost Component

Attachment R

| (000's) | FY26 BUDGET FORECAST | | | | | TOTAL |
|---|----------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | |
| Operating Revenue | | | | | | |
| Farebox Revenue | \$ 51,183 | \$ 30,520 | \$ 11,066 | \$ 12,561 | \$ 3,529 | \$ 108,860 |
| Fare Reduction Subsidy | - | - | - | - | - | - |
| Other Train Subsidies | 2,751 | - | - | - | - | \$ 2,751 |
| Special Trains | 86 | 70 | 33 | 18 | 37 | \$ 244 |
| Subtotal-Pro Forma FareBox | 54,021 | 30,591 | 11,099 | 12,579 | 3,566 | \$ 111,855 |
| Dispatching | 1,311 | 901 | 15 | 104 | 321 | \$ 2,653 |
| Other Revenues | 535 | 266 | 93 | 134 | 38 | \$ 1,067 |
| MOW Revenues | 6,751 | 3,007 | 764 | 1,798 | 550 | \$ 12,871 |
| Total Operating Revenue | 62,618 | 34,765 | 11,973 | 14,615 | 4,475 | \$ 128,446 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 28,177 | 10,629 | 4,864 | 5,889 | 1,957 | \$ 51,517 |
| Equipment Maintenance | 21,992 | 10,392 | 5,060 | 5,290 | 1,953 | \$ 44,686 |
| Fuel | 11,873 | 5,317 | 2,183 | 2,576 | 766 | \$ 22,715 |
| Non-Scheduled Rolling Stock Repairs | 60 | 28 | 12 | 13 | 4 | \$ 117 |
| Operating Facilities Maintenance | 990 | 466 | 196 | 223 | 60 | \$ 1,935 |
| Other Operating Train Services | 532 | 148 | 128 | 178 | 86 | \$ 1,072 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 7,955 | 3,190 | 1,636 | 1,707 | 760 | \$ 15,248 |
| Public Safety Program | 57 | 21 | 18 | 13 | 12 | \$ 120 |
| Passenger Relations | 1,080 | 578 | 185 | 274 | 71 | \$ 2,188 |
| TVM Maintenance/Revenue Collection | 2,245 | 1,252 | 950 | 604 | 345 | \$ 5,397 |
| Marketing | 1,686 | 845 | 287 | 421 | 116 | \$ 3,355 |
| Media & External Communications | 201 | 73 | 63 | 44 | 42 | \$ 423 |
| Utilities/Leases | 1,646 | 598 | 516 | 364 | 345 | \$ 3,469 |
| Transfers to Other Operators | 4,547 | 1,762 | 527 | 911 | 261 | \$ 8,008 |
| Amtrak Transfers | 628 | 1,394 | 1 | 1 | 39 | \$ 2,063 |
| Station Maintenance | 1,499 | 358 | 161 | 303 | 91 | \$ 2,412 |
| Rail Agreements | 2,347 | 1,637 | 1,448 | 367 | 227 | \$ 6,026 |
| Holiday Trains | 81 | 91 | - | 22 | 85 | \$ 279 |
| Special Trains | 236 | 180 | 194 | 32 | - | \$ 641 |
| Subtotal Operations & Services | 87,830 | 38,959 | 18,429 | 19,232 | 7,220 | \$ 171,670 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 28,669 | 11,139 | 3,623 | 6,982 | 3,190 | \$ 53,603 |
| MoW - Extraordinary Maintenance | 495 | 121 | 80 | 90 | 59 | \$ 845 |
| Subtotal Maintenance-of-Way | 29,164 | 11,260 | 3,704 | 7,072 | 3,249 | \$ 54,448 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 9,856 | 3,593 | 3,084 | 2,183 | 2,061 | \$ 20,777 |
| Ops Non-Labor Expenses | 5,178 | 2,266 | 1,117 | 1,102 | 460 | \$ 10,124 |
| Indirect Administrative Expenses | 11,695 | 4,248 | 3,668 | 2,589 | 2,453 | \$ 24,653 |
| Ops Professional Services | 1,331 | 483 | 417 | 295 | 279 | \$ 2,806 |
| Subtotal Admin & Services | 28,061 | 10,590 | 8,287 | 6,169 | 5,253 | \$ 58,359 |
| <u>Contingency</u> | 50 | 18 | 16 | 11 | 10 | \$ 105 |
| Total Operating Expenses | 145,104 | 60,826 | 30,435 | 32,484 | 15,733 | \$ 284,582 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 9,126 | 4,297 | 1,804 | 2,058 | 555 | \$ 17,840 |
| Net Claims / SI | 592 | 279 | 117 | 134 | 36 | \$ 1,158 |
| Claims Administration | 702 | 330 | 139 | 158 | 43 | \$ 1,372 |
| Total Net Insurance and Legal | 10,420 | 4,906 | 2,060 | 2,350 | 634 | \$ 20,370 |
| Total Expense | 155,524 | 65,732 | 32,495 | 34,834 | 16,367 | \$ 304,952 |
| Loss | (92,906) | (30,968) | (20,522) | (20,219) | (11,891) | (176,506) |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY26 BUDGET FORECAST
 Annual Operating Budget Distribution by Cost Component

Attachment S

| (000's) | FY26 BUDGET FORECAST BY LINE | | | | | | | | TOTAL |
|---|------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|------------------|
| | San Bernardino | Ventura County | Antelope Valley | Riverside | Orange County | OC MSEP | IEOC | 91/PVL | |
| Operating Revenue | | | | | | | | | |
| Farebox Revenue | \$ 23,521 | \$ 9,602 | \$ 15,084 | \$ 10,113 | \$ 28,341 | \$ 306 | \$ 12,336 | \$ 9,557 | \$ 108,860 |
| Fare Reduction Subsidy | - | - | - | - | - | - | - | - | - |
| Other Train Subsidies | 878 | 109 | 1,066 | 350 | 214 | - | - | 135 | \$ 2,751 |
| Special Trains | 14 | 38 | 43 | - | 62 | - | 39 | 47 | \$ 244 |
| Subtotal-Pro Forma FareBox | 24,413 | 9,749 | 16,194 | 10,463 | 28,616 | 306 | 12,375 | 9,739 | 111,855 |
| Dispatching | 360 | 621 | 356 | 2 | 1,279 | 5 | 6 | 23 | 2,653 |
| Other Revenues | 270 | 100 | 173 | 85 | 235 | 7 | 117 | 81 | 1,067 |
| MOW Revenues | 3,791 | 1,616 | 3,185 | 209 | 1,834 | 148 | 1,279 | 809 | 12,871 |
| Total Operating Revenue | 28,834 | 12,085 | 19,907 | 10,760 | 31,965 | 466 | 13,778 | 10,652 | 128,446 |
| Operating Expenses | | | | | | | | | |
| Operations & Services | | | | | | | | | |
| Train Operations | 12,498 | 5,874 | 11,702 | 3,423 | 7,093 | 929 | 5,461 | 4,536 | 51,517 |
| Equipment Maintenance | 10,042 | 4,585 | 8,749 | 3,129 | 6,530 | 1,338 | 5,305 | 5,008 | 44,686 |
| Fuel | 5,195 | 2,333 | 4,691 | 1,559 | 3,675 | 683 | 2,670 | 1,909 | 22,715 |
| Non-Scheduled Rolling Stock Repairs | 27 | 10 | 24 | 8 | 19 | 3 | 14 | 12 | 117 |
| Operating Facilities Maintenance | 454 | 159 | 399 | 127 | 313 | 44 | 233 | 206 | 1,935 |
| Other Operating Train Services | 336 | 143 | 156 | 129 | 66 | 24 | 97 | 120 | 1,072 |
| Rolling Stock Lease | - | - | - | - | - | - | - | - | - |
| Security | 3,191 | 1,517 | 3,581 | 1,306 | 1,980 | 317 | 1,789 | 1,567 | 15,248 |
| Public Safety Program | 17 | 20 | 22 | 18 | 9 | 3 | 14 | 17 | 120 |
| Passenger Relations | 556 | 187 | 366 | 160 | 493 | 12 | 261 | 153 | 2,188 |
| TVM Maintenance/Revenue Collection | 957 | 784 | 871 | 425 | 597 | 244 | 792 | 727 | 5,397 |
| Marketing | 857 | 307 | 538 | 264 | 755 | 18 | 364 | 251 | 3,355 |
| Media & External Communications | 62 | 70 | 76 | 63 | 33 | 12 | 48 | 59 | 423 |
| Utilities/Leases | 506 | 576 | 626 | 520 | 267 | 95 | 393 | 485 | 3,469 |
| Transfers to Other Operators | 1,868 | 728 | 1,730 | 764 | 2,150 | - | 167 | 601 | 8,008 |
| Amtrak Transfers | - | 120 | - | - | 1,943 | - | - | - | 2,063 |
| Station Maintenance | 682 | 293 | 514 | 200 | 443 | 6 | 16 | 259 | 2,412 |
| Rail Agreements | - | 702 | - | 2,108 | 957 | - | 1,093 | 1,166 | 6,026 |
| Holiday Trains | - | 85 | 53 | - | 91 | - | - | 50 | 279 |
| Special Trains | 50 | 9 | 69 | 1 | 90 | - | 190 | 232 | 641 |
| Subtotal Operations & Services | 37,299 | 18,503 | 34,167 | 14,203 | 27,504 | 3,728 | 18,906 | 17,358 | 171,670 |
| Maintenance-of-Way | | | | | | | | | |
| MoW - Line Segments | 15,341 | 8,389 | 11,835 | 1,374 | 7,393 | 547 | 5,063 | 3,661 | 53,603 |
| MoW - Extraordinary Maintenance | 185 | 128 | 134 | 117 | 142 | - | 113 | 25 | 845 |
| Subtotal Maintenance-of-Way | 15,526 | 8,516 | 11,969 | 1,491 | 7,535 | 547 | 5,177 | 3,686 | 54,448 |
| Administration & Services | | | | | | | | | |
| Ops Salaries & Fringe Benefits | 3,041 | 3,442 | 3,760 | 3,103 | 1,614 | 568 | 2,352 | 2,898 | 20,777 |
| Ops Non-Labor Expenses | 2,100 | 1,032 | 2,128 | 830 | 1,581 | 186 | 1,137 | 1,130 | 10,124 |
| Indirect Administrative Expenses | 3,597 | 4,097 | 4,452 | 3,693 | 1,898 | 675 | 2,791 | 3,449 | 24,653 |
| Ops Professional Services | 409 | 466 | 507 | 420 | 216 | 77 | 318 | 393 | 2,806 |
| Subtotal Admin & Services | 9,147 | 9,038 | 10,847 | 8,046 | 5,309 | 1,506 | 6,597 | 7,869 | 58,359 |
| Contingency | 15 | 17 | 19 | 16 | 8 | 3 | 12 | 15 | 105 |
| Total Operating Expenses | 61,987 | 36,075 | 57,003 | 23,756 | 40,357 | 5,784 | 30,693 | 28,928 | 284,582 |
| Insurance and Legal | | | | | | | | | |
| Liability/Property/Auto | 4,185 | 1,470 | 3,676 | 1,167 | 2,881 | 409 | 2,152 | 1,899 | 17,840 |
| Net Claims / SI | 272 | 95 | 239 | 76 | 187 | 27 | 140 | 123 | 1,158 |
| Claims Administration | 322 | 113 | 283 | 90 | 222 | 31 | 165 | 146 | 1,372 |
| Total Net Insurance and Legal | 4,779 | 1,678 | 4,198 | 1,332 | 3,290 | 467 | 2,457 | 2,169 | 20,370 |
| Total Expense | 66,766 | 37,753 | 61,200 | 25,088 | 43,647 | 6,252 | 33,149 | 31,096 | 304,952 |
| Loss | (37,932) | (25,668) | (41,293) | (14,329) | (11,682) | (5,785) | (19,372) | (20,444) | (176,506) |

FY2023-26 Forecast of Rehabilitation Budget by Asset Category

(000's)

| Asset Category | FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | TOTAL |
|--|----------------|----------------|----------------|----------------|----------------|
| Tracks | 47,111 | 59,671 | 63,035 | 52,352 | 222,170 |
| Structures | 28,373 | 41,934 | 45,005 | 31,995 | 147,307 |
| Systems | 34,016 | 45,040 | 47,810 | 37,951 | 164,816 |
| Vehicles | 5,157 | 6,994 | 7,442 | 5,767 | 25,360 |
| Rolling Stock | 38,796 | 48,870 | 51,593 | 43,090 | 182,349 |
| Facilities | 3,747 | 4,491 | 4,714 | 4,144 | 17,098 |
| Rehabilitation Total | 157,200 | 207,000 | 219,600 | 175,300 | 759,100 |
| <i>Numbers may not foot due to rounding.</i> | | | | | |

FY2023-26 Forecast of Rehabilitation Budget by Member Agency

(000's)

| Member Agency | FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | TOTAL |
|--|----------------|----------------|----------------|----------------|----------------|
| METRO | 82,379 | 109,572 | 116,366 | 91,949 | 400,265 |
| OCTA | 29,892 | 37,718 | 39,828 | 33,206 | 140,644 |
| RCTC | 9,752 | 12,106 | 12,759 | 10,818 | 45,434 |
| SBCTA | 22,458 | 30,287 | 32,211 | 25,099 | 110,055 |
| VCTC | 12,720 | 17,318 | 18,436 | 14,228 | 62,702 |
| Rehabilitation Total | 157,200 | 207,000 | 219,600 | 175,300 | 759,100 |
| <i>Numbers may not foot due to rounding.</i> | | | | | |

FY2023-26 Forecast of New Capital Budget by Asset Category

(000's)

| Asset Category | FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | TOTAL |
|--------------------------|------------------|------------------|------------------|------------------|----------------|
| Tracks | - | 29,962 | - | - | 29,962 |
| Structures | - | - | - | - | - |
| Systems | 2,902 | - | - | - | 2,902 |
| Vehicles | - | - | - | - | - |
| Rolling Stock | 28,727 | 54,522 | 101,100 | 178,200 | 362,549 |
| Facilities | 48,371 | 32,217 | - | - | 80,588 |
| New Capital Total | 80,000 | 116,700 | 101,100 | 178,200 | 476,000 |

Numbers may not foot due to rounding.

FY2023-26 Forecast of New Capital Budget by Member Agency

(000's)

| Member Agency | FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 | TOTAL |
|--------------------------|------------------|------------------|------------------|------------------|----------------|
| METRO | 38,000 | 71,162 | 48,023 | 84,645 | 241,830 |
| OCTA | 15,840 | 17,174 | 20,018 | 35,284 | 88,316 |
| RCTC | 8,880 | 9,628 | 11,222 | 19,780 | 49,510 |
| SBCTA | 11,520 | 12,490 | 14,558 | 25,661 | 64,230 |
| VCTC | 5,760 | 6,245 | 7,279 | 12,830 | 32,115 |
| New Capital Total | 80,000 | 116,700 | 101,100 | 178,200 | 476,000 |

Numbers may not foot due to rounding.



FY2021-22 REHABILITATION CARRYOVER PROJECTS

| PROJECT # | PROJECT NAME | SUBDIVISION | CATEGORY | MEMBER AGENCY | | | | | OTHER | TOTAL CARRYOVER |
|-----------|---|---------------------|------------------------|---------------|-----------|---------|---------|---------|-----------|-----------------|
| | | | | METRO | OCTA | RCTC | SBCTA | VCTC | | |
| 514018 | Valley - RR Communications & Equip | Valley | Communications | - | - | - | - | 4,021 | - | 4,021 |
| 514037 | River Sub Communications Upgrade &RR | River | Communications | 12,789 | 6,659 | 3,722 | 4,838 | 1,061 | - | 29,068 |
| 514046 | Systemwide Online,Onboard TKT Sales | Systemwide | Information Technology | 13,991 | 15,628 | 10,266 | 11,260 | 5,630 | 16,522 | 73,298 |
| 515105 | Orange Sub Culvert & Bridge | Orange | Structures | - | 207,711 | - | 37,943 | - | - | 245,653 |
| 515129 | Ventura LA Bridge Repair | Ventura - LA County | Structures | 16,552 | - | - | - | - | 30,104 | 46,656 |
| 515133 | Ventura Sub VC Communications System | Ventura - VC County | Communications | - | - | - | - | 11,158 | - | 11,158 |
| 515144 | River EB Zone 2 Tie & Rail | River- East Bank | Track | 28,399 | 10,579 | 5,931 | 7,747 | 3,794 | 118,354 | 174,804 |
| 515160 | River EB Zone 3 Tie & Rail | River- East Bank | Track | 24,426 | 10,183 | 5,709 | 7,405 | 3,702 | 165,422 | 216,846 |
| 516050 | Rail Car Restoration | Systemwide | Rolling Stock | - | - | - | - | - | 173,077 | 173,077 |
| 516610 | Orange Sub Rail Grinding | Orange | Track | - | - | 2,082 | - | - | - | 2,082 |
| 516620 | Orange Bridge Rehab, ROW | Orange | Structures | - | 3,710 | - | - | - | - | 3,710 |
| 516621 | Orange Sub San Juan Creek Bridge | Orange | Structures | - | 1,237,426 | - | - | - | - | 1,237,426 |
| 516631 | Orange Sub Signal Replacement | Orange | Signal | - | 65,425 | - | - | - | - | 65,425 |
| 516640 | Orange Signal & Grade Rehab | Orange | Signal | - | 31,924 | - | - | - | - | 31,924 |
| 516820 | Downtown Riverside Layover Improvement | Riverside | Facilities | - | - | 35,495 | - | - | - | 35,495 |
| 516930 | PVL Signal Engineering | Perris Valley | Signal | - | - | 60,417 | - | - | - | 60,417 |
| 517030 | Systemwide Repl Sig Shelter Locks | Systemwide | Facilities | 18,061 | 4,459 | - | - | - | - | 22,520 |
| 517040 | Systemwide Comm & PTC Upgrade | Systemwide | Communications | 7,310 | 3,047 | 1,709 | 2,216 | 1,108 | - | 15,390 |
| 517052 | Systemwide Loco Wash Rack Drainage | Systemwide | Facilities | 103,766 | 47,687 | 22,565 | 32,932 | 18,874 | - | 225,824 |
| 517130 | Ventura VC Repl Signal Battery & Cables | Ventura - VC County | Signal | - | - | - | - | 257,118 | - | 257,118 |
| 517320 | Valley Culvert Rehab | Valley | Structures | 5,134 | - | - | - | - | - | 5,134 |
| 517410 | San Gabriel Tie Panel Replacement | San Gabriel | Track | 33,129 | - | - | 22,026 | - | - | 55,155 |
| 517420 | San Gabriel Culvert Rehab | San Gabriel | Structures | 29,094 | - | - | 19,396 | - | - | 48,490 |
| 517610 | Orange Repl Rail MP 201-207 | Orange | Track | - | 159,006 | 14,668 | 29,403 | - | - | 203,076 |
| 517620 | Orange Sub Repl 36" Pipe 201.4 | Orange | Structures | - | 400,254 | - | - | - | - | 400,254 |
| 517712 | River EB Zone 2 Rail & Tie | River- East Bank | Track | 72,986 | 30,437 | 17,068 | 22,097 | 11,104 | 340,463 | 494,155 |
| 517713 | River EB Zone 3 Tie & Rail | River- East Bank | Track | 26,583 | 11,080 | 6,213 | 8,058 | 4,030 | 180,031 | 235,995 |
| 517731 | River EB Rehab Signal Ctls | River- East Bank | Signal | 4,817 | 2,006 | 1,127 | 1,460 | 732 | 22,363 | 32,505 |
| 518050 | Systemwide - Bombardier (Sentinel) OH | Systemwide | Rolling Stock | 1,852,750 | 733,434 | 432,922 | 121,276 | 60,833 | 7,610,659 | 10,811,874 |
| 518110 | Ventura VC Rpl Tie & Ballast | Ventura - VC County | Track | - | - | - | - | 49,738 | - | 49,738 |
| 518620 | Orange Sub Structure-San Clemente | Orange | Structures | - | 147,190 | - | 166,169 | - | - | 313,358 |
| 518630 | Orange Sub Grade Xing Rehab | Orange | Track | - | 184,344 | - | - | - | - | 184,344 |
| 518640 | Wayside Comm Systems Rpl-Olive&Orange | Orange & Olive | Communications | - | 4,176 | - | - | - | - | 4,176 |
| 519001 | Sys Bk Office Hd&Sftwre Replmt | Systemwide | Signal | 198,771 | 82,856 | 46,450 | 60,259 | 30,129 | - | 418,466 |

| PROJECT # | PROJECT NAME | SUBDIVISION | CATEGORY | MEMBER AGENCY | | | | | OTHER | TOTAL CARRYOVER |
|-----------|---|---------------------|------------------------|---------------|-----------|-----------|-----------|-----------|-------|-----------------|
| | | | | METRO | OCTA | RCTC | SBCTA | VCTC | | |
| 519002 | Sys Bk Office Sys Upgrd&Test | Systemwide | Signal | 4,593 | 1,914 | 1,074 | 1,392 | 696 | - | 9,669 |
| 519003 | Sys PTC Lab Sys Support&Test | Systemwide | Communications | 331,644 | 138,243 | 77,500 | 100,541 | 50,270 | - | 698,199 |
| 519011 | System Track Asset Cond Assmnt | Systemwide | Track | 56,412 | 23,514 | 13,183 | 17,102 | 8,551 | - | 118,762 |
| 519012 | System SOGR Prioritization | Systemwide | Track | 121,909 | 50,817 | 28,488 | 36,958 | 18,479 | - | 256,651 |
| 519020 | System Arryo Seco Bridge Design | River | Structures | 382,643 | 159,502 | 89,418 | 116,001 | 58,001 | - | 805,565 |
| 519033 | Shortway Grade Xing Rehab | Shortway | Signal | 394,026 | 164,248 | 92,084 | 119,451 | - | - | 769,809 |
| 519034 | Shortway EMF Improvement | Shortway | Facilities | 300,395 | 125,217 | 70,203 | 91,066 | - | - | 586,881 |
| 519040 | System PTC Software Updates | Systemwide | Communications | 115,370 | 48,091 | 26,960 | 34,976 | 17,488 | - | 242,885 |
| 519050 | System Bombardier Midflr O/Haul | Systemwide | Rolling Stock | 9,618,750 | 4,009,500 | 2,247,750 | 2,916,000 | 1,458,000 | - | 20,250,000 |
| 519051 | System Loco & Cab Camdvr Repl | Systemwide | Rolling Stock | 385,087 | 160,520 | 89,988 | 116,742 | 58,371 | - | 810,708 |
| 519052 | System O/Haul ROTEM Sidedr Mtr | Systemwide | Rolling Stock | 153,395 | 63,941 | 35,846 | 46,503 | 23,251 | - | 322,937 |
| 519053 | System HVAC O/Haul 40 ROTEM Cars | Systemwide | Rolling Stock | 316,862 | 132,082 | 74,045 | 96,059 | 48,029 | - | 667,077 |
| 519054 | System Rubber Window Gasket Repl | Systemwide | Rolling Stock | 223,024 | 92,965 | 52,117 | 67,611 | 33,806 | - | 469,523 |
| 519055 | System Pshbak Cplr O/Haul ROTEM | Systemwide | Rolling Stock | 1,390,605 | 579,663 | 324,962 | 421,573 | 210,786 | - | 2,927,590 |
| 519060 | System CMF Car Shop Jacks | Systemwide | Facilities | 272,088 | 113,418 | 63,582 | 82,486 | 41,243 | - | 572,818 |
| 519062 | System Restroom Reno CMF MOC | Systemwide | Facilities | 249,493 | 103,999 | 58,303 | 75,636 | 37,818 | - | 525,248 |
| 519063 | System MOW Vehicle Replacement | Systemwide | Vehicle | 345,403 | 143,979 | 80,715 | 104,712 | 52,357 | - | 727,166 |
| 519064 | System Station Envlpe Rpr/Repl | Systemwide | Facilities | 134,705 | 64,671 | 26,941 | 43,124 | 26,941 | - | 296,382 |
| 519070 | System Switch Equipment Repl | Systemwide | Communications | 13,911 | 21,532 | 12,071 | 15,659 | 7,830 | - | 71,002 |
| 519090 | System Entrprs Asst Mgmt Migr | Systemwide | Track | 515,000 | 214,674 | 120,347 | 156,126 | 78,063 | - | 1,084,211 |
| 519091 | System TVM Components | Systemwide | Information Technology | 56,917 | 23,725 | 13,301 | 17,255 | 8,627 | - | 119,825 |
| 519092 | System Cond Based Maint Equipment | Systemwide | Information Technology | 36,159 | 15,073 | 8,450 | 10,962 | 5,481 | - | 76,125 |
| 519093 | System Upgrade | Systemwide | Information Technology | 380,279 | 158,516 | 88,865 | 115,285 | 57,642 | - | 800,588 |
| 519120 | VC Ventura ArryoSimi Scour Prtn | Ventura - VC County | Structures | - | - | - | - | 1,167,227 | - | 1,167,227 |
| 519130 | Ventura VC Grade Xing Rehab & Tunnel 26 | Ventura - VC County | Track | - | - | - | - | 734,693 | - | 734,693 |
| 519160 | Ventura VC Repl Moorpark Tlr | Ventura - VC County | Facilities | - | - | - | - | 1,270,094 | - | 1,270,094 |
| 519210 | Ventura LA Track Rehab | Ventura - LA County | Track | 527,162 | - | - | - | - | - | 527,162 |
| 519211 | Ventura LA Station Pdstrn Xing | Ventura - LA County | Track | 227,174 | - | - | - | - | - | 227,174 |
| 519220 | Ventura LA ROW Grading/Ditching | Ventura - LA County | Track | 52,289 | - | - | - | - | - | 52,289 |
| 519230 | Ventura LA Tunnel 26 Elec Srv Rpl | Ventura - LA County | Signal | 251,860 | - | - | - | - | - | 251,860 |
| 519240 | Ventura LA FY19 Comm Rehab | Ventura - LA County | Communications | 2,969 | - | - | - | - | - | 2,969 |
| 519310 | Valley Tunnel 25 Track Rehab | Valley | Track | 580,188 | - | - | - | - | - | 580,188 |
| 519320 | Valley ROW Grading/Ditching | Valley | Track | 68,466 | - | - | - | - | - | 68,466 |
| 519330 | Valley FY19 Signal Rehab | Valley | Signal | 216,095 | - | - | - | - | - | 216,095 |
| 519340 | Valley FY19 Communications Rehab | Valley | Communications | 34,672 | - | - | - | - | - | 34,672 |
| 519410 | San Gabriel FY19 Track Rehab | San Gabriel | Track | 776,230 | - | - | 517,505 | - | - | 1,293,735 |
| 519411 | San Gabriel Replace Turnouts | San Gabriel | Track | 528,626 | - | - | 352,417 | - | - | 881,044 |
| 519420 | San Gabriel LA Bridge Repl | San Gabriel | Structures | 208,889 | - | - | 139,259 | - | - | 348,148 |
| 519430 | San Gabriel Grade Xing Rehab | San Gabriel | Signal | 1,896,049 | - | - | 1,264,033 | - | - | 3,160,082 |
| 519440 | San Gabriel Wysd Comm Repl Pts | San Gabriel | Communications | 60,319 | - | - | 40,213 | - | - | 100,532 |

| PROJECT # | PROJECT NAME | SUBDIVISION | CATEGORY | MEMBER AGENCY | | | | | OTHER | TOTAL CARRYOVER |
|-----------|---------------------------------------|---------------------|----------------|---------------|-----------|-----------|-----------|-----------|---------|-----------------|
| | | | | METRO | OCTA | RCTC | SBCTA | VCTC | | |
| 519510 | Orange/Olive Track Rehab | Orange & Olive | Track | - | 1,138,738 | - | - | 57,281 | - | 1,196,018 |
| 519520 | Orange/Olive ROW Grading/Ditching | Orange & Olive | Track | - | 136,318 | - | - | - | - | 136,318 |
| 519621 | Orange Bridge Repl Des MP206 | Orange | Structures | - | 748,053 | - | - | - | - | 748,053 |
| 519630 | Orange Signal Rehab | Orange | Signal | - | 1,145,337 | - | - | - | - | 1,145,337 |
| 519640 | Orange Communications Rehab | Orange | Communications | - | 43,829 | - | - | - | - | 43,829 |
| 519710 | River LA Union Station Rehab | River | Track | 5,102,612 | 2,126,983 | 1,192,400 | 1,546,897 | 773,449 | - | 10,742,340 |
| 519730 | River Signal Rehab | River | Signal | 573,564 | 239,085 | 134,033 | 173,881 | 86,940 | - | 1,207,501 |
| 519731 | River EB Zone 2 Signal Rehab | River- East Bank | Signal | 23,385 | 9,748 | 5,465 | 7,090 | 3,545 | 346,577 | 395,810 |
| 519732 | River WB P1 Sig Sys Rehab | River- West Bank | Signal | 1,216,605 | 507,132 | 284,301 | 368,824 | 184,412 | - | 2,561,273 |
| 519733 | River EB Zone 1 Repl AC Meter | River- East Bank | Signal | - | - | - | - | - | 124,827 | 124,827 |
| 519740 | River WB Communications Rplc Prts | River - West Bank | Communications | 66,022 | 27,521 | 15,428 | 20,015 | 10,007 | - | 138,994 |
| 519741 | River EB Communications Rehab | River- East Bank | Communications | 7,306 | 3,045 | 1,707 | 2,215 | 1,107 | 44,131 | 59,512 |
| 519910 | PVL Track Rehab | Perris Valley | Track | - | - | 780,797 | - | - | - | 780,797 |
| 519911 | PVL Box Springs Drainage | Perris Valley | Structures | - | - | 18,053 | - | - | - | 18,053 |
| 519940 | PVL Communications Rehab | Perris Valley | Communications | - | - | 33,975 | - | - | - | 33,975 |
| 520010 | Rail Grinding FY20 | Systemwide | Track | 178,779 | 74,522 | 41,778 | 54,198 | 27,099 | - | 376,376 |
| 520011 | Sys Lub Study & Implementation | Systemwide | Track | 526,257 | 219,366 | 122,978 | 159,539 | 79,770 | - | 1,107,909 |
| 520050 | GEN1 HVAC Overhaul(Add'l 40) | Systemwide | Rolling Stock | 216,647 | 90,308 | 50,627 | 65,678 | 32,839 | - | 456,098 |
| 520051 | HVAC Overhaul 40 ROTEM Cars Ph2 | Systemwide | Rolling Stock | 617,710 | 257,488 | 144,349 | 187,264 | 93,632 | - | 1,300,442 |
| 520052 | Overhaul ROTEM Dr Mech & Compo | Systemwide | Rolling Stock | 250,848 | 104,564 | 58,619 | 76,046 | 38,023 | - | 528,099 |
| 520053 | MP36 Loco & Tier IV Study | Systemwide | Rolling Stock | 97,276 | 40,549 | 22,732 | 29,490 | 14,745 | - | 204,791 |
| 520060 | Facilities Rehab | Systemwide | Facilities | 1,170,683 | 487,990 | 273,570 | 354,902 | 177,451 | - | 2,464,596 |
| 520061 | Overhaul Curr Spec MOW Eq Ph1 | Systemwide | Facilities | 383,412 | 159,822 | 89,597 | 116,234 | 58,117 | - | 807,182 |
| 520062 | MOW Vehicle Replacement | Systemwide | Vehicle | 630,518 | 262,827 | 147,341 | 191,147 | 90,468 | - | 1,322,300 |
| 520063 | CMF & EMF MOD Study | Systemwide | Facilities | 89,166 | 37,168 | 20,837 | 27,031 | 13,516 | - | 187,717 |
| 520110 | Ventura Sub (VC) Track Rehab | Ventura - VC County | Track | - | - | - | - | 1,013,144 | - | 1,013,144 |
| 520120 | Ventura (VC) County - Structure Rehab | Ventura - VC County | Structures | - | - | - | - | 2,393,616 | - | 2,393,616 |
| 520130 | Ventura (VC) FY20 Signal Rehab | Ventura - VC County | Signal | - | - | - | - | 3,560,848 | - | 3,560,848 |
| 520140 | Ventura ATCS/PTC/CIS/Backhaul | Ventura - VC County | Communications | - | - | - | - | 70,237 | - | 70,237 |
| 520210 | Ventura Sub (LA) Track Rehab | Ventura - LA County | Track | 1,684,524 | - | - | - | - | - | 1,684,524 |
| 520240 | Ventura (LA) ATCS/PTC/CIS/Backhaul | Ventura - LA County | Communications | 184,542 | - | - | - | - | - | 184,542 |
| 520310 | Valley Sub Track Rehab | Valley | Track | 6,235,416 | - | - | - | - | - | 6,235,416 |
| 520330 | Valley FY20 Signal Rehab | Valley | Signal | 2,170,325 | - | - | - | - | - | 2,170,325 |
| 520331 | Pedestrian Gates at Stations | Valley | Signal | 974,690 | - | - | - | - | - | 974,690 |
| 520340 | Valley ATCS/PTC/CIS/Backhaul | Valley | Communications | 276,783 | - | - | - | - | - | 276,783 |
| 520410 | San Gabriel Sub Track Rehab | San Gabriel | Track | 3,778,375 | - | - | 2,046,774 | - | - | 5,825,149 |
| 520420 | San Gabriel Sub - Structure Rehab | San Gabriel | Structures | 1,365,217 | - | - | 910,145 | - | - | 2,275,362 |
| 520430 | San Gabriel FY20 Signal Rehab | San Gabriel | Signal | 3,187,598 | - | - | 2,125,066 | - | - | 5,312,665 |
| 520440 | San Gabriel Sub ATCS/PTC/CIS/Backhaul | San Gabriel | Communications | 105,242 | - | - | 70,161 | - | - | 175,403 |
| 520610 | Orange/Olive Sub Track Rehab | Orange & Olive | Track | - | 4,951,617 | - | - | - | - | 4,951,617 |

| PROJECT # | PROJECT NAME | SUBDIVISION | CATEGORY | MEMBER AGENCY | | | | | OTHER | TOTAL CARRYOVER |
|-----------|--|---------------------|------------------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------------|
| | | | | METRO | OCTA | RCTC | SBCTA | VCTC | | |
| 520620 | Orange County Structures Rehab | Orange | Structures | - | 2,327,765 | - | - | - | - | 2,327,765 |
| 520640 | Orange ATCS/PTC/CIS/Backhaul | Orange | Communications | - | 350,899 | - | - | - | - | 350,899 |
| 520740 | River ATCS/PTC/CIS/Backhaul | River | Communications | 106,144 | 44,246 | 24,805 | 32,178 | 16,090 | - | 223,463 |
| 520940 | PVL ATCS/PTC/CIS/Backhaul | Perris Valley | Communications | - | - | 267,337 | - | - | - | 267,337 |
| 521010 | Systemwide Rail Grinding | Systemwide | Track | 475,000 | 198,000 | 111,000 | 144,000 | 72,000 | - | 1,000,000 |
| 521011 | Rail Surfacing Program | Systemwide | Track | 1,187,500 | 495,000 | 277,500 | 360,000 | 180,000 | - | 2,500,000 |
| 521012 | Track Infrastructure Study & Planning | Systemwide | Track | 712,500 | 297,000 | 166,500 | 216,000 | 108,000 | - | 1,500,000 |
| 521040 | Train Control Systems (on-board) | Systemwide | Train Control | 1,092,500 | 455,400 | 255,300 | 331,200 | 165,600 | - | 2,300,000 |
| 521041 | Train Control Systems (back office) | Systemwide | Train Control | 1,197,000 | 498,960 | 279,720 | 362,880 | 181,440 | - | 2,520,000 |
| 521050 | Equipment Rehab | Systemwide | Rolling Stock | 2,803,497 | 1,168,616 | 655,133 | 849,902 | 424,951 | - | 5,902,099 |
| 521051 | HVAC Overhaul ROTEM Rail Car | Systemwide | Rolling Stock | 1,799,728 | 750,202 | 420,568 | 545,602 | 272,801 | - | 3,788,901 |
| 521052 | Loco Preliminary Engineering | Systemwide | Rolling Stock | 475,000 | 198,000 | 111,000 | 144,000 | 72,000 | - | 1,000,000 |
| 521060 | Facilities Rehab | Systemwide | Facilities | 1,629,250 | 679,140 | 380,730 | 493,920 | 246,960 | - | 3,430,000 |
| 521070 | Project Management System | Systemwide | Business Systems | 475,000 | 198,000 | 111,000 | 144,000 | 72,000 | - | 1,000,000 |
| 521071 | IT San Upgrade & Rehab | Systemwide | Business Systems | 413,250 | 172,260 | 96,570 | 125,280 | 62,640 | - | 870,000 |
| 521090 | MOW Vehicles & Equipment | Systemwide | Vehicle | 2,512,750 | 1,047,420 | 587,190 | 761,760 | 380,880 | - | 5,290,000 |
| 521110 | Ventura (VC) Sub Track Rehab | Ventura - VC County | Track | - | - | - | - | 2,000,000 | - | 2,000,000 |
| 521120 | Ventura (VC) Sub Structures Rehab | Ventura - VC County | Structures | - | - | - | - | 726,000 | - | 726,000 |
| 521130 | Signal Rehab | Ventura - VC County | Train Control | - | - | - | - | 1,000,000 | - | 1,000,000 |
| 521140 | Communications Rehab | Ventura - VC County | Train Control | - | - | - | - | 734,000 | - | 734,000 |
| 521410 | Short Way Sub Track Rehab | Shortway | Track | 138,200 | 57,607 | 32,297 | 41,896 | - | - | 270,000 |
| 521411 | San Gabriel Sub Track Rehab | San Gabriel | Track | 1,986,000 | - | - | 1,324,000 | - | - | 3,310,000 |
| 521420 | San Gabriel Sub Structures Rehab | San Gabriel | Structures | 742,200 | - | - | 494,800 | - | - | 1,237,000 |
| 521520 | Olive Sub Structures Rehab | Orange | Structures | - | 320,000 | - | - | - | - | 320,000 |
| 521530 | Olive Sub Train Control Systems Rehab | Olive | Train Control | - | 317,000 | - | - | - | - | 317,000 |
| 521610 | Orange Sub Track Rehab | Orange | Track | - | 2,604,000 | - | - | - | - | 2,604,000 |
| 521620 | Orange Sub Structures Rehab | Orange | Structures | - | 1,354,000 | - | - | - | - | 1,354,000 |
| 521630 | Orange Sub Train Control Systems Rehab | Orange | Train Control | - | 1,267,000 | - | - | - | - | 1,267,000 |
| 521710 | River Sub Track Rehab | River | Track | 1,132,400 | 472,032 | 264,624 | 343,296 | 171,648 | - | 2,384,000 |
| 521720 | River Sub Structures Rehab | River | Structures | 172,900 | 72,072 | 40,404 | 52,416 | 26,208 | - | 364,000 |
| 521730 | Signal Rehab - River EB | River- East Bank | Train Control | 147,725 | 61,578 | 34,521 | 44,784 | 22,392 | 689,000 | 1,000,000 |
| 521740 | Communications - River EB | River- East Bank | Train Control | 32,056 | 13,362 | 7,491 | 9,718 | 4,859 | 149,513 | 217,000 |
| 521910 | Design - Perris Valley | Perris Valley | Track | - | - | 1,830,000 | - | - | - | 1,830,000 |
| 521920 | Perris Valley - Construction Phase | Perris Valley | Structures | - | - | 2,300,000 | - | - | - | 2,300,000 |
| 572001 | Orange /Olive Communications Rehab | Orange & Olive | Communications | - | 167,677 | - | - | - | - | 167,677 |
| 572002 | Calafia Beach Crossing Rehab | Orange | Signal | - | 841,386 | - | - | - | - | 841,386 |
| 572003 | Irvine Station LED-CIS Monitor | Orange | Information Technology | - | 8,711 | - | - | - | - | 8,711 |
| 572004 | LAUS Platform Track | River | Track | 849,870 | 353,679 | 197,712 | 257,593 | 129,269 | 6,707,596 | 8,495,718 |
| 572005 | CP Terminal Track | River | Track | - | - | - | - | - | 2,045,559 | 2,045,559 |
| 572006 | CP Terminal Switch Machines | River | Track | - | - | - | - | - | 871,696 | 871,696 |

| PROJECT # | PROJECT NAME | SUBDIVISION | CATEGORY | MEMBER AGENCY | | | | | OTHER | TOTAL CARRYOVER |
|--------------|---------------------------------------|---------------------|------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| | | | | METRO | OCTA | RCTC | SBCTA | VCTC | | |
| 572007 | CP Terminal Microprocessors | River | Track | - | - | - | - | - | 11,503,207 | 11,503,207 |
| 572008 | LAUS LEAD Track | River | Track | - | - | - | - | - | 949,883 | 949,883 |
| 572009 | CP MISSION Track | River | Track | 403,085 | 168,031 | 94,212 | 122,171 | 61,086 | 6,263,135 | 7,111,720 |
| 572010 | CP Mission Switch Machines | River | Track | - | - | - | - | - | 1,701,193 | 1,701,193 |
| 572011 | CP Mission Microprocessors | River | Track | - | - | - | - | - | 120,375 | 120,375 |
| 572012 | LAUS Insulated Joints | River | Track | 67,679 | 28,211 | 15,815 | 20,517 | 10,259 | 2,115,866 | 2,258,348 |
| 572013 | Camarillo Station LED-CIS Monitor | Ventura - VC County | Information Technology | - | - | - | - | - | 7,086 | 7,086 |
| 572014 | Permit Reporting & Close-Out | Valley | Track | 47,644 | - | - | - | - | - | 47,644 |
| 591802 | CP Beech Turnout Replacements | San Gabriel | Track | - | - | - | - | - | 25,390 | 25,390 |
| 591804 | Ventura VC Safety Improvements | Ventura - VC County | Facilities | - | - | - | - | 141,769 | 60,360 | 202,129 |
| 591806 | LAUS Track & Signal Mod | River | Track | - | - | - | - | - | 1,941,723 | 1,941,723 |
| 591902 | Orange Sub Slop Stabilization | Orange | Track | - | 442,897 | - | - | - | - | 442,897 |
| 592110 | Ventura (VC) Track SOGR | Ventura - VC County | Track | - | - | - | - | 9,486 | - | 9,486 |
| 592111 | Turnout at CP Santa Susana | Ventura - VC County | Track | - | - | - | - | 51,053 | - | 51,053 |
| 592120 | VC Bridge and Culvert Rehab | Ventura - LA County | Structures | - | - | - | - | 678,948 | - | 678,948 |
| 592210 | Ventura -LA Tie & Turnout Repl | Ventura - LA County | Track | 29,919 | - | - | - | - | - | 29,919 |
| 592220 | Ventura -LA Bridge MP 458.71 | Ventura - LA County | Structures | 128,944 | - | - | - | - | - | 128,944 |
| 592310 | Valley Tie Repl MP 46-64 | Valley | Track | 45,620 | - | - | - | - | - | 45,620 |
| 592320 | Valley Bridge MP 50.64 | Valley | Structures | 130,252 | - | - | - | - | - | 130,252 |
| 592321 | Valley Bridge MP 50.51 | Valley | Structures | 104,233 | - | - | - | - | - | 104,233 |
| 592322 | Valley Bridge MP 50.77 | Valley | Structures | 120,506 | - | - | - | - | - | 120,506 |
| 592323 | Valley Bridge MP 47.45 | Valley | Structures | 60,053 | - | - | - | - | - | 60,053 |
| 592324 | Valley Bridge MP 50.46 | Valley | Structures | 138,939 | - | - | - | - | - | 138,939 |
| 592420 | San Gabriel Repl Bridge MP 40.12 SOGR | San Gabriel | Structures | 42,101 | - | - | 28,080 | - | - | 70,181 |
| 592711 | River Repl CP Taylor Turnouts | River | Track | 35,728 | 14,893 | 8,349 | 10,831 | 5,416 | - | 75,218 |
| 592712 | River EB Zone 1 Rail & Tie | River- East Bank | Track | 57,355 | 23,907 | 13,392 | 17,395 | 8,698 | 2,611,338 | 2,732,084 |
| 592713 | River EB Zone 2 Turnouts SOGR | River- East Bank | Track | 15,204 | 6,343 | 3,559 | 4,606 | 2,314 | 70,945 | 102,971 |
| 593220 | Ventura LA Bridge 452.1 | Ventura - LA County | Structures | 38,511 | - | - | - | - | - | 38,511 |
| 593310 | Valley Sub Lang,Actn To,Ties | Valley | Track | 64,285 | - | - | - | - | - | 64,285 |
| 593320 | Valley Bridge SOGR Ph 2 | Valley | Structures | 169,370 | - | - | - | - | - | 169,370 |
| 593410 | San Gabriel Sub Lark Ellen Xing | San Gabriel | Track | 102,762 | - | - | 68,507 | - | - | 171,269 |
| TOTAL | | | | 76,674,378 | 40,296,326 | 16,387,853 | 23,555,059 | 22,755,787 | 47,006,394 | 226,675,797 |



FY2021-22 NEW CAPITAL CARRYOVER PROJECTS

| PROJECT # | PROJECT NAME | SUBDIVISION | CATEGORY | MEMBER AGENCY | | | | | OTHER | TOTAL CARRYOVER |
|-----------|-------------------------------------|---------------|------------------------|------------------|-------------------|------------------|------------------|------------------|--------------------|--------------------|
| | | | | METRO | OCTA | RCTC | SBCTA | VCTC | | |
| 409006 | Empire Ave./I5 Widening Burbank | Systemwide | Track | - | - | - | - | - | 386,819 | 386,819 |
| 416001 | Maint Facility Hardening | Systemwide | Security | - | - | - | - | - | 1,075,405 | 1,075,405 |
| 416002 | Systemwide SOC at DOC Enh | Systemwide | Security | - | - | - | - | - | 21,032 | 21,032 |
| 417001 | Station Surveillance | Systemwide | Security | - | - | - | - | - | 1,846,162 | 1,846,162 |
| 418001 | Security Data Network | Systemwide | Communications | - | - | - | - | - | 2,805,269 | 2,805,269 |
| 418003 | San Juan Capistrano Siding-Con | Orange | Signal | - | 237,449 | - | - | - | 111,726 | 349,175 |
| 418004 | San Gabriel Redlands Pass. Rail PTC | San Gabriel | Communications | - | - | - | 4,789,734 | - | - | 4,789,734 |
| 418005 | CMF N End Connect Des | River | Track | 168,088 | - | 27,723 | 35,965 | - | 17,983 | 249,759 |
| 418006 | Tunnel 25 Safety & Security | Valley | Structures | - | - | - | - | - | 2,580,773 | 2,580,773 |
| 419001 | Orange Irvine Maint Fac Ph 1 | Orange | Facilities | - | 84,486 | - | - | - | - | 84,486 |
| 419002 | Santiago Peak Microwaves | Perris Valley | Communications | - | - | 103,936 | - | - | - | 103,936 |
| 419003 | Riverside Layover Facility-Con | Riverside | Structures | - | - | 32,121 | - | - | - | 32,121 |
| 419004 | Orange/San Juan Creek Bridge | Orange | Structures | - | 17,577,932 | - | - | - | 20,683,590 | 38,261,522 |
| 419005 | Improv to Anaheim Canyon Stn | Olive | Track | - | 9,321,875 | - | - | - | - | 9,321,875 |
| 420001 | Riverside Yard Switch | River | Signal | 150,640 | - | 212,353 | 70,690 | - | - | 433,683 |
| 420002 | Syst PTC Shake Alert | Systemwide | Communications | - | - | - | - | - | 2,318,956 | 2,318,956 |
| 420310 | Burbank Corridor Safety Improv | Valley | Track | - | - | - | - | - | 889,248 | 889,248 |
| 450110 | PTC Phase II | Systemwide | Information Technology | - | 952,018 | - | - | - | 349,994 | 1,302,013 |
| 450120 | PTC Upscaling Project Admin | Systemwide | Communications | - | - | - | - | - | 142,167 | 142,167 |
| 450121 | PTC Upscaling Onboard | Systemwide | Communications | - | - | - | - | - | 1,484,106 | 1,484,106 |
| 450122 | PTS Wayside Upgrade | Systemwide | Communications | - | - | - | - | - | 966,617 | 966,617 |
| 450123 | PTC Wayside Hardware | Systemwide | Communications | - | - | - | - | - | 4,893,999 | 4,893,999 |
| 450124 | PTC Backoffice Upgrade | Systemwide | Communications | - | - | - | - | - | 151,670 | 151,670 |
| 472001 | SCRRRA Climate Vulnerability | Systemwide | Structures | - | - | - | - | - | 354,874 | 354,874 |
| 472002 | Climate Vulnerability Match | Systemwide | Structures | - | - | - | - | - | 12,706 | 12,706 |
| 492000 | Mobile Ticketing App Improv | Systemwide | Information Technology | - | - | - | - | - | 417,751 | 417,751 |
| 613003 | Tier 4 - Locomotive Service & Mater | Systemwide | Rolling Stock | - | - | - | - | - | 1,645,153 | 1,645,153 |
| 613005 | Tier 4 Locomotive Proc- T/Task | Systemwide | Rolling Stock | - | - | - | - | - | 51,625,359 | 51,625,359 |
| 616002 | Tier 4 Locomotives 21-37 | Systemwide | Rolling Stock | - | - | - | - | - | 16,008,383 | 16,008,383 |
| 616003 | Tier 4 Locomotives 38-39 Non-Fed | Systemwide | Rolling Stock | 514,708 | - | - | - | - | 1,115,056 | 1,629,764 |
| 618001 | Ticket Vending Machines Repl | Systemwide | Information Technology | 5,002,251 | 1,859,158 | 2,378,227 | 1,901,340 | 2,646,672 | 30,795 | 13,818,444 |
| 620001 | Pur&Setup Trailerized Bkup Gen | Systemwide | Signal | 50,036 | 20,857 | 11,121 | 15,169 | 7,584 | - | 104,767 |
| 620002 | Tamper, Stabilizer, Regulator | Systemwide | Facilities | 233,483 | 168,756 | 94,605 | 122,731 | 61,365 | 2,858,922 | 3,539,862 |
| 620003 | Specialized Maint Equip Phase 1 | Systemwide | Facilities | 324,743 | 135,367 | 75,887 | 98,448 | 49,224 | - | 683,669 |
| | | | TOTAL | 6,443,949 | 30,357,897 | 2,935,974 | 7,034,077 | 2,764,845 | 114,794,518 | 164,331,261 |



Board Report

File #: 2021-0149, **File Type:** Program

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - SAN GABRIEL VALLEY
SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. REPROGRAMMING of projects in the following Programs:

1. Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement Program, as shown in Attachment A;
2. Measure M MSP - Active Transportation Program, as shown in Attachment B;
3. Measure M MSP - First/Last Mile and Complete Streets, as shown in Attachment C;

B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:

1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Subregion and implementing agencies to revise scope of work and schedule. The Subregion will consider adding eligible projects in future updates.

This update includes changes to projects which have received Board approval in 2019. Funds are programmed through Fiscal Year (FY) 2023-24. The Board's approval is required to update the project lists (Attachments A, B, and C) which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

In May 2019, the Metro Board of Directors approved San Gabriel Subregion's first MSP Five-Year Plan and programmed funds in: 1) Active Transportation Program (expenditure line 54); and 2) Bus System Improvement Program (expenditure line 58); 3) First/Last Mile and Complete Streets (expenditure line 59); and 4) Highway Efficiency Program (expenditure line 82).

Metro staff continued working closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and schedule changes in projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2022-23 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the SGVCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include reprogramming of 11 previously approved projects, and scope of work change in one existing project.

Bus System Improvement Program (expenditure line 58)

This update includes funding adjustments to two existing projects as follows:

Foothill Transit

- Reprogram \$286,316 as follows: \$60,383 in FY 21 and \$225,933 in FY 22 for MM4702.01 - Colorado Boulevard Corridor Signal Priority Upgrade Project. The funds will be used to complete the Plans Specification and Estimates (PS&E), equipment purchase/lease and construction phases of the project.
- Reprogram \$211,158 as follows: \$82,352 in FY 23 and \$128,806 in FY 24 for MM4702.02 - Amar Boulevard Corridor Improvement Project. The funds will be used to complete the PS&E, equipment purchase/lease and construction phases of the project.

Active Transportation Program (expenditure line 54)

This update includes funding adjustment to three existing projects and scope of work changes to one existing project as follows:

Industry

- Reprogram \$1,492,500 as follows: \$50,000 in FY 21, \$380,000 in FY 22, \$720,000 in FY 23 and \$342,500 in FY 24 for MM4701.04 - City of Industry East-West Bikeway Project. The funds will be used to complete the PS&E and construction phases of the project.

Monrovia

- Scope of work change for MM4701.06 - Monrovia Active Community Travel Vinculum. The funds will be used to complete the PS&E and construction phases of the project.

Rosemead

- Reprogram \$388,050 as follows: \$35,000 in FY 22, \$211,830 in FY 23 and \$141,220 in FY24 for MM4701.08 - Mission Drive: Pedestrian Hybrid Beacon System. The funds will be used to complete the PS&E and construction phases of the project.

Temple City and Los Angeles County

- Reprogram \$1,990,000 as follows: \$1,436,800 in FY 22 and \$553,200 in FY 23 for MM4701.09 - Eaton Canyon Wash Bike Trail. The funds will be used to complete the PS&E, right-of-way and construction phases of the project.

First/Last Mile and Complete Streets (expenditure line 59)

This update includes funding adjustment to six existing projects as follows:

Arcadia

- Reprogram \$1,741,250 as follows: \$45,000 in FY 21, \$575,000 in FY 22 and \$1,211,250 in FY23 for MM4703.01 - Arcadia Gold Line Station Pedestrian Access Corridors. The funds will be used to complete the PS&E and construction phases of the project.

Diamond Bar

- Reprogram \$2,985,000 as follows: \$2,985,000 in FY 24 for MM4703.05 - Diamond Bar Blvd. Complete Streets Project. The funds will be used to complete the PS&E and construction phases of the project.

Duarte

- Reprogram \$1,620,855 as follows: \$648,342 in FY 22 and \$972,513 in FY 23 for MM4703.06 - Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements, Phase II. The funds will be used to complete the construction phase of the project.

SGVCOG (La Verne)

- Reprogram \$895,500 as follows: \$9,691 in FY 20, \$397,000 in FY 21, and \$488,809 in FY 22 for MM4703.07 - Gold Line Transit Oriented Development Pedestrian Bridge. The funds will be used to complete the PS&E phase of the project.

San Dimas

- Reprogram \$895,500 as follows: \$895,500 in FY 24 for MM4703.08 - San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista. The funds will be used to complete the PS&E and construction phases of the project.

South El Monte

- Reprogram \$5,671,500 as follows: \$512,284 in FY 22, \$829,451 in FY 23 and \$4,329,765 in FY 24 for MM4703.09 - Santa Anita Avenue Walkability Project. The funds will be used to complete the PS&E and construction phases of the project.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all Programs. The SGVCOG along with member agencies and unincorporated area within Los Angeles County Supervisorial Districts 1, 4, and 5 undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2020-21, \$4.07 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), and \$3.09 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the reprogramming of funds for the Measure M MSP projects for the San Gabriel Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

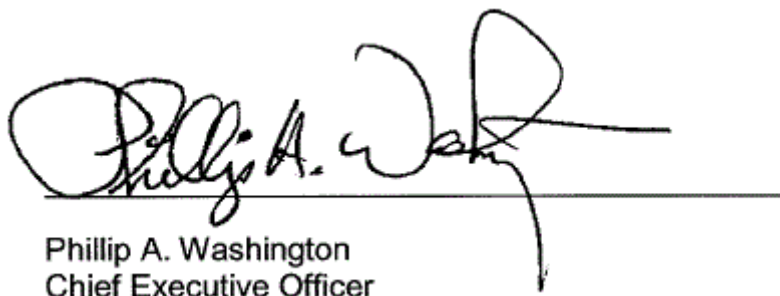
Metro staff will continue to work with the Subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

- Attachment A - Bus System Improvement Program Project List
- Attachment B - Active Transportation Program Project List
- Attachment C - First/Last Mile and Complete Streets Program Project List
- Attachment D - Highway Efficiency Program Project List

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Phillip A. Washington
Chief Executive Officer

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)

| | Agency | Project ID No. | Project/Location | Funding Phases | Note | Pror Alloc | Alloc Change | Current Alloc | Prior Year Prog | FY2019-20 | FY2020-21 | FY 2021-22 | FY2022-23 | FY 2023-24 |
|---------------------------------|------------------|----------------|---|---|------|-------------------|--------------|-------------------|-----------------|-------------|------------------|-------------------|------------------|-------------------|
| 1 | Foothill Transit | MM4702.01 | Colorado Boulevard Corridor Signal Priority Upgrade Project | PS&E Equipment Purchase/Lease Construction | chg | \$ 286,316 | | \$ 286,316 | | | \$ 60,383 | \$ 225,933 | | |
| 2 | Foothill Transit | MM4702.02 | Amar Boulevard Corridor Improvement Project | PS&E Equipment Purchase/Lease Construction | chg | 211,158 | | \$ 211,158 | | | | | 82,352 | 128,806 |
| Total Programming Amount | | | | | | \$ 497,474 | \$ - | \$ 497,474 | \$ - | \$ - | \$ 60,383 | \$ 225,933 | \$ 82,352 | \$ 128,806 |

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)**

| | Agency | Project ID No. | Project/Location | Funding Phases | Note | Pror Alloc | Alloc Change | Current Alloc | Prior Year Prog | FY2019-20 | FY2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 |
|---------------------------------|-------------------------|----------------|---|-----------------------------|------|---------------------|--------------|---------------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------|
| 1 | Alhambra | MM4701.02 | Lit Crosswalk Control Devices * | Construction | | \$ 636,800 | | \$ 636,800 | | | | \$ 636,800 | | |
| 2 | El Monte | MM4701.03 | El Monte Fern and Elliot Class (3) Bike Boulevard Project | PS&E Construction | | 582,075 | | \$ 582,075 | | 57,470 | 470,063 | 54,542 | | |
| 3 | Industry | MM4701.04 | City of Industry East-West Bikeway Project * | PS&E Construction | chg | 1,492,500 | | \$ 1,492,500 | | | 50,000 | 380,000 | 720,000 | 342,500 |
| 4 | LA County | MM4701.05 | Huntington Drive Bike Lanes | Construction | | 4,278,500 | | \$ 4,278,500 | | 3,830,750 | 447,750 | | | |
| 5 | Monrovia | MM4701.06 | Monrovia Active Community Travel Vinculum | PS&E Construction | chg | 3,880,000 | | \$ 3,880,000 | | 1,192,869 | | 2,687,131 | | |
| 6 | Pomona | MM4701.07 | San Jose Creek Multi-Use Bikeway | PS&E | | 1,428,876 | | \$ 1,428,876 | | | 298,104 | 1,130,772 | | |
| 7 | Rosemead | MM4701.08 | Mission Drive: Pedestrian Hybrid Beacon System | PS&E Construction | chg | 388,050 | | \$ 388,050 | | | | 35,000 | 211,830 | 141,220 |
| 8 | Temple City & LA County | MM4701.09 | Eaton Canyon Wash Bike Trail * | PS&E ROW Construction | chg | 1,990,000 | | \$ 1,990,000 | | | | 1,436,800 | 553,200 | |
| Total Programming Amount | | | | | | \$14,676,801 | \$ - | \$14,676,801 | \$ - | \$ 5,081,089 | \$ 1,265,917 | \$ 6,361,045 | \$ 1,485,030 | \$ 483,720 |

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)**

| | Agency | Project ID No. | Project/Location | Funding Phases | Note | Pror Alloc | Alloc Change | Current Alloc | Prior Year Prog | FY2019-20 | FY2020-21 | FY 2021-22 | FY2022-23 | FY 2023-24 | | |
|---------------------------------|-------------------|----------------|--|-------------------|------|--------------|--------------|---------------------|-----------------|---------------------|-------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| 1 | Arcadia | MM4703.01 | Arcadia Gold Line Station Pedestrian Access Corridors | PS&E Construction | chg | \$ 1,741,250 | | \$ 1,741,250 | | | \$ 45,000 | \$ 575,000 | \$ 1,121,250 | | | |
| 2 | Baldwin Park | MM4703.02 | Baldwin Park Transit Center First-Last Mile Project | PS&E Construction | | 652,975 | | 652,975 | | 652,975 | | | | | | |
| 3 | Claremont | MM4703.03 | College Avenue Pedestrian and Bike Improvements | PS&E Construction | | 686,945 | | 686,945 | | 686,945 | | | | | | |
| 4 | Covina | MM4703.04 | Citrus Avenue Complete Streets Enhancments | PS&E Construction | | 1,741,250 | | 1,741,250 | | 149,250 | 1,592,000 | | | | | |
| 5 | Diamond Bar | MM4703.05 | Diamond Bar Blvd. Complete Streets Project | PS&E Construction | chg | 2,985,000 | | 2,985,000 | | | | | | 2,985,000 | | |
| 6 | Duarte | MM4703.06 | Pedestrian Access and Bicyclist Safety Improvements, Phase II * | Construction | chg | 1,620,855 | | 1,620,855 | | | | 648,342 | 972,513 | | | |
| 7 | SGVCOG (La Verne) | MM4703.07 | Gold Line Transit Oriented Development Pedestrian Bridge | PS&E | chg | 895,500 | | 895,500 | | 9,691 | 397,000 | 488,809 | | | | |
| 8 | San Dimas | MM4703.08 | San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista * | PS&E Construction | chg | 895,500 | | 895,500 | | | | | | 895,500 | | |
| 9 | South El Monte | MM4703.09 | Santa Anita Avenue Walkability Project | PS&E Construction | chg | 5,671,500 | | 5,671,500 | | | | 512,284 | 829,451 | 4,329,765 | | |
| Total Programming Amount | | | | | | | | \$16,890,775 | \$ - | \$16,890,775 | \$ - | \$ 1,498,861 | \$ 2,034,000 | \$ 2,224,435 | \$ 2,923,214 | \$ 8,210,265 |

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program

| | Agency | Project ID No. | Project/Location | Funding Phases | FY 2018-19 | FY2019-20 | FY2020-21 | FY 2021-22 | Total Program |
|---------------------------------|--------------|----------------|---------------------------------|----------------|---------------------|-------------|-------------|-------------|---------------------|
| 1 | SGVCOG (ACE) | MM5505.01 | State Route 60 and Lemon Avenue | Construction | \$ 5,273,500 | | | | \$ 5,273,500 |
| Total Programming Amount | | | | | \$ 5,273,500 | \$ - | \$ - | \$ - | \$ 5,273,500 |



Board Report

File #: 2021-0186, File Type: Agreement

Agenda Number: 14.

PLANNING & PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: CESAR E. CHAVEZ & SOTO JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute and enter into a ground lease (“Ground Lease”) and other related documents with La Veranda, L.P. (the “Developer”), an affiliate of Abode Communities, for the construction and operation of a mixed-use, affordable housing project (the “Project”) on Metro-owned property located near the corner of Cesar E. Chavez Avenue and Soto Street in Boyle Heights (the “Site”) in accordance with the Key Terms and Conditions approved by the Board at its November 30, 2017 meeting as amended by the terms and conditions set forth in the Discussion section of this Board report.

ISSUE

In November 2017, the Board authorized the execution of a Joint Development Agreement (JDA), Ground Lease and other related documents for the Project pursuant to certain key terms and conditions. As a result of Project refinement, financing requirements and Ground Lease negotiations, certain changes to the Board-authorized transaction are needed to finalize and execute the Ground Lease. The proposed changes are described in the Discussion section below.

BACKGROUND

Metro and the Developer executed a JDA in January 2018 in accordance with the Board authorization in November 2017. The JDA was extended for twelve (12) months to January 31, 2022, per Board authorization in January 2021. Prior to the execution of the JDA, Metro and the Developer were parties to an Exclusive Negotiation Agreement and Planning Document (“ENA”). The JDA and ENA have allowed the parties to explore the feasibility of the Project, conduct developer-led community engagement, and negotiate the Ground Lease, and for the Developer to secure entitlements and financing.

Site Overview

The Site totals approximately 1.96 acres of Metro-owned property bounded by Cesar E. Chavez Avenue to the north, Soto Street to the west, Mathews Street to the east, and a residential neighborhood to the south. The Metro L Line (Gold) Soto station is located about one-quarter mile south of the Site. This property was originally purchased for the extension of the Metro Red/Purple

Line subway into Boyle Heights, but with the construction of the Metro L Line's Eastside Extension, it was no longer needed for this purpose.

Project Description

The Project, known as La Veranda, contemplates seventy-six (76) income-restricted affordable apartments, one (1) unrestricted property manager's apartment, approximately 8,000 square feet of commercial space, and associated parking.

Outreach

The recommended action follows extensive project-related outreach by Metro and the Developer. This effort started under a short-term ENA which was executed by the parties in March 2015 for the sole purpose of conducting project-specific community outreach. In December 2015, a full-term ENA was executed and outreach continued throughout its term. Collectively, these efforts resulted in approvals from the Boyle Heights Neighborhood Council (BHNC) Planning and Land Use Committee and the BHNC in October 2015 and January 2021, and approval of the project design by Metro's Boyle Heights Design Review Advisory Committee in June 2016 and February 2021.

DISCUSSION

As a result of Project refinement and financing requirements and additional Ground Lease negotiations, certain key terms and conditions approved by the Board in November 2017 need to be changed in order to finalize and execute the Ground Lease with the Developer.

Proposed Changes:

- 1. Proposed Project:* The Project will include, without limitation, seventy-six (76) affordable rental apartments and one (1) unrestricted property manager's unit. apartments will range from one to three bedrooms which includes the introduction of thirty-eight (38) one-bedroom Permanent Supportive Housing (PSH) apartments at 20% Area Median Income (AMI). Affordable apartments will be made available to households earning between 30% and 50% of AMI.
- 2. Cap on Sale Proceeds:* To avoid negative-income tax-related consequences for the Project's tax-credit investors and to avoid Metro being considered a partner in the Project, Metro's 20% share of the Developer's net proceeds from the sale of the Project, which was previously approved by the Board in November 2017, will be subject to a necessary and reasonable cap.
- 3. Float Up:* Notwithstanding the affordability levels set forth on Attachment A, in the event of a reduction in or loss of Project-Based Vouchers ("PBV Reduction"), or a similar operating subsidy supporting operations related to the Project's thirty-eight (38) PSH apartments, the Developer may, during the period of any such PBV Reduction and only with respect to PSH apartments that become vacant during such period, lease such apartment to households that earn up to 50% of AMI and who may or may not require supportive services; provided that such measures may be utilized only for the duration of and to the extent of the PBV Reduction.
- 4. Construction Completion:* The Ground Lease will require commencement of construction promptly after the commencement date. The Project's construction period will commence on the date that the Ground Lease is executed (the "Commencement Date") and will terminate upon the

earlier of: (1) substantial completion of construction of the Project improvements as described in the Ground Lease, which shall be evidenced by a temporary certificate of occupancy for substantially all of the Project improvements described in the Ground Lease, or (b) the day preceding the date occurring 33 months after the Commencement Date.

5. *Percentage Rent:* Ground lessee shall pay LACMTA a percentage rent in an amount equal to 25% of all gross receipts paid or credited to the ground lessee for commercial uses in the Project's 8,000 square feet of commercial space. Percentage rent shall be calculated on a calendar-year basis and shall be due from the ground lessee to LACMTA annually, in arrears, on March 1st of each calendar year, with a full accounting of the amount due.

6. *Ground Lease Term:* At the end of the initial 65-year Ground Lease term, the Developer will have an option to extend the term for up to 10 years, with a total possible term of not more than 75 years. During the option period, all units in the Project that become vacant will be restricted to households earning no more than 80% of AMI. The option period length and increased income limits are needed for the Developer to secure a tax credit investor and obtain tax credit equity for the Project, and were reviewed and deemed reasonable by Metro's financial consultant.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the Project has undergone a robust community engagement process as noted above. In addition, the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, income-restricted affordable housing stock to the community, along with commercial space along a main commercial corridor.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks to amend certain key terms and conditions to be contained in development and real estate contracts. Appropriate construction oversight will be included under the Ground Lease for the Project as part of any construction work to ensure that such work does not adversely impact Metro property, improvements or service, or the continued safety of Metro staff, contractors and the public.

FINANCIAL IMPACT

Funding for joint development activities related to the Project is included in the adopted FY21 budget under Cost Center 2210, Project 401003. Metro costs related to the proposed project that are not reimbursed by the Developer will be funded from General Funds, which are eligible for bus and rail operating and capital expenses.

Impact to Budget

There is no impact to the adopted FY21 budget, which includes the cost to negotiate the JDA, Ground Lease and other project-related documents, review the design and support outreach efforts. No new capital investment or operating expenses are anticipated to implement the Project, and revenues from a developer deposit offset certain staff- and Project-related professional services costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity”. By advancing the Project, which includes delivery of critical transit-accessible, income-restricted affordable housing to the Boyle Heights community, as well as commercial space along a main commercial corridor, the recommended action will specifically implement Initiative 3.2, which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made”.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the proposed changes. Such an action would require a re-scoping of the Project, as well as renegotiation of the proposed changes and perhaps other Board-approved key terms and conditions for the proposed transaction. In addition, the re-scoping effort would jeopardize delivery of the Project, given the design changes that would result therefrom, the added cost of such design changes and current Project financing constraints. Staff does not recommend this alternative because proceeding with the proposed Project incorporating the proposed changes described above is the quickest and surest way to bring much needed transit-accessible, income-restricted affordable housing to the community. The Developer’s longstanding commitment to the Project, including its financial investment to date, provides further reason not to choose this alternative.

NEXT STEPS

Upon approval of the recommended action, Metro and the Developer will finalize the Ground Lease in accordance with the key terms and conditions approved by the Board in November 2017, as amended by the proposed changes set forth herein. The parties anticipate execution of the Ground Lease in the second quarter of 2021. Construction of the Project is expected to commence promptly thereafter and should be completed within two years of its commencement.

ATTACHMENTS

Attachment A - Unit Mix and Affordability Levels

Prepared by: Olivia Segura, Senior Manager, Countywide Planning & Development, (213) 922-7156
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Phillip A. Washington
Chief Executive Officer

Attachment A

Unit Mix and Affordability Restrictions

| Restriction | 1 BR | 2BR | 3BR | Total |
|--|-------------|------------|------------|--------------|
| Permanent Supportive Housing restricted to formerly homeless households earning up to 20% of AMI (supported with Project Based Vouchers) | 19 | 19 | 0 | 38 |
| Restricted to households earning up to 30% of AMI | 0 | 0 | 5 | 5 |
| Restricted to households earning up to 40% of AMI | 0 | 1 | 7 | 8 |
| Restricted to households earning up to 50% of AMI | 0 | 16 | 9 | 25 |
| Unrestricted for Property Manager | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> |
| Total | 19 | 34 | 24 | 77 |



Next stop: vibrant communities.

Cesar E. Chavez & Soto

Joint Development

Planning & Programming Committee

May 19, 2021

Item #14, Legistar File: 2021-0186



Recommendation

AUTHORIZE the Chief Executive Officer to execute and enter into a ground lease (“Ground Lease”) and other related documents with La Veranda, L.P. (the “Developer”), an affiliate of Abode Communities, for the construction and operation of a mixed-use, affordable housing project (the “Project”) on Metro-owned property located near the corner of Cesar E. Chavez Avenue and Soto Street in Boyle Heights (the “Site”) in accordance with the Key Terms and Conditions approved by the Board at its November 30, 2017 meeting as amended by the terms and conditions set forth in the Discussion section of this Board report.

Joint Development Site

- **Developer:**
La Veranda, L.P. (Abode Communities)
- **Site:**
 - 1.96 acres of vacant Metro land
 - 0.25 miles from Metro L Line (Gold) Soto Station
- **Proposed Project:**
 - 77 apartments
 - 38 supportive housing units (20% of AMI)
 - 38 affordable family units (30% to 50% of AMI)
 - 1 unit at market-rate for a manager
 - Approx. 8,000 square feet of ground floor commercial space and associated parking



Background/Outreach

Background

- Developer selected in December 2015
- December 2017: Board approval of Joint Development Agreement & Ground Lease terms
- JDA extended January 2021

Outreach

- Developer led outreach from 2015 to present
 - Boyle Heights Neighborhood Council (BHNC)
 - BHNC Planning and Land Use Committee
 - Boyle Heights Design Review Advisory Committee

Proposed Changes

- **Unit Mix and Affordability Adjustments:**
 - Introduction of 38 Permanent Supportive Housing (PSH) units
 - Deeper affordability for PSH units at 20% AMI
 - Allow vacant PSH units to “float up” to support households earning up to 50% of AMI in the event of a reduction or loss of Project Based Vouchers
- **Term:** Developer will have an option to extend the term for up to 10 years, with a total possible term of not more than 75 years. During the option period, units that become vacant will be restricted to household earning no more than 80% of AMI if deemed necessary.
- **Other Changes:**
 - Cap on Sale Proceeds: To avoid income tax-related issues
 - Construction Completion Requirements: Extends window for construction completion to 33 months to accommodate increased construction durations
 - Percentage Rent: Clarification in definition of commercial uses

Next Steps

- Upon approval of the recommended action, Metro and the Developer will finalize the Ground Lease in accordance with the key terms and conditions approved by the Board in November 2017, as amended by the proposed changes set forth herein.
- Parties anticipate execution of the Ground Lease by the end of 2021.
- Construction of the Project is expected to commence promptly thereafter and should be completed within approximately two years of its commencement.



Board Report

File #: 2021-0103, File Type: Project

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Proposed Project with recommended refinements for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project; and
- B. APPROVING the Project’s Title VI Service Equity Analysis in accordance with Title VI of the Civil Rights Act of 1964.

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Project) proposes to connect the San Fernando and San Gabriel Valleys through one of the region’s largest commuter sheds that currently lacks a premium transit service. Transit currently accounts for only 2% of the 700,000 daily trips entering the corridor. Despite the presence of Metro Rail connections at both ends of the corridor, only a third of all trips currently travel the entire corridor from one end to the other.

Metro is the lead agency for the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the North Hollywood to Pasadena BRT Corridor Project. Metro, in coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena, completed an environmental analysis for the Draft EIR in October 2020. Following the Public Review period for the Draft EIR, staff worked with stakeholders on proposed refinements to the Project in key locations.

In Burbank, refinements include a minor reroute of service, relocating a previously proposed station on West Olive Avenue, and recommending an optional station as part of the Proposed Project. In Glendale, an optional station is recommended as part of the Proposed Project and bike lane improvements on Glenoaks Boulevard, currently being studied by the City, will be further coordinated and integrated with the Project. In Eagle Rock, the primary change for the Proposed Project is with the bus lane configuration on Colorado Boulevard. Whereas the Draft EIR proposed side-running bus lanes (Route Option F2), the recommendation for the refined Proposed Project is to implement

primarily center-running bus lanes (Route Option F1) on Colorado Boulevard with two design options east of Eagle Rock Boulevard. One option would include converting one travel lane in each direction to bus lanes while the other option converts portions of landscaped median and street parking to accommodate bus lanes while preserving the existing travel lanes. Additional detail on the recommended refinements is provided in Attachment A and in the Discussion section below. The project design may be further refined through the Final EIR technical process and community input.

Board action on the selection of the Proposed Project is needed to prepare the Final EIR and for the Project to remain on schedule for an opening year of 2024. Selection of the Proposed Project and preparation of the Final EIR are key milestones in the Project delivery process. The Project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative.

BACKGROUND

The Project is a proposed 18.1-mile BRT transit corridor that would extend from the North Hollywood Metro B/G Line (Red/Orange) Station to Pasadena City College (PCC). The study area serves the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena that have dense residential populations and many cultural, entertainment, shopping and employment areas throughout, including the NoHo Arts District, Burbank Media Center, Glendale Galleria, Americana at Brand, Eagle Rock, and Old Pasadena.

In February 2017, Metro staff completed the North Hollywood to Pasadena BRT Corridor Technical Study. The Technical Study explored the feasibility of implementing BRT and identified two candidate BRT concepts - a street-running BRT and a freeway-running BRT - with multiple route options throughout the corridor. In March 2017, the Board approved advancing these concepts into the environmental phase. Upon completion of an initial Alternatives Analysis Study in April 2019, the Board approved a Refined Street-Running Alternative with Route Options and directed staff to initiate a Draft EIR in May 2019. At that same time and based on comments provided by the City of Pasadena, the Board approved discontinuing the further study of dedicated bus lanes in the City of Pasadena.

On June 17, 2019, staff initiated a 45-day Public Scoping period. This Public Scoping period was later extended an additional 15 days to August 15, 2019, based on the overwhelming community interest in the Project. The purpose of public scoping is to inform the public that the lead agency, Metro, is evaluating a project under CEQA and to solicit public comment regarding the Project and extent of environmental analyses to be undertaken. In order to accomplish this, five public scoping meetings were held in July 2019. On August 7, 2019, Metro conducted an additional Community Open House Meeting in Eagle Rock where there was especially strong interest in the Project. During the Public Scoping period, Metro received a total of 2,584 comments, which was a mix of those who either supported or opposed the Project.

Metro released the Draft EIR for public review and comment beginning on October 26, 2020 and ending on December 28, 2020. Described within the Draft EIR are one build alternative (the Proposed Project and route options), one No-Build alternative, and one alternative that improves existing bus service. Metro received almost 500 public comments with approximately half of them specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. In addition, staff has coordinated with the City of Burbank on a few

additional refinements to the Proposed Project within their jurisdiction.

Based on the feedback received, staff has since refined the build alternative, or Proposed Project, to incorporate many of the key elements in the community-developed proposal, as well as other refinements in the City of Burbank.

DISCUSSION

A detailed description of the Proposed Project and other alternatives considered in the Draft EIR are provided in the attached Executive Summary to the Draft EIR (Attachment B). The full Draft EIR is available on the Project website at:

<https://www.metro.net/projects/noho-pasadena-corridor/draft-environmental-impact-report/>. A description for the Proposed Project and its route options, as well as the other alternatives considered in the Draft EIR are described below.

Proposed Project Alternative in Draft EIR

The primary route of the Proposed Project (Attachment C) uses a combination of dedicated bus lanes and general-purpose traffic lanes for BRT service that would primarily utilize surface streets between the San Fernando and San Gabriel Valleys. The Project traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena.

The objectives for the Project are summarized as follows:

- Advance a premium transit service that is more competitive with auto travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals.

The Proposed Project would generally include dedicated bus lanes on surface streets where there is adequate street width but will operate in general-purpose traffic lanes in the City of Pasadena. BRT service will operate in various bus lane configurations depending upon the characteristics of the roadways. Other proposed elements being considered as part of the Project include: Transit Signal Priority (TSP); enhanced stations with a number of passenger amenities (e.g., lighting, real time transit info, trash receptacles, seating); some selective street repaving and widening; signage and restriping; improvements to existing bike lanes; and electric buses.

North Hollywood

Route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic

lane near the freeway). Lastly, the route would continue east via the SR-134 freeway. Proposed stations would be located at North Hollywood Station and on Vineland Avenue at Hesby Street.

Burbank

Route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. In curb-running bus lanes, the route would then operate along Olive Avenue between SR-134 and Glenoaks Boulevard. Lastly, the route would then operate along Glenoaks Boulevard between Olive Avenue and Alameda Avenue (combination of curb- and center-running bus lanes). Proposed stations would be located along Olive Avenue at Riverside Drive, Alameda Avenue, Buena Vista Street, the Olive Avenue bridge, San Fernando Boulevard, with an optional station at Verdugo Avenue.

Glendale

Route would operate via Glenoaks Boulevard in median-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would include Alameda Avenue, Western Avenue, and Pacific Avenue, with an optional station at Grandview Avenue. The route would then continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) then continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb- and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive and along Broadway at Brand Avenue, Glendale Avenue, and Verdugo Road.

Eagle Rock

Route would operate along Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 interchange) in side-running bus lanes (Route Option F2). Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Pasadena

The bus would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and Fair Oaks Avenue in Pasadena before taking Walnut Street to Raymond Avenue. The route would then operate north south on Raymond Avenue between Walnut Street and Colorado Boulevard and east west along Colorado Boulevard between Raymond Avenue and Hill Avenue. All segments would operate in general-purpose traffic lanes. Proposed stations would be located on Raymond Avenue at Holly Street and on Colorado Boulevard at Los Robles Avenue, Lake Avenue, and PCC.

Alternative Route Options

Alternative Route Options within each community were evaluated equally to the primary Proposed Project route in order to provide the public with alternate options for further consideration and comment. Each Route Option is summarized below. For a more detailed description of each individual route option, please see Table ES-1 of the Draft EIR Executive Summary.

North Hollywood

Route Option A2 - Route would follow Lankershim between North Hollywood Station Boulevard and the SR-134 freeway interchange, utilizing a combination of side and curb-running bus lanes. A

proposed station would be located on Lankershim Boulevard at Hesby Street.

Glendale

Route Option E2 - Route would operate on Central Avenue between Glenoaks Boulevard and Colorado Street (combination of general-purpose traffic lanes and side-running bus lanes), then on Colorado Street/Boulevard between Central Avenue and Broadway (side-running bus lanes). Proposed stations would be located on Central Avenue at Lexington Drive and Americana Way. Proposed stations would also be located along Colorado Street/Boulevard at Brand Boulevard, Glendale Avenue and Verdugo Road.

Route Option E3 - Route would operate in general-purpose traffic lanes between Glenoaks and the SR-134 freeway via Central Avenue. Eastbound service would be provided via Sanchez Drive and westbound service would be provided along Goode Avenue to access the SR-134 freeway at Brand Boulevard. Lastly, the segment would then run along SR-134 between Brand Boulevard and Harvey Drive using general-purpose traffic lanes. Proposed stations would be located on Goode/Sanchez near Brand Boulevard and at Harvey Drive.

Eagle Rock

Route Option F1 - Route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in a combination of side- and center-running bus lanes. Proposed stations would be located at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Route Option F3 - Route would run along SR-134 between Harvey Drive and Figueroa Street, Figueroa Street between SR-134 and Colorado Boulevard, and on Colorado Boulevard between Figueroa Street and SR-134 via the N. San Rafael Avenue Interchange. All segments utilize general-purpose traffic lanes with a station pair on the intersection of Figueroa Street and Colorado Boulevard

Pasadena

Route Option G2 - Route would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and the Colorado Boulevard exit in Pasadena. A proposed station would be located at Arroyo Parkway near the Metro L Line (Gold).

Route Option H2 - Route would operate in a general-purpose traffic lane along Union Street in the westbound direction (one-way street) and along Green Street in the eastbound direction (one-way street) between Raymond Avenue and Hill Avenue. Proposed stations would be located at Los Robles Avenue, Lake Avenue and at the Eastern Terminus at Hill Avenue adjacent to PCC.

Other Alternatives Considered

Alternative 1 - No Project Alternative

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. 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. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or

transit and highway operational enhancements that are reasonably foreseeable (e.g., North San Fernando Valley (NSFV) BRT Project and the NextGen Bus Plan).

Alternative 2 - Improved Bus Service

This alternative would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics (e.g., shelters with some passenger amenities, TSP). The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in general-purpose traffic lanes with TSP. Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. This alternative would be expected to generate the fewest adverse impacts as there would be no curb extensions, elimination of parking or travel lanes, or changes to bicycle lanes.

Public Outreach

The Draft EIR was released for a 64-day public review period beginning on October 26, 2020 and ending on December 28, 2020. Noticing of the Draft EIR availability, public review period and meeting dates was accomplished in a number of ways including: U.S certified mail to agencies, organizations and interested parties; newspaper ads; e-blast notices to a database of over 5,000 names; car cards on buses; the Project website; social media ads; and a direct distribution of over 15,000 Project fact sheets along a selective segment of the corridor.

Metro hosted two public hearings to gather comments on the Draft EIR during the review period. In an effort to increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform on a weekday evening and Saturday late morning/early afternoon. During these 2-hour hearings, staff presented information about the Project and allotted time for members of the public to provide both verbal and written comments.

In order to give the public as much opportunity to comment, an online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special Project hotline number, Project email, Project website, and via U.S. mail. In addition, Metro attended (virtually) and presented on the Project at approximately 23 meetings with elected officials, organizations, and other key stakeholders.

Summary of Public Comments

Approximately 242 persons attended the virtual public hearings. In total, nearly 500 comments were received by mail, email, voicemail, text, through the Project website, and at the virtual hearings. About 280 of those comments were from Eagle Rock. As summarized in Attachment D, some of the more common themes included:

- Most local community members supported and/or were not opposed to the Project;
- Most had specific comments regarding the different route alignment options, particularly in

Eagle Rock;

- Majority of Eagle Rock comments were supportive of the Project with an overall preference for a Colorado Boulevard alignment;
- Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan; and
- Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Community input has been encouraged and received at every step of the Project’s development.

Additional Public Outreach

Of the 280 comments specific to Eagle Rock, the majority supported BRT on Colorado Boulevard. Some of the primary concerns included the loss of parking or travel lanes and impacts to the existing bike lanes. Many of the comments also referenced and supported a community-developed proposal that included varying recommendations for different parts of the corridor, including a travel lane reduction east of Eagle Rock Boulevard. In response to the comments, staff developed a refined design concept emulating the F1 option evaluated in the Draft EIR for Eagle Rock, but with several differences. This refined F1 design concept attempted to incorporate as many feasible elements as possible from the community-developed proposal.

These refinements were shared at three virtual roundtable meetings with key Eagle Rock stakeholder groups, as well as businesses along the corridor. The majority of the 80 attendees supported the refined F1 concept in Eagle Rock, which included a travel lane reduction between Eagle Rock Boulevard and the SR-134 freeway interchange, additional landscaped medians, and the preservation of more on-street parking along Colorado Boulevard. Primary areas of interest included street calming, bicycle safety, and streetscape enhancements.

Staff also held a virtual community meeting on April 1, 2021, to receive feedback on the refined Proposed Project ahead of presenting the recommendation to the Metro Board. Approximately 369 people attended the meeting. Of the questions/comments received, most were related to the Eagle Rock segment of the Project. Key feedback received during the meeting included significant support for the refined F1 concept in Eagle Rock, including the desire to incorporate as many elements of the community-developed proposal as possible. However, many people also expressed concern regarding the proposed street reconfiguration on Colorado Boulevard and the potential for traffic congestion and spill-over traffic onto adjacent neighborhood streets.

Proposed Project Recommendation with Refinements

A Proposed Project needs to be selected by the Board in order to further focus on an alternative that can be environmentally cleared by the time the Board considers and certifies the Final EIR. Based on the Draft EIR technical evaluation and public stakeholder input, the Proposed Project is recommended as the preferred alternative, with the refinements described below. Other key elements of the Proposed Project include twenty-two enhanced stations with passenger amenities; transit signal priority or queue jumps at select intersections; new and/or improved signalized crosswalks at several locations; improvements to left-turn pockets for increased safety and capacity at select locations; some potential improvements to existing bike lanes in several communities; and

new and/or replaced landscaping along the corridor. The project design may be further refined through the Final EIR technical process including additional coordination and feedback from the corridor cities. Refer to Attachment E for renderings of the Proposed Project.

Burbank

Based on comments received from the City of Burbank, a small reroute to more directly serve the Burbank Studios and Providence Saint Joseph Medical Center is being proposed. The BRT will be re-routed off Olive Avenue to operate in curb-running bus lanes along Alameda Avenue between Olive Avenue and Buena Vista Street, and on Buena Vista Street between Alameda Avenue and Olive Avenue. The route will then get back onto Olive Avenue at Buena Vista Street and continue in primarily curb-running bus lanes to Glenoaks Boulevard. In addition, this re-route will allow for the consolidation of two proposed stations at Olive Avenue/Alameda Avenue and Olive Avenue/Buena Vista Street into a new proposed station at Alameda Avenue/Naomi Street. There will also be a proposed station at Olive Avenue and Verdugo Avenue, previously considered as an optional station in the Draft EIR.

The BRT station on the Olive Avenue bridge proposed in the Draft EIR has been shifted to west of the bridge at Lake Street. This station, intended to provide a direct connection to the Burbank Downtown Metrolink Station, is being shifted as a result of concerns expressed by the City of Burbank regarding the age and design of the bridge and the feasibility of installing the infrastructure needed for a safe and accessible BRT station. Improvements to the bridge including widening and or extensive retrofits would be cost prohibitive for the Project. From the new station location at Olive Avenue and Lake Street, passengers will be able to access the Metrolink station. Additionally, the Project will include pedestrian improvements such as increased lighting and wayfinding to enhance the pedestrian connection between Metrolink and the BRT.

There is also a minor refinement on Glenoaks Boulevard from Olive Avenue to Providencia Avenue. The BRT will operate in general-purpose traffic lanes rather than in curb-running bus lanes for a small segment before transitioning over into center-running bus lanes at Providencia Avenue.

Glendale

Based on comments received from the City of Glendale, as well as community members, the Glenoaks Boulevard and Grandview Avenue station, which had been described as optional in the Draft EIR, is now a proposed station. Bicycle lane improvements on Glenoaks Boulevard, under study by the City, will be further coordinated and integrated with the Proposed Project.

Eagle Rock

Based on all the comments and feedback received from the Eagle Rock community, including the many comments related to the community-developed proposal, several refinements were made to the original Proposed Project in the Draft EIR. In Eagle Rock, the BRT would operate in a combination of side- and center-running bus lanes along Colorado Boulevard. The side-running bus lanes would operate from Broadway to just west of Eagle Rock Boulevard where it begins transitioning to center-running, as described in the Draft EIR under Route Option F1. East of Eagle Rock Boulevard, the BRT would operate in center/median-running bus lanes to Linda Rosa Avenue via one of two potential design options. One option maintains the two existing travel lanes in each direction while the second option reduces the number of travel lanes to one in each direction along

this segment. Both design options will be evaluated further with additional stakeholder input during preparation of the Final EIR.

Each of the two design options would have different effects on Colorado Boulevard. The option maintaining two travel lanes in each direction resembles Option F1 in the Draft EIR but may be further refined to potentially reduce the loss of landscaped median space, on-street parking, and/or the curb extensions being planned by the City of Los Angeles. The design option with the travel lane reduction has a greater effect on traffic but preserves most on-street parking, enhances landscaped medians, and maintains most city-planned curb extensions. Both design options maintain buffered bike lanes.

Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the Project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a premium travel option for the approximately 4% of households within the study area that currently do not own an automobile, which is one of several characteristics usually associated with transit dependency.

This Project considered opportunities to provide a premium transit service through the implementation of BRT, including a number of key BRT attributes that would result in faster travel times, improved service reliability and an enhanced customer experience for the corridor's transit-dependent/low-income communities. This Project also aims to enhance mobility and improve regional access, particularly to key employment centers within the Project corridor. Community outreach efforts have also included innovative and comprehensive approaches to engage historically underserved communities, especially during the challenges and restrictions that arose from COVID-19. The Project is currently being approached and designed for consistency with Metro's Equity Platform Framework and will continue to do so during future phases.

Title VI Service Equity Analysis

Title VI of the Civil Rights Act of 1964 is a federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. As a recipient of federal funds and in compliance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B Chapter IV, staff conducted a Title VI Service Equity Analysis for the Project. The purpose of the analysis (Attachment F) is to compare the Proposed Project to the rest of the Metro service area to determine whether the new service line will have a disparate impact on the minority population or a disproportionate burden on the low-income population.

Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations. In summary, the Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the Project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The current FY 2021 budget included \$2,714,430 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding for this project is primarily Measure M (\$267 million) with approximately \$50 million in SB1 funds. As these funds are earmarked for the North Hollywood to Pasadena BRT, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Deliver outstanding trip experiences for all users of the transportation system; and
- Strategic Goal #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the recommended Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. This is not recommended, as it would delay the initiation and completion of the Final EIR. Delaying the Final EIR would jeopardize the ability to meet the Measure M Expenditure Plan schedule, including both the Project groundbreaking and opening dates.

NEXT STEPS


Should the Board select a Proposed Project, staff will initiate work on the Project's Final EIR, including conducting additional community outreach. After completion of the Final EIR, staff anticipates returning to the Board in summer 2021 for Project Certification.

ATTACHMENTS

- Attachment A - Map of Refined Proposed Project
- Attachment B - Executive Summary of the Draft EIR
- Attachment C - Map of Proposed Project and Route Options Studied in Draft EIR
- Attachment D - Public Comment Summary Report
- Attachment E - Conceptual Renderings of BRT
- Attachment F - Title VI Service Equity Analysis

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Phillip A. Washington
Chief Executive Officer

Refined Proposed Project



ES. Executive Summary

This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) (Proposed Project or Project) and its potential environmental effects. It contains the purpose of the Draft Environmental Impact Report (EIR), a summary of the environmental review process, the project history, project objectives, a description of the Proposed Project, a summary of environmental impacts and mitigation measures, areas of controversy/issues to be resolved, a comparison of the Proposed Project to alternatives, and a trade-off analysis comparing the Proposed Project and route options.

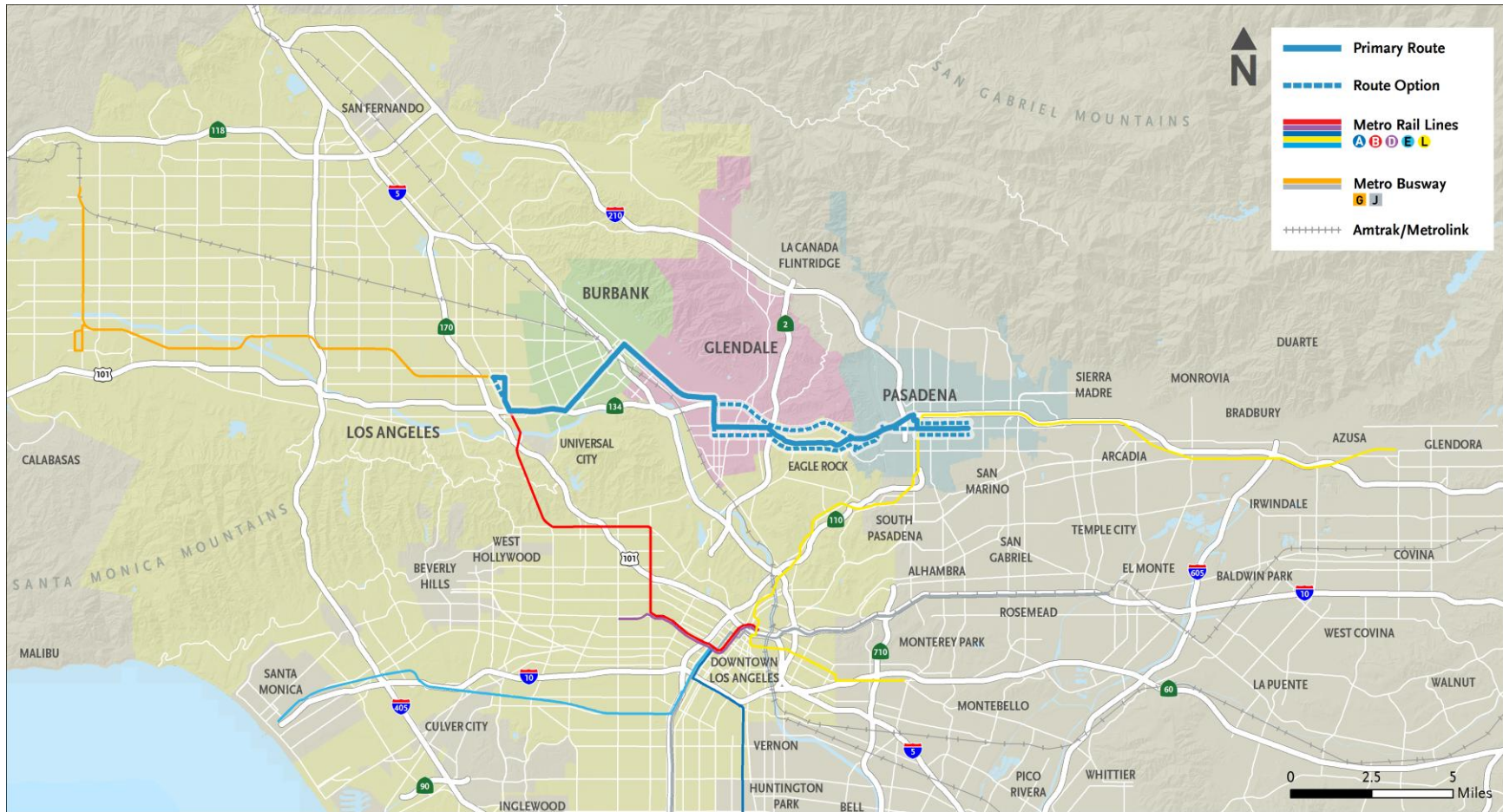
The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood B/G Line (Red/Orange) Station in the City of Los Angeles through the Cities of Burbank and Glendale and into the City of Pasadena ending at Pasadena City College. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. **Figure ES-1** shows the regional context of the Project Corridor.

The Proposed Project includes options for the BRT route and configurations. This was necessary due to public feedback during the completion of the Alternatives Analysis and Draft EIR scoping feedback. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that all stakeholders and the agency decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

ES.1 PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Draft EIR to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.). The Draft EIR will inform public agency decision-makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects. The Draft EIR will also enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

Figure ES-1 – Regional Context of the Study Corridor



SOURCE: Terry A. Hayes Associates Inc., 2020.

Metro serves as the lead agency for the Proposed Project and has the principal responsibility for approving the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In determining whether to approve a project that would result in significant adverse environmental effects, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

This Draft EIR is an informational document designed to identify the potentially significant impacts of the Proposed Project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and potentially feasible alternatives to the Proposed Project that would avoid or reduce the significant impacts; and to identify any significant unavoidable adverse impacts that cannot be mitigated.

ES.2 ENVIRONMENTAL REVIEW PROCESS

In May 2019, an Alternatives Analysis Report, including its findings and recommendations, was presented to the Metro Board of Directors. The Metro Board directed staff to initiate a Draft EIR. In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on June 14, 2019, to the State Clearinghouse and June 17, 2019, to various other public agencies and the general public for a 45-day review and comment period. During the initial 45-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on August 15, 2019. Five scoping meetings were held in July 2019 to facilitate public review and comment on the Proposed Project and the Draft EIR. Metro received a total of 2,584 comments during the public scoping period. Generally, comments received were a mix of both supportive and opposed sentiments toward the Proposed Project.

After the public review and comment period, written responses to all written comments and oral testimony pertaining to environmental issues received during the comment period will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to the agencies for review prior to consideration of the Final EIR by Metro's Board.

Upon completion of the Final EIR and other required documentation, the Metro Board may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.

Opportunities for the public to provide comments and participate in virtual public hearings are indicated on the following page.

| Public Hearings | |
|---|--|
| <p>Metro will conduct two virtual public hearing to take testimony on the Draft EIR during the public review and comment period. Public hearings will not be in person to promote community safety related to Coronavirus 2019/2020.</p> <p>The presentation may be viewed during the public review period at: https://www.metro.net/projects/noho-pasadena-corridor/</p> | |
| <p><u>Virtual public hearings will take place during the following dates and times:</u></p> | |
| <p>Date: Thursday, November 12, 2020</p> <p>Time: 6:00 p.m. – 8:00 p.m.</p> <p>Online link: https://zoom.us/j/93362737314</p> <p>Telephone: (877) 853-5247 (Toll Free) (888) 788 0099 (Toll Free) (833) 548 0276 (Toll Free) (833) 548 0282 (Toll Free)</p> <p>Webinar ID: 933 6273 7314</p> | <p>Date: Saturday, November 14, 2020</p> <p>Time: 11:00 a.m. – 1:00 p.m.</p> <p>Online link: https://zoom.us/j/93255094044</p> <p>Telephone: (833) 548-0276 (Toll Free) (833) 548-0282 (Toll Free) (877) 853-5247 (Toll Free) (888) 788-0099 (Toll Free)</p> <p>Webinar ID: 932 5509 4044</p> |
| Public Comments | |
| <p>The public review and comment period for this Draft EIR is from October 26, 2020 to December 10, 2020. During this period, public agencies, organizations, and individuals may submit written comments concerning the adequacy of the Draft EIR to:</p> <p style="text-align: center;">Scott Hartwell, Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, Mail Stop: 99-22-6 Los Angeles, CA 90012 Email: nohopasbrt@metro.net</p> <p>You may also call the North Hollywood Pasadena BRT Corridor Project hotline (213) 418-3228 and leave a message.</p> | |

ES.3 PROJECT OBJECTIVES

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro’s Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

ES.4 PROJECT HISTORY

The North Hollywood to Pasadena BRT Corridor was identified by Metro's 2013 Countywide Bus Rapid Transit and Street Design Improvement Study as one of the region's most heavily traveled corridors without a premium bus service. This led to the North Hollywood to Pasadena BRT Corridor Technical Study, completed in March 2017, which explored the feasibility and performance of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The North Hollywood to Pasadena BRT Corridor Planning and Environmental Study was initiated in August 2018 to further study BRT concepts. Metro launched an extensive public outreach effort to provide project updates and to solicit feedback on the two initial BRT concepts identified in the BRT Corridor Technical Study. This outreach effort included five community meetings in addition to approximately 40 individual briefings with the affected cities' elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the Metro outreach team attended neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information at the North Hollywood Metro B/G Line (Red/Orange) Station.

Field reviews were conducted to evaluate potential routing and station opportunities and constraints, as well as land uses. Concurrently, a comprehensive database of street cross sections, existing transit service characteristics, and other data was assembled and evaluated to inform the screening and evaluation of alternatives in the North Hollywood to Pasadena Alternatives Analysis Report. The results of the initial screening analysis were synthesized into three distinctive refined routes to further study — street-running, freeway-running, and hybrid street/freeway-running. Each of these three routes extended from the Metro B/G Line (Red/Orange) terminus on Lankershim Boulevard and terminated at the Pasadena City College near Colorado Boulevard at Hill Avenue in Pasadena. It was determined that the street-running route best met the Project's Objectives and would achieve the highest number of overall benefits, including ridership potential, connectivity, transit-orientated community opportunities, equity, and environmental benefits. Promising route segments from the other two screened routes were also recommended to be carried forward, resulting in a refined street-running route with options.

The Alternatives Analysis Report describes routes that were eliminated from consideration. Combined with the feedback received from the various communities, several of the initial routing options were eliminated from further consideration — three from the Primary Street Concept and two from the Primary Freeway Concept. Routes that were eliminated from consideration included, Chandler Boulevard (North Hollywood – Burbank), Magnolia Boulevard (North Hollywood – Burbank), Brand Boulevard (Glendale), Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5, and Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena).

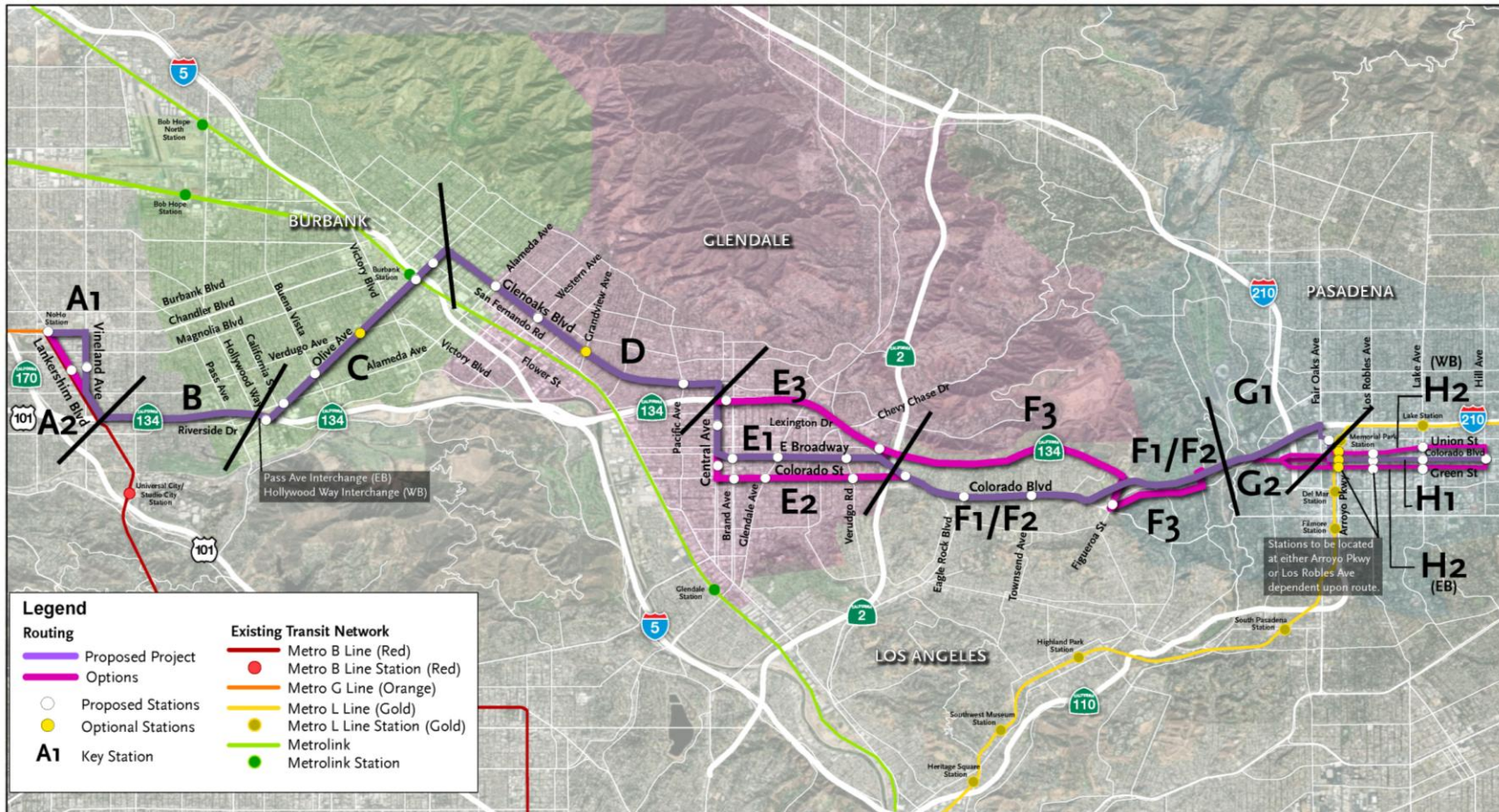
ES.5 PROPOSED PROJECT

The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Project Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. Route options including in one segment, bus lane configuration options, are evaluated in the EIR in response to input received during completion of the Alternatives Analysis and EIR scoping period: It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that Metro decision-makers and all stakeholders would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

Figure ES-2 shows the Proposed Project and route options. **Table ES-1** provides the bus lane configurations for each route segment of the Proposed Project and route options.

Figure ES-2 – Proposed Project with Route Options



SOURCE: Terry A. Hayes Associates Inc., 2020.

Table ES-1 – Route Segments

| Key | Segment | From | To | BRT Lane Configuration | Stations |
|-------------------------|---|--|--------------------------------------|--|--|
| A1 (Project) | Lankershim Blvd. | N. Chandler Blvd. | Chandler Blvd. | Mixed-Flow | <ul style="list-style-type: none"> Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange) |
| | Chandler Blvd. | Lankershim Blvd. | Vineland Ave. | Side-Running ¹ Mixed-Flow ² | |
| | Vineland Ave. | Chandler Blvd. | Lankershim Blvd. | Center-Running | <ul style="list-style-type: none"> Hesby St. |
| | Lankershim Blvd. | Vineland Ave. | SR-134 Interchange | Center-Running Mixed-Flow ³ | |
| A2 (Option) | Lankershim Blvd. | N. Chandler Blvd. | SR-134 Interchange | Side-Running Curb-Running ⁴ | <ul style="list-style-type: none"> Hesby St. |
| B (Project) | SR-134 Freeway | Lankershim Blvd. | Pass Ave. (EB) Hollywood Wy. (WB) | Mixed-Flow | |
| C (Project) | Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB) | SR-134 Freeway | Olive Ave. | Mixed-Flow ⁵ | |
| | Olive Ave. | Hollywood Wy. (WB) Riverside Dr. (EB) | Glenoaks Blvd. | Curb-Running | <ul style="list-style-type: none"> Riverside Dr. Alameda Ave. Buena Vista St. Verdugo Ave. (optional station) Olive Avenue bridge over Front St. and Burbank-Downtown Metrolink Station San Fernando Blvd. |
| D (Project) | Glenoaks Blvd. | Olive Ave. | Central Ave. | Curb-Running Median-Running ⁶ | <ul style="list-style-type: none"> Alameda Ave. Western Ave. Grandview Ave. (optional station) Pacific Ave. |

| Key | Segment | From | To | BRT Lane Configuration | Stations |
|---------------------|-------------------------------------|----------------|---|--|---|
| E1 (Project) | Central Ave. | Glenoaks Blvd. | Broadway | Mixed Flow Side-Running ⁷ | <ul style="list-style-type: none"> • Lexington Dr. |
| | Broadway | Central Ave. | Colorado Blvd. | Side-Running | <ul style="list-style-type: none"> • Brand Blvd. • Glendale Ave. • Verdugo Rd. |
| E2 (Option) | Central Ave. | Glenoaks Blvd. | Colorado St. | Mixed-Flow Side-Running ⁷ | <ul style="list-style-type: none"> • Lexington Dr. • Americana Wy. |
| | Colorado St. – Colorado Blvd. | Central Ave. | Broadway | Side-Running | <ul style="list-style-type: none"> • Brand Blvd. • Glendale Ave. • Verdugo Rd. |
| E3 (Option) | Central Ave. | Glenoaks Blvd. | Goode Ave. (WB) Sanchez Dr. (EB) | Mixed-Flow | |
| | Goode Ave. (WB) Sanchez Dr. (EB) | Central Ave. | Brand Blvd. | Mixed-Flow | <ul style="list-style-type: none"> • Brand Blvd. |
| | SR-134 ⁸ | Brand Blvd. | Harvey Dr. | Mixed-Flow | <ul style="list-style-type: none"> • Harvey Dr. |
| F1 (Option) | Colorado Blvd. | Broadway | Linda Rosa Ave. (SR-134 Interchange) | Side-Running Center Running ⁹ | <ul style="list-style-type: none"> • Eagle Rock Plaza • Eagle Rock Blvd. • Townsend Ave. |
| F2 (Project) | Colorado Blvd. | Broadway | Linda Rosa Ave. (SR-134 Interchange) | Side-Running | <ul style="list-style-type: none"> • Eagle Rock Plaza • Eagle Rock Blvd. • Townsend Ave. |
| F3 (Option) | SR-134 | Harvey Dr. | Figueroa St. | Mixed-Flow | |
| | Figueroa St. | SR-134 | Colorado Blvd. | Mixed-Flow | <ul style="list-style-type: none"> • Colorado Blvd. |
| | Colorado Blvd. | Figueroa St. | SR-134 via N. San Rafael Ave. Interchange | Mixed-Flow | |
| G1 (Project) | SR-134 | Colorado Blvd. | Fair Oaks Ave. Interchange | Mixed-Flow | |
| | Fair Oaks Ave. | SR-134 | Walnut St. | Mixed-Flow | |
| | Walnut St. | Fair Oaks Ave. | Raymond Ave. | Mixed-Flow | |
| | Raymond Ave. | Walnut St. | Colorado Blvd. or Union St./Green St. | Mixed-Flow | <ul style="list-style-type: none"> • Holly St. - Metro L Line (Gold) |

| Key | Segment | From | To | BRT Lane Configuration | Stations |
|-----------------|---------------------------------------|--|----------------------------|------------------------|---|
| G2 (Option) | SR-134 | Colorado Blvd. | Colorado Blvd. Interchange | Mixed-Flow | |
| | Colorado Blvd. or Union St./Green St. | Colorado Blvd. Interchange ¹⁰ | Raymond Ave. | Mixed-Flow | <ul style="list-style-type: none"> • Arroyo Pkwy. Metro L Line (Gold) |
| H1 (Project) | Colorado Blvd. | Raymond Ave. | Hill Ave. | Mixed-Flow | <ul style="list-style-type: none"> • Los Robles Ave.¹¹ • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College |
| H2 (Option) | Union St. (WB) Green St. (EB) | Raymond Ave. ¹² | Hill Ave. | Mixed-Flow | <ul style="list-style-type: none"> • Los Robles Ave.¹³ • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College |

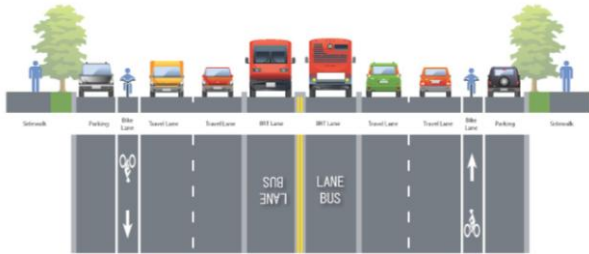

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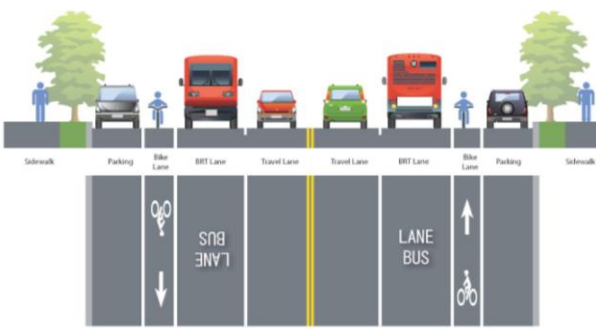
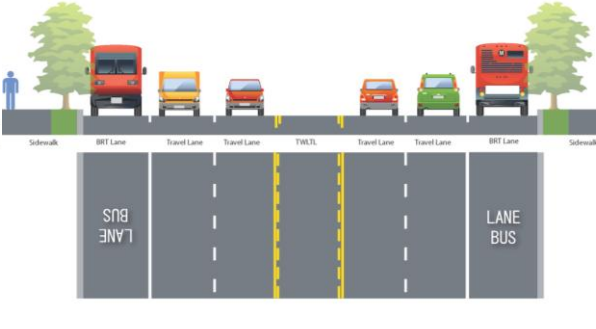
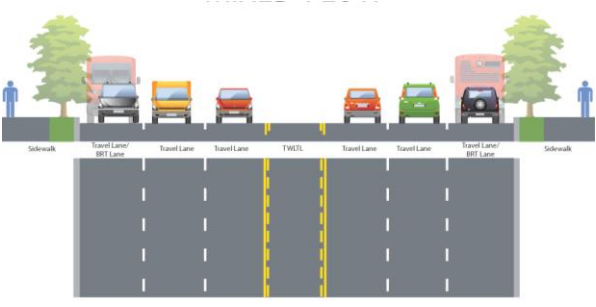
1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. Side-running BRT lanes transition to curb-running BRT lanes to the south of Huston St.
5. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
6. Curb-running BRT lanes transition to median-running BRT lanes at Providencia Ave.
7. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
8. Route continues via Broadway to Colorado Blvd./Broadway intersection (Project Route F2 and Route Option F1) or via SR-134 (Route Option F3).
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Route option is a couplet that would leave/join Colorado Blvd. via St. John Ave.
11. Los Robles Ave. station would not be included if paired with Route Option G2.
12. Route would transition to Colorado Blvd. at St. John Ave. if paired with Route Option G2.
13. Los Robles Ave. station would not be included if paired with Route Option G2.

ES.6 LANE CONFIGURATIONS AND TREATMENTS

The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians. The treatments for the Proposed Project and treatment options being assessed in the Draft EIR are shown in **Table ES-2**.

Table ES-2 – Lane Configuration and Treatments

| Center-Running | Median-Running |
|--|--|
| <p>Center-running bus lanes typically provide two lanes (one for each direction of travel) in the center of the roadway. Center-running bus lanes may be physically separated from adjacent traffic by short raised-curbs to provide an exclusive guideway for BRT vehicles or can simply be delineated with pavement markings. In order to preclude roadway traffic from turning across the bus lanes, a physical barrier such as a short raised-median barrier between the two bus lanes may be provided. Cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p> | <p>In median-running segments, the BRT service operates within dedicated lanes adjacent to a median (i.e., the left-most lane in the direction of travel). Stations can be placed within the median (for buses with left-hand side doors). Alternatively, the median can be reconfigured in the station area to provide loading islands located outside of the bus lanes (for buses with standard right-hand side doors.) A median-running bus lane may also be physically separated from parallel roadway traffic in a defined guideway through the use of short raised-curbs or rumble strips. Similar to the center-running configuration, cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p> |
|  <p>The diagram illustrates a center-running bus lane configuration. It shows a cross-section of a roadway with two bus lanes in the center, separated by a raised median barrier. The bus lanes are flanked by travel lanes, transit lanes, and parking areas. The bus lanes are labeled 'LANE BUS' and 'LANE BUS'. The diagram also shows a bicycle lane on the right side of the roadway.</p> |  <p>The diagram illustrates a median-running bus lane configuration. It shows a cross-section of a roadway with a median in the center. The bus lanes are located on either side of the median, separated by a raised curb. The bus lanes are labeled 'LANE BUS' and 'LANE BUS'. The diagram also shows a bicycle lane on the right side of the roadway.</p> |

| Side-Running | Curb-Running |
|--|---|
| <p>Side-running bus lanes dedicate the right-most travel lane to BRT vehicles. Side-running bus lanes are separated from the curb by bicycle lanes, parking lanes, or both, and may allow for right-turns to be made from the curb lane at intersections reducing conflicts with buses. Otherwise, right-turns are allowed to be made from the bus lane. Because station placement is adjacent to the sidewalk, stations are typically developed with bulb outs or curb extensions, enhancing walkability and the pedestrian environment. Station siting and design treatment should minimize conflicts with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic.</p>  | <p>Curb-running bus lanes place the dedicated bus lane immediately adjacent to the curb, which eliminates parking or restricts parking to time periods when the bus lane is not operational. Like the side-running bus lanes configuration, a curb extension may be provided; however, operation along the curb may preclude development of a bulb out. This type of runningway can experience friction or interaction with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic, which typically merges into the bus lane prior to turning.</p>  |
| Mixed-Flow | |
| <p>Mixed-flow operation may be provided along the BRT route where buses need to transition from one busway configuration to another such as from center-running to side-running, where buses may need to weave into another lane to make a turn, or where traffic operational or geometric constraints make provision of a dedicated lane impractical. In mixed-flow sections, transit priority at intersections may still be provided to facilitate BRT operations.</p> |  |

Illustrations have been developed to visually show how the Proposed Project would be incorporated into the communities. These illustrations are shown in **Figure ES-3** through **Figure ES-13**.

Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project



SOURCE: Kilograph, 2020

Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project



SOURCE: Kilograph, 2020

Figure ES-5 – Burbank – Olive Avenue Pre-Project



SOURCE: Kilograph, 2020

Figure ES-6 – Burbank – Olive Avenue Post-Project



SOURCE: Kilograph, 2020

Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project



SOURCE: Kilograph, 2020

Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project



SOURCE: Kilograph, 2020

Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project



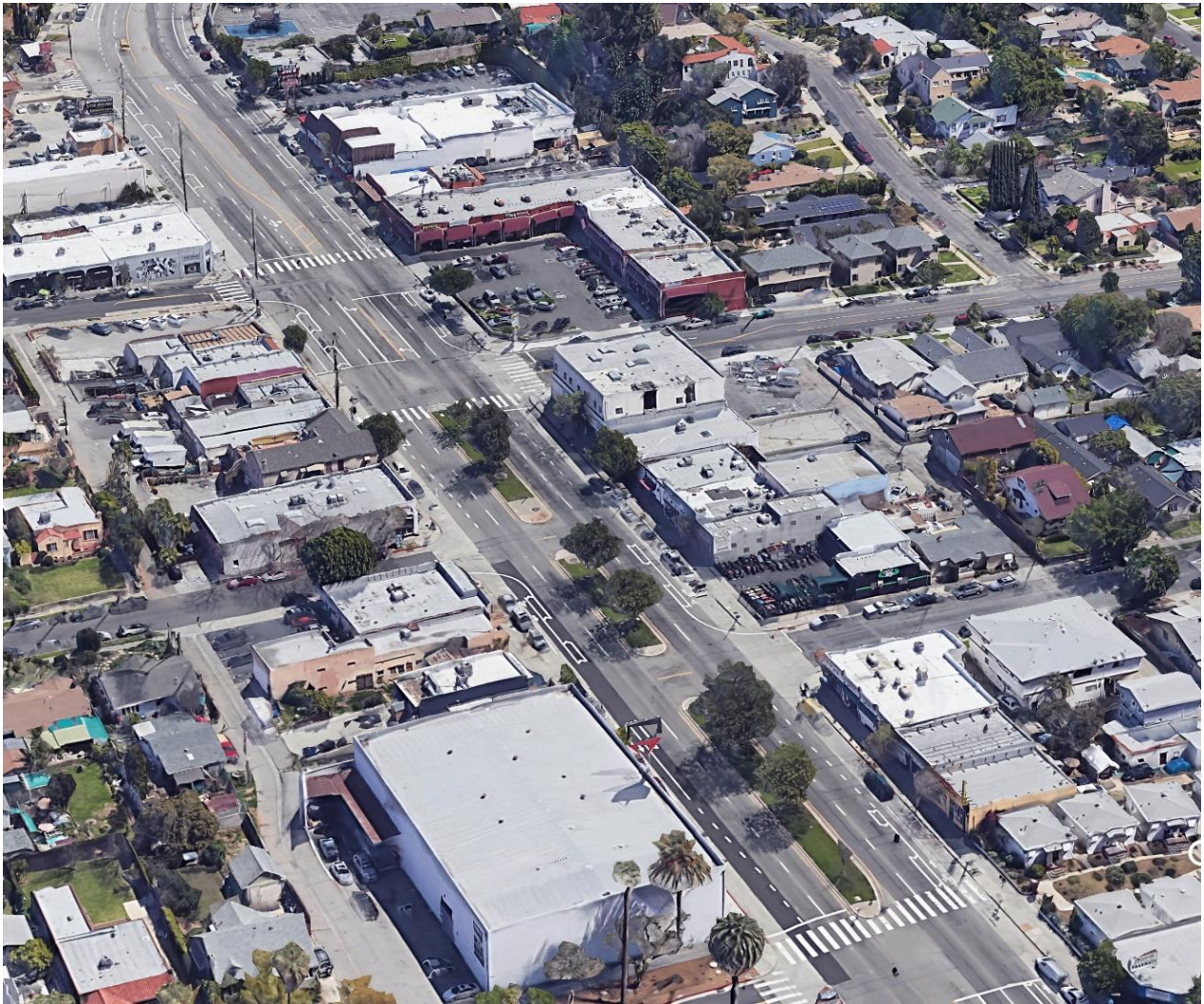
SOURCE: Kilograph, 2020

Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project



SOURCE: Kilograph, 2020

Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project



SOURCE: Kilograph, 2020

**Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Proposed Project
(Side-Running Configuration)**



SOURCE: Kilograph, 2020

**Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Option F1
(Center-Running Configuration)**



SOURCE: Kilograph, 2020

ES.7 TRANSIT SIGNAL PRIORITY

TSP expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green:** When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green:** When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.

- **Transit Phase:** A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

ES.8 ENHANCED STATIONS

Metro BRT stations are designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations are distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of part approach, similar to Metro rail stations. Although the kit of parts approach is under development by Metro, station elements as described below would be utilized to establish a minimum requirement of baseline of amenities for platforms. At locations with higher ridership or where space allows, additional enhanced amenities would be provided to support the Proposed Project. Stations siting would allow for safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes.

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

Metro is considering near-level boarding which may be achieved by a combination of a raised curb along the boarding zone and/or ramps to facilitate loading and unloading. It is anticipated that BRT buses would support all door boarding with on-board fare collection transponders in lieu of deployment of ticket vending machines at stations.

The Proposed Project includes 35 possible station sites. This includes 21 potential stations along with two optional (future infill) stations along the Proposed Project route, plus an additional 12 potential station locations along route option segments, as indicated in **Table ES 3**. Of the 21 proposed stations, four would be along islands within the street, and the remaining 17 stations would be along the sidewalk, with curb extensions at some locations.

Table ES 3 – Proposed/Optional Stations

| Jurisdiction | Proposed Project Stations | Route Option Stations |
|--|--|--|
| North Hollywood (City of Los Angeles) | North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station) | |
| | Vineland Ave./Hesby St. | Lankershim Blvd./Hesby St. |
| City of Burbank | Olive Ave./Riverside Dr. | |
| | Olive Ave./Alameda Ave. | |
| | Olive Ave./Buena Vista St. | |
| | Olive Ave./Verdugo Ave. (optional station) | |
| | Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station) | |
| | Olive Ave./San Fernando Blvd. | |
| City of Glendale | Glenoaks Blvd./Alameda Ave. | |
| | Glenoaks Blvd./Western Ave. | |
| | Glenoaks Blvd./Grandview Ave. (optional station) | |
| | Central Ave./Lexington Dr. | Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd. |
| | | Central Ave./Americana Way |
| | Broadway/Brand Blvd. | Colorado St./Brand Blvd. |
| | Broadway/Glendale Ave. | Colorado St./Glendale Ave. |
| | Broadway/Verdugo Rd. | Colorado St./Verdugo Rd. |
| | SR 134 EB off-ramp/WB on-ramp west of Harvey Dr. | |
| Eagle Rock (City of Los Angeles) | Colorado Blvd./Eagle Rock Plaza | |
| | Colorado Blvd./Eagle Rock Blvd. | |
| | Colorado Blvd./Townsend Ave. | Colorado Blvd./Figueroa St. |
| City of Pasadena | Raymond Ave./Holly St. ¹ (near Metro L Line (Gold) Station) | |
| | Colorado Blvd./Arroyo Pkwy. ² | Union St./Arroyo Pkwy. (WB) ² Green St./Arroyo Pkwy. (EB) ² |
| | Colorado Blvd./Los Robles Ave. ¹ | Union St./Los Robles Ave. (WB) ¹ Green St./Los Robles Ave. (EB) ¹ |
| | Colorado Blvd./Lake Ave. | Union St./Lake Ave. (WB) Green St./Lake Ave. (EB) |
| | Pasadena City College (Colorado Blvd./Hill Ave.) | Pasadena City College (Hill Ave./Colorado Blvd.) |

¹With Fair Oaks Ave. interchange routing.

²With Colorado Blvd. interchange routing.

³This location could also accommodate boardings for the Proposed Project.

ES.9 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used for the Proposed Project consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Construction activities would likely occur during daytime hours. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. For these specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook is a leading source of information for traffic control in low-speed/short-duration work areas. It provides quick reference traffic control guidelines for work activities for contractors, cities, counties, utilities and other agencies responsible for such work. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

ES.10 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during weekday evenings (after 7:00 p.m.), and with 15-minute frequency during the day on weekends tapering to 30 minutes on weekend evenings. The

BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated to be in service along the route during peak operations. Charging infrastructure would be available at the North Hollywood Station and Pasadena City College termini as well as at the Metro El Monte (Division 9) facility, which is where it is expected that buses would be stored.¹ The Proposed Project has an anticipated opening date in 2024.

When operations commence in 2024, it is possible that the fleet would consist of compressed natural gas (CNG) buses until zero-emission electric buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions. The Metro Board in 2017 unanimously adopted a motion endorsing a comprehensive plan to transition the agency to a 100 percent zero emission bus fleet by 2030.

ES.11 RIDERSHIP

The Proposed Project is forecast to attract 34,950 boardings in 2042. Transportation modeling was also completed for the route options. It was determined that the route options would attract less ridership, but the associated regional vehicle miles traveled would not significantly change compared to the Proposed Project. The difference in regional vehicle miles traveled was approximately 0.003 percent for all route options.

ES.12 PROJECT COST AND FUNDING

The Proposed Project is funded by Measure M and Senate Bill 1, which provide a total of \$267 million in funding.

Capital Costs

Capital costs for the Proposed Project were estimated based on the Concept Plans. The approach for developing the capital cost estimate used the Standard Cost Category format developed by the Federal Transit Administration, which captures both the “hard” infrastructure construction costs of a project and the “soft” costs like professional services, right-of-way acquisition, contingency, and inflation. An individual estimate was prepared for each route segment (and segment options) to capture and identify the costs associated with each segment, and to assist in the evaluation of the segment options. There are several project costs that are not attributable to an individual segment, therefore an estimate was prepared for “overall” project items, including the bus vehicles and spare parts allowance.

¹ Charging infrastructure is currently being designed for installation at North Hollywood Station for the Metro G Line (Orange) and additional bus service that accesses this station. Charging infrastructure could potentially be accommodated by displacing a number of surface parking spaces at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte facility, Metro will be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.

The results of the conceptual capital cost estimates for the Proposed Project and Route Options indicate a range of approximately \$253 million to \$371 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering, and environmental analysis that has been completed for the Project. The level of estimating detail would increase as the project design and engineering advances.

Operations and Maintenance (O&M) Costs

An O&M cost model was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. O&M costs are expressed as the annual total of employee wages and salaries, fringe benefits, contract services, materials and supplies, utilities and other day-to-day expenses incurred in the operation and maintenance of a transit system. O&M costs include costs directly related to the provision of transit service (e.g., bus operators and mechanics), and an allocation of administrative functions to each mode of service that is related to the provision of transit service (e.g., customer service, finance and accounting).

The BRT O&M cost model uses the following service supply characteristics as inputs for estimating annual O&M costs:

- Annual Revenue Bus-Hours
- Annual Revenue Bus-Miles
- Peak Buses
- BRT Station Platforms
- BRT Directional Lane Miles
- BRT Maintenance Facilities (Garages)

The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from \$16.6 million to \$18.5 million.

ES.13 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Areas of Controversy

Known areas of controversy associated with the Draft EIR include:

- **Loss of travel lanes:** Travel lanes would be converted into BRT lanes at various locations along the 18-mile alignment including Glenoaks Boulevard, Central Avenue and Broadway in Glendale.
- **Bicycle lane changes:** Under the Proposed Project, a Class II bicycle lane (striped buffer separating bicycle lanes from vehicle lanes) in the Eagle Rock community of the City of Los Angeles would be converted to a multimodal shared bus/bicycle lane. This change would occur under Route Option F2 on Colorado Boulevard.

- **Medians:** Under the Proposed Project, Vineland Avenue would be reconstructed in the City of Los Angeles and the existing raised medians would be removed in order to accommodate new center-running bus lanes. Median modifications would also occur at intersections along Glenoaks Boulevard in the City of Glendale under the Proposed Project and along Colorado Boulevard in Eagle Rock under Route Option F1. During the scoping period, comments were submitted to Metro opposed to median removal.
- **Construction activities:** Controversial construction effects include business access, air pollution, and noise.
- **Parking:** Parking loss is not an issue addressed in the CEQA Guidelines and therefore not addressed in the Draft EIR. Metro acknowledges that parking loss affects businesses and residents in the corridor. The Project Description of the Draft EIR characterizes locations of potential parking loss. This information will be provided to Metro Board for consideration when considering approval of the Proposed Project.

Issues to be Resolved

Issues to be resolved associated with the Draft EIR include:

- **Maintenance Facility:** Metro has capacity for maintaining Proposed Project buses at multiple existing facilities. The specific facility has not been identified at this time, although the likely location is the existing Metro bus facility in El Monte.
- **Electric Buses:** Metro is committed to a fully electrified bus fleet by 2030. The specific implementation date for the Proposed Project has not been identified and natural gas may be used to power buses in the 2024 opening year.
- **Potential charging station at Pasadena City College:** Metro and Pasadena City College are discussing a charging station at the terminus by the campus. The environmental effects of the potential charging station are considered in this document.

ES.14 COMPARISON OF THE PROPOSED PROJECT AND ROUTE OPTIONS

A high-level analysis has been completed to compare the Proposed Project and the route options. **Table ES-4** shows various metrics, including mobility, transit orientated communities, cost, and transportation facilities. **Table ES-5** shows the potential environmental effects associated with the Proposed Project and the route options. This information would be considered by the Metro Board of Directors when determining if the Proposed Project will be approved for implementation. The metrics are described below:

Table ES-4 – Comparison of Route Options

| District | Alt. | Benefits | | | | | | Costs and Effects | | | | |
|-----------------|------|---------------------|-------------------------|-------------------|------------------------------|------------------|--------------------|-------------------|---------------------------|---------|----------|---------------------------|
| | | Mobility | | | Transit Oriented Communities | | | Cost | Transportation Facilities | | | |
| | | Segment Travel Time | Travel Time Reliability | Station Boardings | Transit Connectivity | First/ Last Mile | Economic Potential | Capital Cost | Traffic & Circulation | Parking | Bicycles | Pedestrians & Streetscape |
| North Hollywood | A1 | x | ✓ | ✓ | ✓ | ✓ | ✓ | x | ✓ | x | ✓ | ✓ |
| | A2 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | x | x | x | x |
| Glendale | E1 | x | ✓ | ✓ | ✓ | ✓ | ✓ | x | x | ✓ | ✓ | ✓ |
| | E2 | x | ✓ | ✓ | ✓ | ✓ | ✓ | x | x | ✓ | ✓ | ✓ |
| | E3 | ✓ | x | x | x | x | x | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eagle Rock | F1 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | x | x | x | ✓ | x |
| | F2 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | x | ✓ | ✓ | x | ✓ |
| | F3 | ✓ | x | x | x | x | x | ✓ | ✓ | ✓ | ✓ | ✓ |
| Pasadena | G1 | x | ✓ | ✓ | ✓ | ✓ | ✓ | x | ✓ | ✓ | ✓ | ✓ |
| | G2 | ✓ | ✓ | x | x | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Pasadena | H1 | ✓ | x | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | H2 | ✓ | ✓ | x | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

Notes:

- ✓ - Best performing route option(s) for the segment
- x - Poorest performing route option(s) for the segment

SOURCE: Kimley-Horn, 2020.

Mobility Benefits

- Travel Time – The evaluation is based upon the 2042 projected AM peak period segment travel time. Travel time differences of 30 seconds or more were considered.
- Travel Time Reliability – Segments with dedicated bus lanes provide higher reliability. Freeway segments would have low reliability due to peak hour congestion resulting in high variability.
- Station Boardings – The evaluation is based upon the total projected boardings for all stations within a particular route segment.

Transit Oriented Communities Benefits

- Transit Connectivity – Reflects transit integration and opportunities to transfer to other services based upon stations included in the segment.
- First/Last Mile – The evaluation considers walk and bike access to stations within the segment.
- Economic Potential – Reflects the economic potential of stations within the segment considering development patterns, land values and real estate trends, and the potential of the BRT to catalyze community development.

Cost and Effects

- Capital Cost – Indicates route options with higher or lower capital cost.
- Traffic & Circulation – The evaluation considers potential increased congestion associated with conversion of general-purpose lanes to dedicated bus lanes as well as modifications to circulation patterns resulting from reconfiguration of roadways along the BRT route to accommodate bus lanes.
- Parking – Reflects the potential for potential loss of parking due to reconfiguration of the roadway along the BRT route to accommodate bus lanes.
- Bicycles – Indicates route options which may have a beneficial or negative effect on existing and planned bicycle facilities along the BRT route.
- Pedestrians & Streetscape – Reflects potential effects such as sidewalk narrowing to accommodate bus lanes as well as modifications to roadway medians and sidewalk areas which may result in the elimination of existing landscape.

Key observations regarding the indicated trade-offs in each of the five segments where route options are defined are as follows:

- North Hollywood – The proposed project route option A1 via Chandler Boulevard to Vineland Avenue to Lankershim Boulevard is slightly slower and more costly than route option A2 entirely via Lankershim Boulevard but, unlike route option A2, does not reduce the number of through lanes on Lankershim Boulevard north of Camarillo Street. The proposed project route option A1 retains all through lanes and also adds a

Class IV cycle track for bicycles along Vineland Avenue, so A2 was indicated as having poorer performance for bicycles. Route option A2 reduces travel lanes on Lankershim Boulevard north of Camarillo Street and would reduce sidewalk widths along Lankershim Boulevard south of Camarillo Street. There would be some loss of parking associated with either option.

- Glendale – The proposed project route option E1 via Central Avenue to Broadway would provide similar travel time benefits as route option E2 via Central Avenue to Colorado Street. No negative effects were identified for bicycles; however, the proposed project route option E1 would provide a dedicated bus lane along Broadway which would provide more protection for cyclists compared to the existing condition in which cyclists share the road along this route which is designated as a Class III facility in the Glendale bicycle plan. Contrasting either of these route options to route option E3 via Central Avenue connecting to the SR-134 freeway at Brand Boulevard and following the freeway to Harvey Drive, the E3 freeway option would have the fastest travel time and lowest construction cost, but would have relatively poor travel time reliability, low ridership, poor transit connectivity, and poor first/last mile station access.
- Eagle Rock – Route options F1 and F2 would both follow Colorado Boulevard through Eagle Rock, however the configuration for the proposed project, F2, would preserve the travel lanes along the roadway to provide two continuous through lanes along with a shared bus and bicycle lane, which would remove the existing Class II bicycle lane where present (it is discontinuous). Route option F2 would also retain all of the existing parking (with minor losses at stations) and would not conflict with the ATP Cycle 2 improvements under development by the City of Los Angeles. The alternative configuration in route option F1 would retain a narrowed buffered Class II bike lane as well as two continuous through lanes but would result in loss of about one half of the on-street parking as well as the raised landscaped median east of Eagle Rock Boulevard to accommodate side-running bus lanes from Broadway to Ellenwood Drive transitioning to center-running bus lanes from El Rio Avenue to Dahlia Drive (westbound) or Linda Rosa Avenue (eastbound). Left turns across the bus lane would be restricted to major intersections and various minor cross streets; however, turn pockets would be provided for left-turn movements improving safety. By contrast, route option F3, which would be routed via the SR-134 freeway exiting at the Figueroa Street interchange to serve a station at the Figueroa Street / Colorado Boulevard intersection, would have the fastest travel time and lowest construction cost, but would have poorer ridership, less travel time reliability, less transit connectivity and poorer first/last mile station access compared to either route option F1 or F2.
- Pasadena – The proposed project route option G1 via the Fair Oaks Avenue interchange to Walnut Avenue to Raymond Avenue would have a longer travel time compared to route option G2 via the Colorado Boulevard interchange and it would be more costly with an added station along Raymond Avenue at Holly Street adjacent to the Memorial Park L Line (Gold) station. However, because of this station, route option G1 would have higher ridership and transit connectivity compared to route option G2.

The proposed project route option H1 via Colorado Boulevard would have a similar travel time, but lower travel time reliability compared to the route option H2 routed via the Green Street / Union Street couplet; however, route option H1 via Colorado Boulevard would have higher ridership. There would be no other substantial differences.

Table ES-5 provides a summary of the environmental impacts associated with the Proposed Project and each route option. **Table ES-6** provides a summary of the impact statements associated with each route option. This table shows that the environmental impacts in North Hollywood for Route Options A1 and A2 are similar. In Glendale, Route Option E3 would be the least environmentally impactful route while Route Options E1 and E2 would have similar impacts. In Eagle Rock, Route Option F3 would be the least environmentally impactful route. Route Option F2 would be slightly less environmentally impactful than Route Option F1. In Pasadena, Route Options G1, G2, H1, and H2 would all have similar environmental impacts.

ES.15 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified in the Draft EIR.

ES.16 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This Draft EIR has been prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts.

Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels and impacts that are less than significant or non-existent.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3.0 Environmental Impact Analysis and Chapter 4, Other Environmental Considerations. **Table ES-7** provides a summary of the potential environmental impacts, recommended mitigation measures, and the level of significance after mitigation.

Table ES-5 – Summary of Impacts

| Proposed Project/Alternative | | Environmental Resource | | | | | | | | | | |
|------------------------------------|-----------------|------------------------|-------------|----------------------|--------------------|---------------------|-------------------|------------|-------|---------------------|--|------------|
| District | Options | Aesthetics | Air Quality | Biological Resources | Cultural Resources | Energy Resources | Geology and Soils | GHG | Noise | Transportation | Tribal | |
| Proposed Project and Route Options | North Hollywood | A1 (Proposed Project) | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6 | LTSM CUL-2 |
| | | A2 | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | LTSM CUL-2 |
| | Glendale | E1 (Proposed Project) | LTSM CUL-1 | LTS | LTSM BIO-1 | LTSM CUL-1 CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6 | LTSM CUL-2 |
| | | E2 | LTSM CUL-1 | LTS | LTSM BIO-1 | LTSM CUL-1 CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6 | LTSM CUL-2 |
| | | E3 | NI | LTS | NI | NI | LTS | LTSM GEO-1 | NI | LTS | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | NI |

| Proposed Project/Alternative | | Environmental Resource | | | | | | | | | | |
|------------------------------------|------------|--------------------------|------------------------|----------------------|--------------------|------------------|-------------------|---------------|-------|------------------------|--|---------------|
| District | Options | Aesthetics | Air Quality | Biological Resources | Cultural Resources | Energy Resources | Geology and Soils | GHG | Noise | Transportation | Tribal | |
| Proposed Project and Route Options | Eagle Rock | F1 | LTSM VIS-1 VIS-2 | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6 | LTSM CUL-2 |
| | | F2 (Proposed Project) | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6 | LTSM CUL-2 |
| | | F3 | LTS | LTS | NI | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTS | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | LTSM CUL-2 |
| | Pasadena | G1 (Proposed Project) | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | LTSM CUL-2 |
| | | G2 | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | LTSM CUL-2 |

| Proposed Project/Alternative | | Environmental Resource | | | | | | | | | |
|------------------------------|--------------------------|------------------------|-------------|----------------------|--------------------|------------------|-------------------|-----|------------------------|--|---------------|
| District | Options | Aesthetics | Air Quality | Biological Resources | Cultural Resources | Energy Resources | Geology and Soils | GHG | Noise | Transportation | Tribal |
| Pasadena | H1 (Proposed Project) | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | LTSM CUL-2 |
| | H2 | LTS | LTS | LTSM BIO-1 | LTSM CUL-2 | LTS | LTSM GEO-1 | NI | LTSM NOI-1 NOI-2 | LTSM TRA-1 TRA-2 TRA-3 TRA-6 | LTSM CUL-2 |
| No Project Alternative | | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI |
| Alternative 2 | | NI | LTS | LTS | LTS | LTS | NI | NI | LTS | LTS | NI |

Notes: NI – No impact, LTS – Less-than-significant impact, LTSM – Less-than-significant impact with Mitigation
SOURCE: Terry A. Hayes Associates, Inc., 2020.

Table ES-6 – Summary of Impact Statements

| District | Options | Impact Level | | | |
|-----------------|---------|--------------|------------------------------|--|------------------------------------|
| | | No Impact | Less-than-Significant Impact | Less-than-Significant Impact with Mitigation | Significant and Unavoidable Impact |
| North Hollywood | A1 | 1 | 3 | 6 | 0 |
| | A2 | 1 | 3 | 6 | 0 |
| Glendale | E1 | 1 | 2 | 7 | 0 |
| | E2 | 1 | 2 | 7 | 0 |
| | E3 | 5 | 3 | 2 | 0 |
| Eagle Rock | F1 | 1 | 2 | 7 | 0 |
| | F2 | 1 | 3 | 6 | 0 |
| | F3 | 2 | 4 | 4 | 0 |
| Pasadena | G1 | 1 | 3 | 6 | 0 |
| | G2 | 1 | 3 | 6 | 0 |
| Pasadena | H1 | 1 | 3 | 6 | 0 |
| | H2 | 1 | 3 | 6 | 0 |

SOURCE: Terry A. Hayes Associates, Inc., 2020.

Table ES-7 – Summary of Impacts and Mitigation Measures

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|--|--|-------------------------------------|
| AESTHETICS | | |
| <p>The Proposed Project and Route Option E2 would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.</p> | <p>CUL-1: Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.</p> | <p>Less Than Significant</p> |
| <p>Route Option F1 would replace the existing median with the proposed center-running bus lanes and associated station platforms resulting in the removal of an important visual resource to the Eagle Rock community in the City of Los Angeles, a potentially significant impact</p> | <p>VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</p> <ul style="list-style-type: none"> • Plant one new tree and/or shrub for every street tree removed (1:1 tree replacement ratio). Replacement tree species should be the same as that removed or to the satisfaction of the affected jurisdiction’s Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk. • Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction’s Bureau of Street Services. • A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review. <p>VIS-2: Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction’s streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.</p> | <p>Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|---|--|---|
| BIOLOGICAL RESOURCES | | |
| <p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.</p> | <p>BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> • Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule. • If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule. • If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more. • If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate. <p>To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> • Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats. • During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction | <p style="text-align: center;">Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|--------------------------------|---|-------------------------|
| | <p>area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</p> <ul style="list-style-type: none"> • No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed. • No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction. • If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist. • In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset). | |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|---|---|-------------------------------------|
| CULTURAL RESOURCES | | |
| <p>The Proposed Project and Route Option E2 would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.</p> | <p>CUL-1: A qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.</p> | <p>Less Than Significant</p> |
| <p>Ground disturbing activities during construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.</p> | <p>CUL-2: A Qualified Archeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p> | <p>Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|---|--|-------------------------------------|
| | <p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p> | |
| GEOLOGY AND SOILS | | |
| <p>The Proposed Project and all Route Options pose risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.</p> | <p>GEO-1: The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and State seismic and environmental requirements.</p> | <p>Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|--|---|-------------------------------------|
| NOISE | | |
| <p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to generate noise that could increase ambient noise levels by 5 dBA Leq or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.</p> | <p>NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour Leq construction noise standards, elevates existing ambient noise levels by 5 dBA Leq or more, or exceeds other applicable noise thresholds of significance, The construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.</p> <p>The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:</p> <ul style="list-style-type: none"> • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA Leq within one hour for construction lasting more than one day, 5 dBA Leq for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday. • City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday. • City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday. | <p>Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|---|--|---|
| | <ul style="list-style-type: none"> • City of Pasadena: Construction noise levels that exceed 85 dBA Leq at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday. <p>Noise-reducing methods that may be implemented include:</p> <ul style="list-style-type: none"> • Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used. • Limit unnecessary idling of equipment. • Install temporary noise barriers or noise-control curtains, where feasible and desirable. • Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. • Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible. | |
| <p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 includes use of heavy equipment that could produce vibration that would exceed the FTA’s recommended limit of 0.2 in/sec PPV for any non-engineered timber and masonry buildings within 25 feet of construction activity, a potentially significant impact.</p> | <p>NOI-2: Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings, the 0.2 PPV inches per second vibration damage risk threshold would be exceeded. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction within 25 feet of buildings. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded. | <p style="text-align: center;">Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|---|--|---|
| <p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 could produce vibration from bulldozers and similar equipment that could annoy those in institutional uses (e.g., schools, churches) during the day, and residents at any time during the day or evening. Equipment such as large bulldozers could generate 87 VdB of vibration at 25 feet, which would exceed the 75 VdB significance threshold for occasional events impacting residences and the 78 VdB threshold for institutional daytime land uses, a potentially significant impact.</p> | <p>NOI-3: Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences of the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles and vibratory equipment. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded. | <p style="text-align: center;">Less Than Significant</p> |
| TRANSPORTATION | | |
| <p>Construction of the Proposed Project and all Route Options may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.</p> | <p>TRA-1: Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.</p> | <p style="text-align: center;">Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|--|--|-------------------------------------|
| <p>Construction of the Proposed Project and all Route Options may result in traffic delays and inconvenience due to temporary lane closures temporary, a potentially significant impact.</p> | <p>TRA-2: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.</p> | <p>Less Than Significant</p> |
| <p>Construction of the Proposed Project and all Route Options may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.</p> | <p>TRA-3: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p> | <p>Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|--|--|-------------------------------------|
| <p>Construction of the Proposed Project and Route Options E2 and F1 would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact</p> | <p>TRA-4: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p> | <p>Less Than Significant</p> |
| <p>The Proposed Project would result in the permanent conversion of the existing 10-foot buffered Class II bicycle lanes along Colorado Boulevard to a 12-foot shared bus/bicycle lane which would be inconsistent with the City of Los Angeles Mobility Element 2035, a potentially significant impact.</p> | <p>TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.</p> | <p>Less Than Significant</p> |
| <p>Construction of the Proposed Project and all Route Options would result in lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services, a potentially significant impact.</p> | <p>TRA-6: The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.</p> | <p>Less Than Significant</p> |

| Potentially Significant Impact | Mitigation Measures | Impact After Mitigation |
|--|--|-------------------------------------|
| TRIBAL CULTURAL RESOURCES | | |
| <p>Ground disturbing activities during construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.</p> | <p>CUL-2: A Qualified Archeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p> <p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p> | <p>Less Than Significant</p> |

SOURCE: Terry A. Hayes Associates Inc., 2020.

ES.17 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. In addition to the route options, two alternatives have been identified to the Proposed Project. Alternative 1 is the No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. 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. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

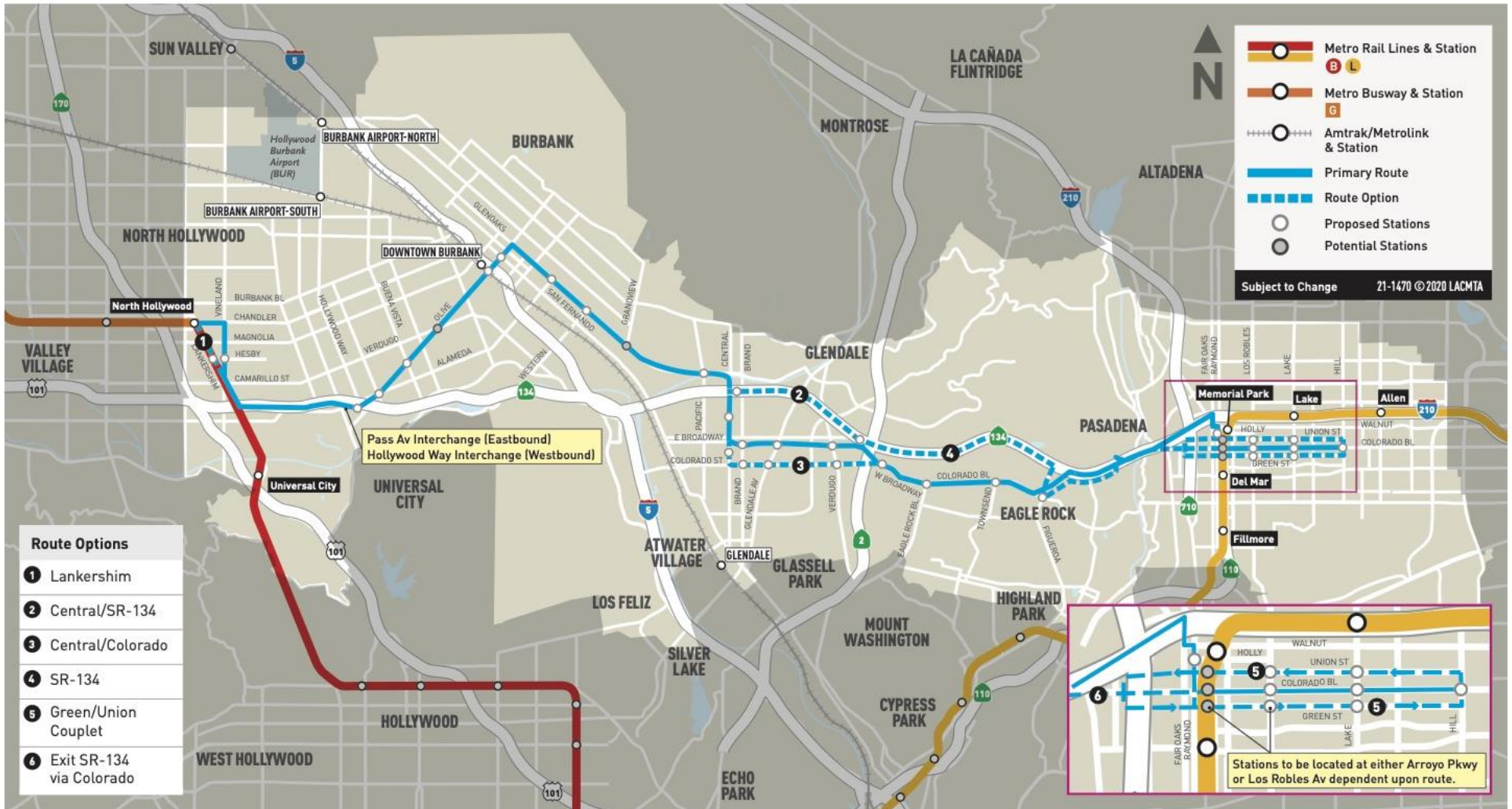
Alternative 2 would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in mixed-flow traffic with Traffic Signal Priority (TSP). Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. Physical improvements would be limited to new signs at bus stops as well a shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenity. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. This alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the Draft EIR. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternative 2 relative to the Proposed Project and the Route Options is shown **Table ES-5**. The No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. Other transit projects would be constructed to enhance the regional network, although improvements within the Project corridor would be limited and minor related to increased ridership. The No Project Alternative would include the North San Fernando Valley (SFV) BRT Project and the NextGen Bus Plan, in addition to other transportation and land use projects listed in Chapter 5 Cumulative Impact Analysis. The North SFV BRT Improvements Project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. Not constructing and operating the Proposed Project would eliminate the potentially significant impacts associated with the Proposed Project

related to transportation (construction), aesthetics (operations), biological resources (construction), cultural resources (construction and operations), geology and soils (operations), noise (construction), and tribal cultural resources (construction). However, the regional transit network within the Project corridor would not be substantially enhanced by the other transit projects.

If the No Project Alternative is identified as the environmentally superior, CEQA requires selection of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because, as compared to the Proposed Project and Route Options, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

Map of Proposed Project and Route Options Studied in Draft EIR



ATTACHMENT D

North Hollywood to Pasadena Transit Corridor

**Draft EIR Public Review Period
October 26 – December 28, 2020
Summary Report**

February 2021

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1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently studying a Bus Rapid Transit (BRT) project that would serve as a key regional connection between the San Fernando and San Gabriel Valleys. The purpose of the proposed North Hollywood to Pasadena BRT Corridor Project (Project) is to improve transit access, link key job and activity centers, and provide a premium east-west transit service that would connect the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena.

In October 2020, Metro issued a Notice of Availability (NOA) of the Project's Draft Environmental Impact Report (Draft EIR), while at the same time sending a Notice of Completion (NOC) to the State Clearinghouse. The Draft EIR was prepared in accordance with the California Environmental Quality Act (CEQA) and included a 64-day public comment period that commenced on October 26, 2020 and ended on December 28, 2020. As with scoping, the release of the Draft EIR provides the public, as well as all interested parties, another opportunity to weigh in on the Project and review and comment on the Draft EIR and its findings. Metro, as the lead agency, invited all interested individuals, organizations, public agencies, and Native American Tribes to comment on the Draft EIR, including the Proposed Project description and goals, the Proposed Project configuration and bus lane options, the potential impacts evaluated in the Draft EIR, and the evaluation methods used. As the lead agency, Metro shall evaluate the comments received during the noticed comment period from persons who reviewed the Draft EIR and shall prepare written responses.

Due to the COVID-19 pandemic and LA County Safer at Home Orders, the Public Hearings for the Draft EIR review period were held virtually to allow the public to attend the meetings from the safety of their homes. In addition to the virtual Public Hearings, a virtual platform was developed to allow the public access to materials and project information similarly to an in-person setting. To allow the public sufficient opportunity to comment on the Project and Draft EIR during the COVID-19 restrictions, the public review period was extended from December 10, 2020 to December 28, 2020.

This report summarizes both the outreach efforts and comments received during the Draft EIR public review period. It includes five main sections, as described below:

- **Section 1:** Introduces the Project, including a Project overview, and describes the purpose of the Draft EIR review period and Notice of Availability (NOA).
- **Section 2:** Provides information on the Draft EIR review process, agency roles, cooperating agencies, tribal consultation, legally-required notification methods, and public agency participation.
- **Section 3:** Provides an overview of the public comment themes received and comments from agencies during the public review period. Comments received during the Draft EIR public review period will be included as appendices in the Final EIR.
- **Section 4:** Provides an overview of participation at the virtual Public Hearings.
- **Section 5:** Provides an overview of the next steps in the environmental process.

Metro anticipates completing and releasing the Final EIR for public review and comment in Spring 2021, followed by virtual public hearings to gather community input on the document.

1.1 Project Overview

1.1.1 Project Area

The Project is an approximately 18-mile BRT service that would run from the North Hollywood Metro B/G Line (Red/Orange) station in the City of Los Angeles to Pasadena City College. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. The BRT will connect with existing high-capacity transit services, including the Metro B and G Lines (Red and Orange) in North Hollywood, Metrolink Antelope Valley and Ventura Lines in Burbank, the Metro L Line (Gold) in Pasadena, as well as various municipal bus lines. The corridor includes many densely populated residential areas with cultural, entertainment, shopping, and employment areas distributed throughout.

1.1.2 Project History

Initiated in July 2018, the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study builds upon Metro's North Hollywood to Pasadena BRT Corridor Technical Study. The BRT Corridor Technical Study, completed in March 2017, explored the feasibility of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study also identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The purpose of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study is to further evaluate project alternatives and to develop recommendations regarding which alternatives should be advanced into environmental review. Beginning in August 2018, the project team launched an Alternatives Analysis (AA) process that included a public outreach effort to update the public on the Project and to solicit feedback on the initial BRT concepts identified in the BRT Corridor Technical Study. The outreach effort for the AA included five community meetings in addition to approximately 40 individual project briefings to affected city elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the project team also attended several neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information with transit riders at the North Hollywood Metro B/G Line (Red/Orange) Station.

During the AA outreach efforts, community members provided feedback on specific route configurations, station preferences, suggested improvements to the current and/or future configurations, and other project elements. A total of 630 comments were collected, including responses received via email, the project website, meeting comments, open house feedback activities, social media, comment cards, pop-up events, blogs, and online news articles. Based on what we heard at the time, three distinctive refined alternatives were identified and evaluated—a Street-Running, a Freeway-Running, and a Hybrid Street/Freeway-Running alternative. In May 2019, the Metro Board approved the AA and the advancement of a Refined Street-Running Alternative with Route Options into the next phase of environmental review under CEQA.

Following the Metro Board's approval of the AA and advancement into the environmental phase, a 45-day public scoping period for the proposed project was initiated on June 17, 2019 with the filing of a Notice of Preparation (NOP) with the State Clearinghouse. Due to overwhelming community response, the initial 45-day review period was extended for an additional 15 days – officially ending the scoping period on August 15, 2019. During the scoping period, a total of five (5) community meetings and one (1) community open house were held in the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena with a total of 818 community members in attendance. During this time, Metro received a total of 2,584 comments via email, the project website, oral and written meeting comments, social media, voicemail and by mail. The majority of comments received during scoping supported or were not opposed to the project. Many comments had specific preferences for different route alignment options, particularly in the Eagle Rock community concerning the SR-134 freeway and Colorado Boulevard options. Local community members also identified traffic and parking as the two largest potential impacts resulting from dedicated bus lanes that should be studied as part of the Draft EIR.

1.2 Project Description, Need and Objectives

The North Hollywood to Pasadena BRT Corridor serves as a key regional connection between the San Fernando and San Gabriel Valleys. There are more than 700,000 daily trips within the study area.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians, depending on the route option.

Metro BRT stations would be designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations would be distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Project would be designed using a kit of parts approach, similar to Metro Rail stations. The Project includes up to 23 potential stations; however, more specific determinations regarding station locations are dependent upon further design development and further environmental analysis. In addition to providing enhanced BRT facilities and associated stations, Metro will assess potential First/Last Mile improvements to further enhance mobility and access to proposed BRT stations.

Identified during the AA and scoping, the key challenge for the Project will be to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access, improved regional connectivity, and enhanced passenger comfort and convenience. Of the 700,000 daily trips entering the corridor study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. A premium bus transit service along the corridor would fill a significant gap in the transit network between the San Fernando and San Gabriel Valleys and provide a viable alternative to the use of single-occupancy automobiles, while further encouraging Transit-Oriented Communities (TOC).

The North Hollywood to Pasadena Transit Corridor Project objectives can be summarized as follows:

- Advance a premium transit service that is more competitive with auto travel to retain existing riders and attract new riders;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major local and regional activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and,
- Support community plans and/or TOC goals.

2.0 Draft Environmental Impact Report Process

This section documents the activities completed as part of the Draft EIR process for the North Hollywood to Pasadena BRT Corridor Project. The activities included the following:

- Filing of Notice of Availability (NOA) with the County Clerk/Recorder of Los Angeles County and State Clearinghouse, including a Notice of Completion (NOC) to the State Clearinghouse, to formally initiate the CEQA process of the Office of Planning and Research (OPR);
- Placing legal NOA notices in newspapers of general circulation;
- Mailing the NOA to all potentially affected government agencies, residents, and businesses to advise them of project initiation and to invite participation in the virtual public hearings;
- Placing copies of the Draft EIR for review at local repositories in the corridor;
- Translation of key documents from English to other languages;
- Holding meetings with potentially affected and/or interested parties in the project study area; and,
- Recording comments received at, and subsequent to, the virtual public hearings.

Comments received during the Draft EIR public review period become part of the public record as documented in this summary report. The comments and questions received during the Draft EIR public review period will be reviewed, considered by Metro and responded to in the Final EIR.

The first step in the Draft EIR public review process for this Project was the filing of a Notice of Availability (NOA) (California Title XIV, 15105). The NOA was filed with both the Los Angeles County Clerk and State Clearinghouse on October 26, 2020, including a NOC with the State Clearinghouse. The NOA provided notice for responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the content of the Draft EIR and NOA, focusing on specific information related to their own statutory responsibility, by December 28, 2021 or within 64 days of receipt of the NOA from the lead agency. A lead agency is defined by CEQA (Title XIV, 15367) as the public agency with the principal responsibility for carrying out or approving a project. As the lead agency for the Project, Metro is responsible for preparing an EIR.

In August 2019, Metro completed the public scoping review period that included the recommendation for a Refined Street-Running Alternative with various route options from the Metro Board-approved AA study. Figure 1 below provides a map of the Proposed Project with Route Options that was included in the NOA, Draft EIR and shared with the public during the virtual public hearings.

Figure 1 Project Map and Study Area

North Hollywood to Pasadena Transit Corridor



Following the public scoping review period and NOP release, the project began developing the Draft EIR. Upon release of the NOA on October 26, 2020, a 46-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. During the initial 46-day review period, Metro extended the public review period for an additional 18 days – officially ending the scoping period on December 28, 2020.

The decision to extend the public review period was based on the current LA County COVID-19 Safer at Home orders to allow sufficient opportunities for the public to review and comment on the Draft EIR. Additionally, due to the holiday schedule, the public review period was extended beyond 60 days to allow for comments to be received after the holidays and without interruption.

The Draft EIR public review period is required by policies set forth in CEQA. During the Draft EIR public review period, Metro hosted two virtual public hearings where the public was able to provide comments. The Draft EIR public review period also includes consultation with resource agencies, other state and local agencies, and cooperating and responsible agencies. As the lead agency for this Project, Metro invited all interested individuals and organizations, public agencies, and Native American Tribes to comment on the content of the Draft EIR, including the Proposed Project, the route options studied, the impacts evaluated, and the evaluation methods used.

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The Draft EIR describes the project and summarizes findings of all environmental impacts/benefits and other technical studies including:

- Results of the analysis for the project options or alternatives;
- How each option or alternative performs against the criteria identified during scoping;
- How well each option or alternative responds to the purpose and need of the project;
- Analysis of costs and benefits of all project options or alternatives;
- Financial feasibility of each option or alternative; and,
- Impacts of each option or alternative and, if needed, strategies to avoid or mitigate impacts.

2.1 Draft EIR Public Review Period Notification

Per CEQA (Title XIV, 15105) a public review period is required when issuing the availability and completion of a Draft EIR. Metro hosted virtual public hearings where the public was able to provide comments regarding the content and findings of the overall project plans. Metro conducted two (2) virtual public hearings, and one (1) virtual platform during the public review period. Additional details on those meetings can be found in Chapter 3 (Public Hearing Activities and Outcomes) of this report. Per CEQA requirements, Metro notified federal, state, county, and city agencies within the project study area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in eleven (11) newspapers of general circulation in the Project area, and 15,000 flyers were delivered door-to-door to residents and businesses within the Eagle Rock community.

2.2 Legal Ads - Newspapers

As required by CEQA (Title XIV, 15105), legal advertisement notification of the NOA and Draft EIR public review period for the Project was conducted in areas affected by the Project. Notices were published in eleven (11) newspapers of general circulation in the affected areas as required by 6061 of the Government Code. The eleven publications listed in the table below were selected because they were the highest circulation newspapers within communities located in the project study area.

Table 1 Legal Ads

| Publication | Date |
|----------------------------------|-------------|
| Daily News | 10/26/20 |
| La Opinion | 10/26/20 |
| Pasadena Star News | 10/26/20 |
| Pasadena Independent | 10/26/20 |
| San Gabriel Valley Tribune | 10/26/20 |
| Asbarez (Armenian Media Network) | 10/26/20 |

| Publication | Date |
|----------------------|-------------|
| Burbank Leader | 10/26/20 |
| Glendale News | 10/26/20 |
| Pasadena Weekly | 10/26/20 |
| La Canada Valley Sun | 10/26/20 |
| Boulevard Sentinel | 10/26/20 |

2.3 Agency Notification

CEQA (Title XIV, 15105) requires that upon completion and availability of a Draft EIR, the lead agency shall immediately send notice of that by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

Once notified, those agencies shall respond to the lead agency on the content of the Draft EIR and environmental issues related to their agency’s area of statutory responsibility to be responded in the Final EIR. The information shall be specified in writing and shall be communicated to the lead agency by certified mail or equivalent procedure within the public review period specified in the NOA. The lead agency shall request similar guidance from appropriate federal agencies (Title XIV, 15105).

CEQA (Title XIV, 15105) recommends the lead agency (Metro) to provide notice of at least one public hearing to any county or city that borders on a county or city within which the Project is located, unless otherwise designated annually by agreement between the lead agency and the county or city. Metro mailed certified letters, including a copy of the NOA, inviting relevant public agencies to be participating agencies.

2.4 Mailings and Other Notification Methods (Flyers/Email/Social Media, etc.)

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Hearings. These included:

- Distributing electronic noticing to the Project database of contacts;
- Distributing flyers door-to-door within the community of Eagle Rock;
- Purchasing geo-targeted social media advertisements on Facebook;
- Posting meeting information on NextDoor within Eagle Rock and Highland Park;
- Presenting to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the project study area;
- Car cards with project information placed in buses along the corridor; and,
- Paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings.

All forms of noticing provided meeting details (dates, times, meeting links, dial-in information, and in-language services), as well as contact information for accessing additional Project details. Additionally,

each notice provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR.

Meeting notices were produced in English and Spanish, including 15,000 flyers distributed to residents and businesses within the Eagle Rock community. Notification efforts also included communicating via email with over 5,000 interested contacts in the Project's database that included contact names, organizations (if any), mailing addresses, email addresses and also included contact information for all federal, state and local elected offices and city staff within the project study area.

In addition to legally-required notification, other noticing methods included social media advertisements and meeting flyer distribution by Metro, local cities, and other elected officials within the Study Area. Print and online media notifications were also provided throughout the project study area during the public review period.

2.5 Title VI, Environmental Justice, Limited English Proficiency, and Metro's Public Participation Plan

During the Draft EIR public review period, Title VI, Environmental Justice (EJ) and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants. Multilingual notices were developed and distributed through several different methods including door-to-door flyers, email, and geo-targeted social media.

Materials were developed in English, Spanish, Armenian, and Tagalog, and translation request forms were made available prior to each of the two (2) public hearings, including the virtual platform, to ensure all language needs were met. Additionally, public hearing notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance at any of the public hearings. A Spanish-language interpreter with simultaneous interpretation was present at each of the two virtual public hearings held during the Draft EIR public review period.

Traditional targeted community outreach efforts of pop-up events and intercept surveys were not completed during the public review period due to the LA County Safer at Home orders. To ensure participation of LEP and EJ communities, Metro made extra efforts in notifying communities of the availability of the Draft EIR and developed a separate virtual platform in Spanish to elicit feedback regarding the project from LEP individuals, as well as to broaden the dialogue about the project with the general public. The virtual platform was available for review in English and Spanish throughout the public review period. Additionally, the public review period was extended beyond 60 days to provide adequate opportunity for review of materials and to provide feedback during the COVID-19 pandemic.

3.0 Public Hearing Activities and Outcomes

3.1 Public Hearings

Due to the LA County Safer at Home orders and in accordance with CEQA guidance, Metro conducted two (2) public hearings virtually via Zoom during the Draft EIR public review period. The virtual public hearings were held on a weekday evening and weekend to provide an opportunity consistent with the communities' varying schedules. Notification of the meetings was conducted in compliance with CEQA

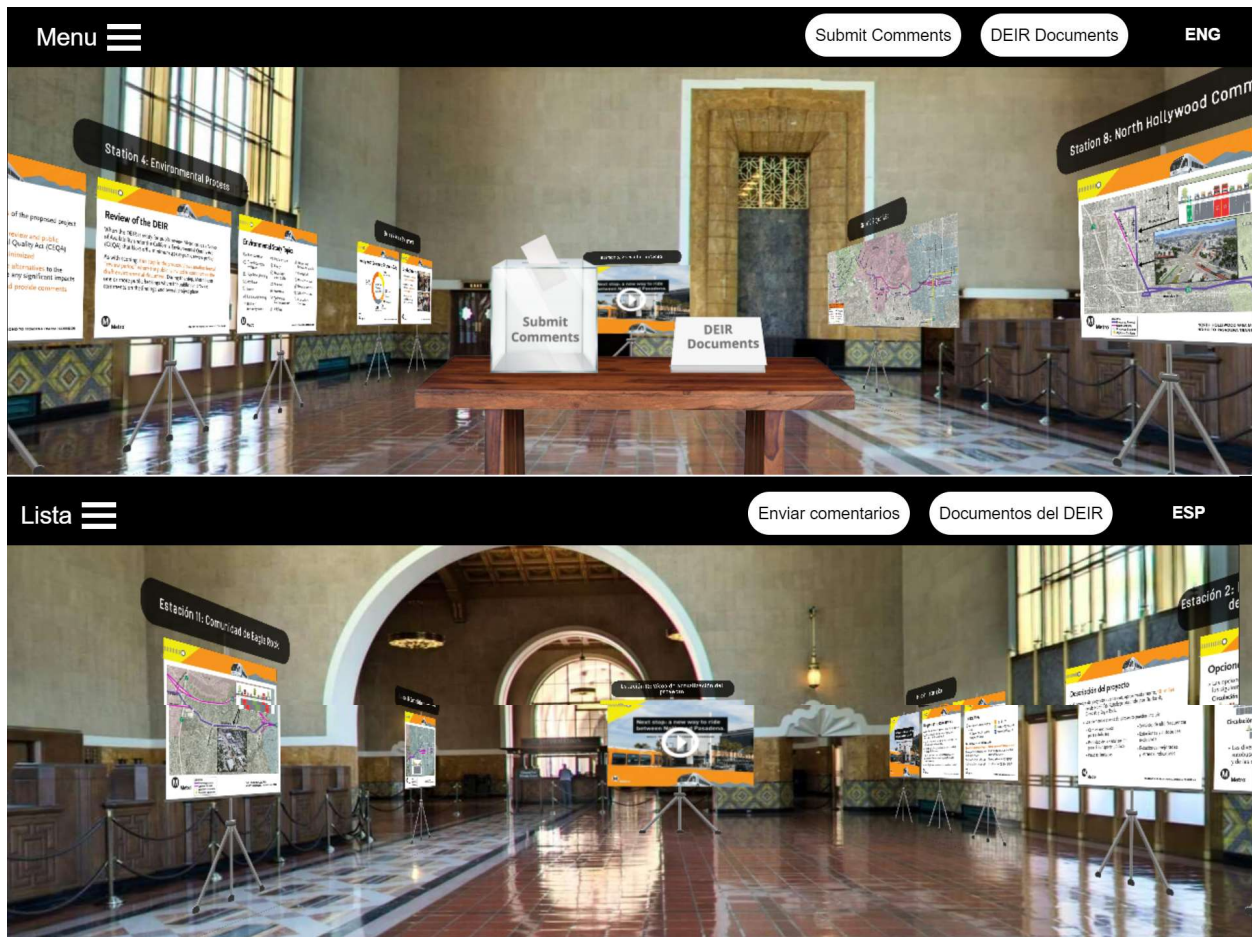
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guidelines and as outlined in Sections 1 and 2 of this report. More information on the meetings, including meeting dates and information, can be found in Table 3 of Section 3.2.

All virtual public hearings were held in the same format consisting of a brief pre-recorded presentation on the project and environmental process, followed by a public comment period where individuals from the public could virtually raise their hands and provide oral comments for the record. For those choosing not to speak publicly, a chat feature was enabled during the meeting for the public to write in comments directly on the Zoom platform. Additionally, a phone number was made available during the meeting so that those dialing in on their phones could provide text comments.

A virtual platform was developed and made available throughout the Draft EIR public review period that provided an open house setting and materials online. The virtual platform included project information boards, route option maps of each community, the pre-recorded presentation, a project update video, access to the Draft EIR documents and opportunities to provide comment. The virtual platform was made available in both English and Spanish. Figure 2 below provides a screenshot of the virtual platform made available during the public review period and included in notices to the public. The virtual platform allowed the public to view materials traditionally made available only during in-person settings at the public's convenience and from the safety of their homes. This format continued to support Metro's goal of providing a safe and equitable environment for all participants and viewpoints and was viewed by over 800 participants.

Figure 2 Virtual Platform



Materials provided at all the public hearings and virtual platform included a pre-recorded presentation, display boards, project alignment maps and Draft EIR documents. All materials provided at the hearings, including the presentation, were also made available on the project website (metro.net/nohopasbrt). Government agencies, elected officials, and special districts (such as public utilities, Los Angeles Unified School District, and Hollywood Burbank Airport) were also invited to attend any of the two (2) virtual public hearings and the virtual platform. Table 2 below summarizes the various government agencies, elected officials, and special districts represented at each of the meetings.

Table 2 Government Agencies, Elected Officials, and Special Districts Represented at Public Hearings

| Meeting | Stakeholder Organization |
|-------------------|--|
| Public Hearing #1 | <ul style="list-style-type: none"> Office of Los Angeles County Supervisor First District – Hilda Solis |

| Meeting | Stakeholder Organization |
|--------------------------|---|
| | <ul style="list-style-type: none"> • Office of Los Angeles County Supervisor Fifth District – Kathryn Barger • Office of Los Angeles City Mayor – Eric Garcetti • Office of Los Angeles Council District 2 – Paul Krekorian • Office of Los Angeles Council District 14 – Kevin de Leon • City of Pasadena Department of City Planning |
| Public Hearing #2 | <ul style="list-style-type: none"> • Office of Los Angeles County Supervisor First District – Hilda Solis • Office of Los Angeles City Mayor – Eric Garcetti • Office of Los Angeles Council District 4 – Nithya Raman • Office of Los Angeles Council District 14 – Kevin de Leon • City of Pasadena Transportation Department |

3.2 Public Participation

A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. A total of 120 comments were received at the public hearings via public comment and written comment. Table 4 below provides the number of participants and comments submitted at each meeting. Due to the virtual setting, sign-in sheets were not available for the public hearings.

Representatives from the following stakeholder groups also attended one or both of the meetings:

- Burbank-Glendale-Pasadena Airport Authority
- Caltech
- Democratic Socialists of Los Angeles
- Eagle Rock Neighborhood Council
- FAST Link DTLA
- Go Glendale
- Oak Knoll Neighborhood Association
- Occidental College
- Pasadena City College
- Pasadena Transportation Advisory Commission
- Safe Routes Partnership
- Silver Lake Chamber of Commerce
- Streetsblog LA

Table 3 Public Participation by Meeting

| Meeting | Date | No. Of Attendees | No. of Comments |
|-------------------|-----------------------------|------------------|--|
| Public Hearing #1 | Thursday, November 12, 2020 | 146 | <ul style="list-style-type: none"> • Speakers: 38 • Written Comments: 30 |
| Public Hearing #2 | Saturday, November 14, 2020 | 96 | <ul style="list-style-type: none"> • Speakers: 30 • Written Comments: 22 |
| Totals | | 242 | 120 |

4.0 Summary of Draft EIR Public Review Period Comments

Metro received **478** comments during the Draft EIR public review period. Comments were received through four (4) methods, including via the project email address, voicemail, and by submitting a written and/or oral comment at one of the two (2) public hearings. The sections below provide a breakdown of these comments by source, which communities they address, environmental categories, their relation to route alignments, and whether they are from agencies/elected offices.

4.1 Agency Comments

A total of ten agency comments were submitted during the public review period.

Table 4 Agency Comments

| # | Agency | Date Submitted |
|----|---|-------------------|
| 1. | Department of California Highway Patrol | November 5, 2020 |
| 2. | Pasadena City College | November 13, 2020 |
| 3. | City of Pasadena | December 3, 2020 |
| 4. | California Department of Transportation (Caltrans) District 7 | December 7, 2020 |
| 5. | Southern California Regional Rail Authority (Metrolink) | December 10, 2020 |
| 6. | City of Burbank | December 20, 2020 |

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| # | Agency | Date Submitted |
|-----|---|-------------------|
| 7. | Los Angeles Unified School District | December 26, 2020 |
| 8. | City of Glendale | December 28, 2020 |
| 9. | City of Los Angeles Department of Transportation | December 28, 2020 |
| 10. | City of Los Angeles Council District 14 – Kevin de Leon | December 28, 2020 |

Per CEQA requirements, responsible and trustee agencies were provided with enough information on the Project and potential environmental effects to enable them to provide a meaningful response/comment related to their areas of statutory responsibility.

The following are sample excerpts from feedback received from agencies:

Department of California Highway Patrol

- No significant or negative impact to traffic, operations or public safety.

Pasadena City College (PCC)

- PCC strongly supports the Proposed Project and the terminus at the PCC Colorado Campus. The contribution of the Proposed Project will meet environmental and fiscal goals of expanding alternative transportation methods to the PCC campus.
- Metro should consider re-evaluating agreements for the UPass program to expand discounted pass programs for community college students.

City of Pasadena

- The City of Pasadena supports the Proposed Project and the route exiting the eastbound SR-134 at Fair Oaks Avenue, traveling south on Fair Oaks Avenue and Raymond Avenue and then east on Colorado Boulevard to Hill Avenue as the preferred alignment.
- Pasadena would support alternate route segments G2 and H2 in the Draft EIR, though they would need to be modified if chosen by Metro.
- Implementation of on-street dining as permanent installations is under consideration on Colorado Boulevard. Ongoing communication with the City will be needed as this is explored further.
- Impacts related to construction should be considered for the Rose Parade construction moratorium and asbestos abatement on Green Street and Union Street.
- Loss of parking is a high priority for Pasadena and replacement of lost parking should be considered when approving the project.
- Other considerations regarding stations should be included for the Rose Parade such as a mobile kit of parts, public art, pedestrian street lighting, sidewalk design, roadway design, vehicle clearance and street specific designs.
- Specific Pasadena plans should be taken into consideration for consistency with the Draft EIR.

California Department of Transportation (Caltrans) District 7

- Caltrans supports the Proposed Project and route that achieves the highest ridership, mode-shift and connectivity to activity centers, with a recommendation to include class 2 bike lanes and existing or proposed curb extensions along Colorado Boulevard in Eagle Rock.
- Any changes to Caltrans right-of-way or SR-134 ramps will require additional review.

Southern California Regional Rail Authority (Metrolink)

- Metrolink supports the Proposed Project that connects to two Metrolink regional passenger trains.
- Design accommodations on the Olive Avenue bridge and potential station are requested, including sidewalk width, signalized crosswalks, ADA compliance for the station and sidewalks, and wayfinding and signage.

City of Burbank

- Recommends including additional alternatives studied in the EIR that reflect a mix of dedicated BRT lanes and non-dedicated BRT lanes within the Proposed Project, instead of one alternative that is primarily all dedicated BRT and one primarily non-dedicated BRT.
- The Olive Avenue overpass station should include additional measures to study and address policy and safety impacts for pedestrians and include an alternative to widen the Olive Avenue bridge.
- The Proposed Project is inconsistent with specific Burbank policies and programs, including roadway policy impacts, transit policy impacts, pedestrian policy impacts, bicycle policy impacts and other transportation impacts.
- Impacts not adequately studied or disclosed within the Draft EIR include cumulative impacts, aesthetic and biological resources, public service impacts, utility systems and roadway infrastructure, and other project considerations, such as parking.

Los Angeles Unified School District (LAUSD)

- LAUSD is supportive of the project overall, but the Proposed Project should include an alternative that reflects the “Beautiful Boulevard” proposal in Eagle Rock.
- Considerations should be made for the current alternatives in Eagle Rock that would negatively eliminate buffered bike lanes on Colorado Boulevard, create unsafe pedestrian crossing at Dahlia Heights Elementary School, remove landscaped medians on Colorado Boulevard or bypass Eagle Rock and Eagle Rock schools on the SR-134.

City of Glendale

- Glendale recommends the following measures be included in the project: Grandview station as a new station proposed and protected bike lanes along Glenoaks Boulevard.
- The Proposed Project should be consistent with City plans under preparation, including protected bike lane options and preferred designs, protected bike lane options and preservation of existing median pedestrian and bike crossings.
- Other considerations should be made for the following features and current studies, including coordination of future Streetcar alignment, traffic management plans, left-turn pockets and left-turn signals, pedestrian crossings and bicycle infrastructure and safety.

City of Los Angeles Department of Transportation

- The Proposed Project should be consistent with the City of Los Angeles Mobility Plan 2035 and a conflict or inconsistency, such as removal of bicycle infrastructure, would require mitigation.
- LADOT concurs with the Proposed Project's preferred alignment (A1) with considerations to be made for specific intersections, bicycle infrastructure, curb extensions and consistency with the Mobility Plan 2035.
- Considerations should be made for potential CEQA impacts, including construction, emergency access, biological resources, cultural resources, and aesthetics.
- Non-CEQA considerations should also be made for potential impacts, including parking and traffic control measures.

City of Los Angeles Council District 14 – Kevin de Leon

- The Proposed Project does not meet the needs of all Eagle Rock residents and CEQA requirements.
- Considerations should be made for specific impacts with recommended mitigation measures, including aesthetics, biological resources, water resources and hydrology, transportation, land use planning and air quality.

4.2 Summary of Comments from Stakeholder Groups

The following comments were submitted by twelve stakeholder groups, including Chambers of Commerce, special associations, and other groups. The excerpts below highlight key themes in each of the comments submitted.

Collective Organizations, including: Active SGV, Alliance for Community Transit LA, Bus Rider Union/Labor Community Strategy Center, Climate Resolve, Day One, Enviro Metro, Equitable Eagle Rock, FAST/FAST Link DTLA, Ground Game LA, Glendale Environmental Coalition, Investing in Place, LA Forward, League of Women Voters, LA Bicycle Coalition, LA River Communities for Environmental Equity, Los Angeles Walks, Move LA, Natural Resources Defense Council, Neighborhoods United for Safe Streets, NELA Climate Collective, Pasadena Complete Streets Coalition, Sierra Club, Southern California Transit Advocates, Streets For All, Sunrise Movement Los Angeles, Walk Bike Glendale

- Supportive of the project overall, but the Proposed Project should include an alternative that reflects the "Beautiful Boulevard" proposal in Eagle Rock.
- Considerations should be made to include consistency with the LA Mobility Plan 2035, upgrade existing bike lanes and infrastructure, enhance pedestrian experience and infrastructure, preserve existing landscaped medians, avoid major impacts to travel lanes, maintain existing parking and improve roadway safety consistent with LA Vision Zero goals.
- Improvements should be made for specific sections in Eagle Rock, including Broadway to Eagle Rock Boulevard, Eagle Rock Boulevard to Dahlia Drive, Dahlia Drive to Mt. Helena Avenue and Mt. Helena Avenue to Linda Rosa Avenue.
- Incorporate specific aspects into the study and Proposed Project, including equity and transit rider inclusive outreach, Vehicle Miles Traveled metrics, study of left-side boarding buses, design of accessible and comfortable transit stops, needs of existing small businesses, various technical considerations and additional study of impacts in the Draft EIR.

Dahlia Heights Elementary School PTA

- Supportive of the project overall, but requests additional study and revisions in the Draft EIR to include prioritization of safety on Colorado Boulevard, the speed limit to remain 35 mph and consistency and implementation of the City of Los Angeles Mobility Plan 2035.
- Additional areas of concern with the current options include elimination of buffered bike lanes, introduction of a third vehicle lane, prioritizing traffic for the side-running option, no extended medians or crossing pockets for crosswalks and no crosswalk enhancements or traffic calming measures.

Eagle Rock Elementary PTA

- Supportive of the project overall, but the Proposed Project should include an alternative that reflects the “Beautiful Boulevard” proposal in Eagle Rock.
- Considerations should be made for the current alternatives in Eagle Rock that would negatively eliminate buffered bike lanes on Colorado Boulevard, create unsafe pedestrian crossing at Dahlia Heights Elementary School, remove landscaped medians on Colorado Boulevard or bypass Eagle Rock and Eagle Rock schools on the SR-134.
- Improvements should be made for specific sections in Eagle Rock, including Broadway to Eagle Rock, Eagle Rock to Dahlia, Dahlia to Mt. Helena and Mt. Helena to Linda Rosa.

Eagle Rock Forward

- Supportive of the project overall, but proposes an additional study to include their “Beautiful Boulevard” alignment proposal on Colorado Boulevard in Eagle Rock.
- The “Beautiful Boulevard” proposal recommends several additional considerations and studies, including reallocation of one vehicle travel lane in each direction to maintain existing medians, dedicated bus lanes, protected bike lanes, improved pedestrian experience, additional street trees and additional traffic calming measures.
- Preference for median-running bus lanes with center BRT stations.

Pasadena Chamber of Commerce

- Overall, not supportive of the project and the current Proposed Project should consider the terminus at the Memorial Park station, and not operate on Pasadena streets.

Save Eagle Rock Community

- Requests to set-up meeting with Eagle Rock stakeholders to discuss the organization’s opposition to the Proposed Project. Opposes the Colorado Boulevard alignment in Eagle Rock.

Silver Lake Chamber of Commerce

- Businesses would benefit from the Proposed Project in Eagle Rock. The community of Montrose is a good example of businesses improving with a similar project.

TRC Retail

- Supportive of the project overall with preferences for studying additional station locations along Colorado Boulevard in Eagle Rock. Recommendations for re-evaluating the Proposed Project to be consistent with City of Los Angeles Mobility Plan 2035.

Transit Committee of the East Area Progressive Democrats

- Supportive of the project overall but proposes an additional study to include the “Beautiful Boulevard” alignment proposal on Colorado Boulevard in Eagle Rock.

The Eagle Rock Association (TERA)

- Recommends and reiterates including the following priorities to be included in the project: not bypass the Eagle Rock community, consistency with Take Back the Boulevard initiative, maintain or enhance existing bicycle infrastructure, maintain landscaped medians and maintain street parking.
- Identifies specific concerns with each alignment in Eagle Rock, including:
 - The F1 alignment removes landscaped medians, removes parking, does not demonstrate how it will help meet 2025 Vision Zero goal, removes left turn pockets and is not consistent with Take Back the Boulevard.
 - The F2 alignment conflicts with the Mobility Plan 2035, conflicts with Take Back the Boulevard, removes bike lanes and does not demonstrate how it will help meet 2025 Vision Zero goal.
 - The F3 alignment bypasses the Eagle Rock community, is not consistent with the Mobility Plan 2035, does not benefit businesses and residents and is not consistent with Metro’s Equity Platform.
- Other recommended areas of study include confirming the project will not negatively impact emergency vehicles, further analysis of crosswalks, further study maintaining left turn pockets, further study including bike lanes, include a Business Interruption Fund during construction, further study of the types of buses to be used, bicycle parking and infrastructure, study the impacts of bike and scooter share, study telecommuting impacts to ridership and study impacts to open street events on Colorado Boulevard.
- Requests Metro study the proposed Beautiful Boulevard alignment.

4.3 Summary of Comments from Community Members

Metro received a total of 478 comments during the Draft EIR public review period, which are summarized below. Public comments were received through four (4) primary means including: **68** oral comments, **345** received electronically through Project email, **52** through written comments submitted at public hearings and **13** transcribed comments received on the Project’s telephone line.

The majority of local community members generally supported and/or were not opposed to the project. However, many had specific comments regarding the different route alignment options, particularly in the Eagle Rock community. The local Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, the “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan. Following is a list of some of the major stakeholder themes that were heard during the Draft EIR public review period.

4.3.1 Community-Specific Comments

The following are the types of comments received on the specific route options within each community:

North Hollywood:

- Comments were overwhelmingly supportive of the project in North Hollywood with a few considerations and some comments preferencing a Lankershim Boulevard Alignment.
- The intersection at Lankershim Boulevard, Camarillo Street and Vineland Avenue should be studied further for safety impacts for all other modes of travel and pedestrian experience. Recommendation for a roundabout at this intersection.
- Additional alignment options requested to be studied, include an extension of the current G Line (Orange) to create a seamless one seat ride and Vineland Avenue to Camarillo Street.

Burbank:

- Generally, comments were supportive of the project with considerations for additional stations, pedestrian safety and safety/access improvements on the Olive Avenue bridge station.
- Comments submitted that were not in support of the project and/or requested specific impacts to be further studied included negative impacts to businesses, impacts and reduction of parking, non-compatibility with Burbank's Complete Streets initiative and pedestrian safety.

Glendale:

- Generally, comments were supportive of the project with an overall preference for a primarily street alignment in Glendale and specific comments preferencing a Central Avenue to Colorado Boulevard alignment and Central Avenue and Broadway alignment.
- Considerations and concerns for impacts to traffic, zoning and land use changes, parking, bike lanes, businesses, ridership, construction and pedestrian safety.
- Additional considerations should be made for connectivity to Metro local buses and Glendale Beeline buses.

Eagle Rock:

- Generally, comments were supportive of the project with an overall preference for a Colorado Boulevard alignment. Many of the comments in support of a Colorado Boulevard alignment recommended further analysis and study and/or referenced inclusion of either or both the "Beautiful Boulevard" plan and the City of Los Angeles Mobility Plan 2035. Both of these plans call for inclusion of protected bike lanes, increased pedestrian experience and safety, curb extensions and general roadway safety through improved crosswalks, intersections and traffic calming measures.
- Some comments were received that offer specific recommendations in reference to the "Beautiful Boulevard" and/or City of Los Angeles Mobility Plan 2035.
- A preference for median or center-running buses was received, including a preference for all-door and dual-side boarding.
- A large number of comments were received for a preference of a primarily SR-134 alignment.

North Hollywood to Pasadena Transit Corridor Project
Draft EIR Outreach Summary Report

- Comments submitted that were not in support of project and/or requested specific impacts to be further studied included negative impacts to businesses, impacts and reduction of parking, impacts to zoning and land use, loss of community character and loss of travel lanes.

Pasadena:

- Overwhelmingly, comments were supportive of the project with specific comments preferencing a Colorado Boulevard alignment and a Green/Union Street couplet alignment. Additionally, stakeholders indicated a slight preference for Fair Oaks exit.
- Comments not in support and/or additional areas of study include negative impacts to traffic, safety, parking and bike lanes.
- Considerations should be made for additional stops, including one at Caltech.

4.3.2 Other Categories of Comments

Other comments received from the community focused on the issues below:

Potential Environmental Issues: Some of the recurring environmental issues and/or concerns mentioned that should be considered include:

- **Bicycle Infrastructure:** Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor and especially on Colorado Boulevard in Eagle Rock. Additional recommended measure of protected bike lanes within specific segments of the corridor, including Colorado Boulevard in Eagle Rock.
- **Pedestrian Safety:** Strong support for increasing pedestrian experience and safety overall throughout the corridor and especially on Colorado Boulevard in Eagle Rock. Specific comments reference increased crosswalk and sidewalk measures, including median extensions, curb extensions, raised walkways, crosswalk signals and design and increased measures around schools. Additionally, comments reference concerns about pedestrian safety along the Olive Avenue bridge in Burbank, station impacts and the intersection at Lankershim Boulevard, Camarillo Street and Vineland Avenue in North Hollywood.
- **Roadway Safety:** Stakeholders were concerned about roadway safety with shared bicycle lanes, loss of a travel lane and additional buses operating in communities.
- **Construction:** Some stakeholders were concerned about potential construction impacts to local residents
- **Aesthetics:** Stakeholders were concerned about potential impacts to green space or landscaping due to median removal and/or street reconfigurations. Additionally, stakeholders expressed concern that implementation of BRT could negatively affect overall community aesthetics and sense of community character.
- **Parking:** Stakeholders were concerned about the loss of parking and indicated that parking should be replaced, especially for impacted businesses. Additionally, parking should be considered at BRT stations.

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- **Zoning Changes:** Residents are concerned that the implementation of BRT would trigger an “up-zoning” or change in zoning requirements that potentially could lead to further development and/or displacement.
- **Businesses:** Many stakeholders expressed concerns that the implementation of BRT could negatively affect businesses and storefronts along the corridor with the removal of any parking spaces.
- **Travel Lanes:** Many stakeholders expressed concerns regarding the loss of parking, travel, or bicycle lanes to accommodate dedicated bus lanes.
- **Traffic:** Stakeholders were concerned about potential circulation impacts on streets that are already highly congested, such as increased congestion. Most of these comments were related to the loss of a travel lane with the implementation of dedicated bus lanes.

Stations and Connectivity: Comments related to station placement and connectivity were also received. Some of the comments related to this topic included the need or desire to have stations and/or connectivity at the following locations:

- Hollywood-Burbank Airport
- Metrolink Stations
- Pasadena City College
- Caltech
- Metro L Line (Gold)
- Olive/Verdugo
- Brand Boulevard

5.0 Next Steps

The comments and/or questions received during the Draft EIR public review period will be analyzed and responded to in the Final EIR. The project team will identify and recommend a Proposed Project to be selected by the Metro Board and carried into the Final EIR. The Final EIR is anticipated to be available for public review in Spring 2021. The public will also have other opportunities to provide input as ongoing community involvement is vital throughout the environmental process. Release of the Final EIR will be followed by virtual public hearing(s) to gather community input and comments on the final environmental document.

ATTACHMENT E

Conceptual Renderings of BRT



Figure 1: BRT on Vineland Avenue and Lankershim Boulevard in North Hollywood



Figure 2: BRT on Olive Avenue in Burbank



Figure 3: BRT on Glenoaks Boulevard in Glendale



Figure 4: BRT on Broadway in Glendale



Figure 5: BRT on Colorado Boulevard in Eagle Rock, west of Eagle Rock Boulevard



Figure 6: BRT on Colorado Boulevard in Eagle Rock, east of Eagle Rock Boulevard – design option maintaining all travel lanes

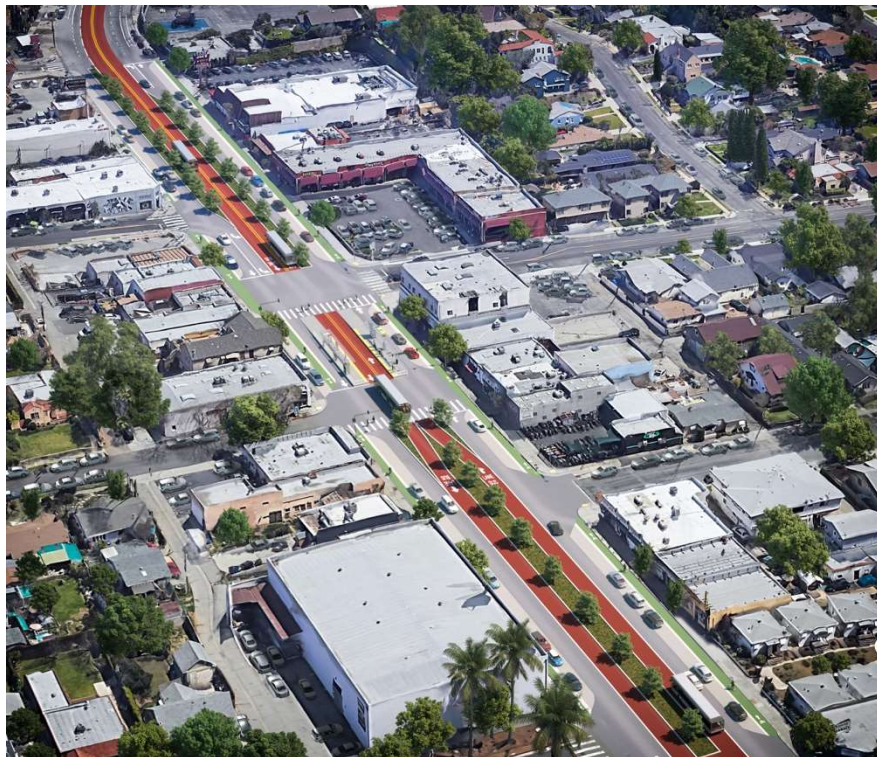


Figure 7: BRT on Colorado Boulevard in Eagle Rock, east of Eagle Rock Boulevard – design option with single travel lane

Title VI Service Equity Analysis

NOHO TO PASADENA TRANSIT CORRIDOR



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WINTER 2020



Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner and coordinator, designer, builder, and operator for one of the country's largest, most populous counties. More than 10.1 million people live and work within the 1,479-square-mile service area. Figure 1 provides an overview of the Metro Service Area.

Over the coming decades, Metro will greatly expand the fixed-guideway rail and bus network throughout Los Angeles County due to the passage of the Measure M ballot initiative in November 2016. The half-cent sales tax increase is expected to provide upwards of \$130 billion for the development of new transit lines and other transportation capital investments throughout Los Angeles County.

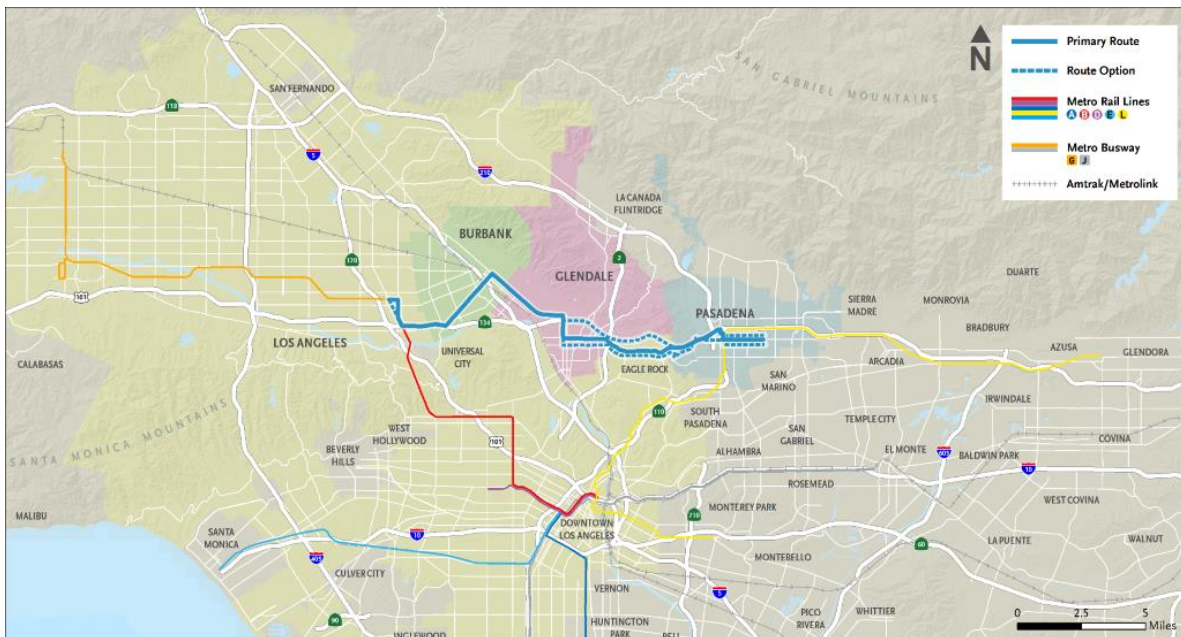


Figure 1. Metro Service Area (map)

Proposed Alternatives

Metro operates a large and varied transit network in the San Fernando and San Gabriel Valleys and is advancing the planning and construction of multiple high-capacity transit improvements that will provide new, high-quality mobility options to further enhance communities and lives. The North Hollywood to Pasadena Bus Rapid Transit Corridor (Project) is a proposed new Bus Rapid Transit (BRT) line that would improve service and increase system connectivity between the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Approximately 18 miles long, the Project is designed to provide a rapid transit connection between the B and G Lines (Red and Orange) in the San Fernando Valley and the L Line (Gold) in Pasadena. The proposed route and route options, transit priority features, and stations were developed to provide faster and more reliable service that connects new and existing transit users to key destinations and other transit services. Other project goals and objectives include improving the frequency of service, meeting the growing demand for transit in the study area, and increasing transit ridership.

During the preparation of the Draft Environmental Impact Report (DEIR), Metro identified a proposed Project along with several route options:

The proposed route extends from the North Hollywood Station along Chandler Boulevard, Vineland Avenue, and Lankershim Boulevard before joining the I-134 Freeway. The route then exits the freeway in the Burbank Media District before proceeding along Olive Avenue to Downtown Burbank. From Downtown Burbank, the route continues down Glenoaks Boulevard to Central Avenue in Glendale. The route extends down Central Avenue, along Broadway, and eventually merges with Colorado Boulevard in Eagle Rock. The route then rejoins the I-134 Freeway between Eagle Rock and Pasadena before exiting in Old Pasadena and extends along Colorado Blvd to the terminus at Hill Avenue by Pasadena City College (PCC).

Route options also featured in the DEIR include a Lankershim only option in North Hollywood, using the I-134 or Colorado Street in Glendale, using the I-134 in Eagle Rock, and using a Green/Union couplet in Pasadena.

The proposed project and all route options are being closely coordinated with the NextGen Bus Plan to ensure that proposed BRT improvements are complementary to the future regional bus network. The project also uses Metro's definition of Equity Focused Communities (EFC) to actively lead and partner in addressing disparities in access to opportunity.

As adopted by the Metro Board of Directors on June 27, 2019, EFCs are defined as "those communities most heavily impacted by gaps in inequity throughout the county." To evaluate the transportation performance of EFCs, Metro established a 30% threshold of the county's census tracts, which represents approximately 3 million people. This threshold is distinguished by the following factors:

- More than 40% of the census tracts having low-income households over the County average; and
- Either more than 80% of the census tracts having non-white populations over the County average; or
- More than 10% of the census tracts having zero-car households over the county average

Figure 2 shows the project alternatives overlaid with the NextGen bus network and EFCs.

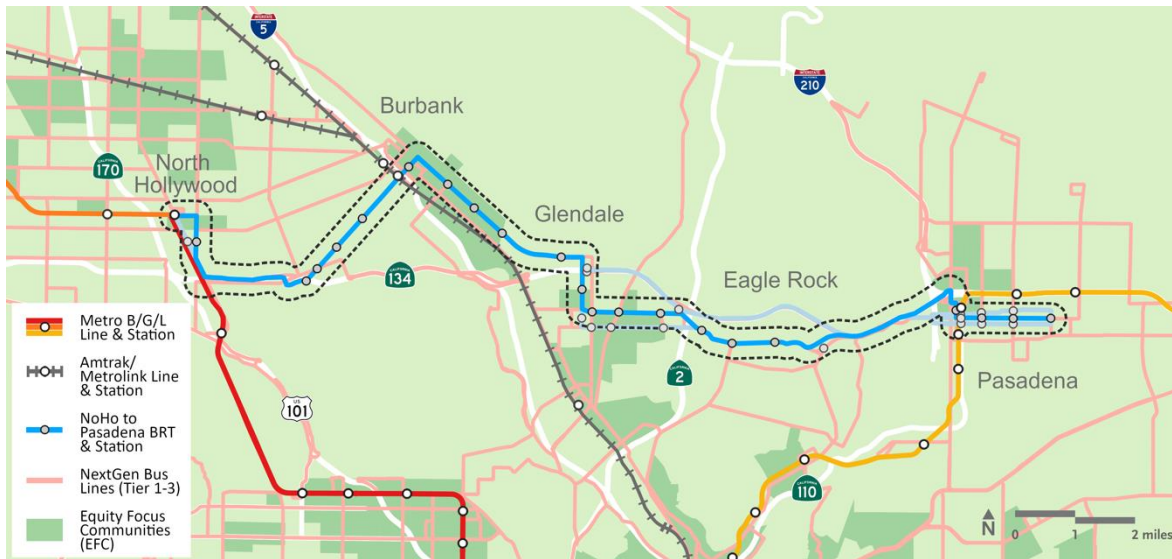


Figure 2. Project Area (map)

Purpose

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The Federal Transit Administration (FTA) is responsible for ensuring that recipients of Federal funds follow Federal statutory and administrative requirements. In 2012, FTA issued Circular 4702.1B, which provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI requirements.

Metro operates its service without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, as amended. The purpose of this analysis is to compare the Project, pursuant to Title VI of the Civil Rights Act of 1964, to the Metro Service Area. Since the Project will introduce a new service line, it is necessary to determine whether the change will have a disparate impact on the minority population or a disproportionate burden on the low-income population. The goal is to avoid activities that have the purpose or effect of denying persons the benefit of, excluding persons from participation in, or subjecting persons to discrimination on the basis of race, color, or national origin. Additional analysis may be completed prior to the construction phase based on final design decisions.

Regulatory Setting

FTA Circular 4702.1B Chapter IV

Chapter IV of the FTA's Circular 4702.1B further describes the requirements that FTA recipients must follow to ensure that the programs, policies, and activities comply with the Title VI requirements. The requirements set system-wide service standards and policies that apply to all fixed route providers of public transportation service.

Title 49 CFR Section 21.5 (b)(2) specifies that a recipient shall not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin." Section 21.5 (b)(2) requires recipients to "take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin."

Transit providers that operate 50 or more fixed route vehicles in peak service and are located in an urbanized area (UZA) of 200,000 or more in population are required to meet all requirements of Chapter IV including setting service standards and policies, collecting and reporting data, monitoring transit service, and evaluating fare and service changes.

Metro's Administrative Code, Chapter 2-50-005

Metro's Administrative Code includes Title VI requirements. Chapter 2-50-005, Major Service Changes, of Metro's Administrative Code states that "all major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Board of Directors for their consideration and then forwarded to the FTA with a record of the action taken by the Board." The Project is classified as a major service change per subsection 6 of Metro's Administration Code 2-50-005(B), which includes a "new fixed guideway project (e.g. BRT line or rail line)."

Metro Title VI Program Update

Metro prepared the Title VI Program Update in compliance with Title 49 CFR Section 21.9 (b) and with the FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," issued in October 2012. The purpose of the Title VI Program Update is to document the steps Metro has taken and will take to ensure Metro provides services without excluding or discriminating against individuals on the basis of race, color, or national origin. The Title VI Program Update provides an outline of Metro's Title VI policies including what constitutes a major service change, the disparate impact, and disproportionate burden policy. Metro staff recommended that the absolute difference be considered when evaluating service and fare changes. The Title VI Program Update also includes the general requirements for Title VI and the requirements for fixed route transit providers. In October 2019, the Metro Board approved the Metro Title VI Program Update. The latest Title VI Program Update was submitted to FTA by the due date of November 1, 2019.

Disparate Impact

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent per Metro's Title VI Program.

Analysis Methodology

In order to understand the characteristics of the Project's service area and assess whether the change will have a disparate impact on the minority population, this analysis evaluates the ethnicity demographic data of the populations that would receive the new transit service. The data is then compared to the ethnicity demographic data of the Metro Service Area. If the absolute difference between the minority percentage along the Project and the Metro Service Area percentage is at least five percent, an impact is deemed to have occurred.

Consistent with other Metro Title VI reports, this analysis uses ethnicity data from the 2017 American Community Survey (ACS) at the census tract level. Los Angeles County data is used to represent the Metro Service Area. For the Project, including all route options, a quarter-mile buffer along the alignment is used to evaluate a reasonable walkshed to the new transit service and acts as the service area for this analysis.

Results

Figure 3 includes a comparison of the percentages of minority populations residing within the Project's service area compared to the total minority population for the Metro Service Area. Figure 4 displays the demographic data for the Metro Service Area overlaid with the proposed Project and the quarter-mile service area boundary. The absolute differences in minority percentages between the Metro Service Area and the Project is -29.4%. No disparate impact would occur since the Project's difference is below Metro's five percent threshold.

| NoHo-Pas Minority Percentage | LA County | Prop. Project |
|------------------------------|------------|---------------|
| Total Population | 10,105,722 | 272,752 |
| Minority Population | 7,428,740 | 120,212 |
| Minority Share | 73.50% | 44.10% |
| Difference | | -29.40% |

Figure 3. Minority Population

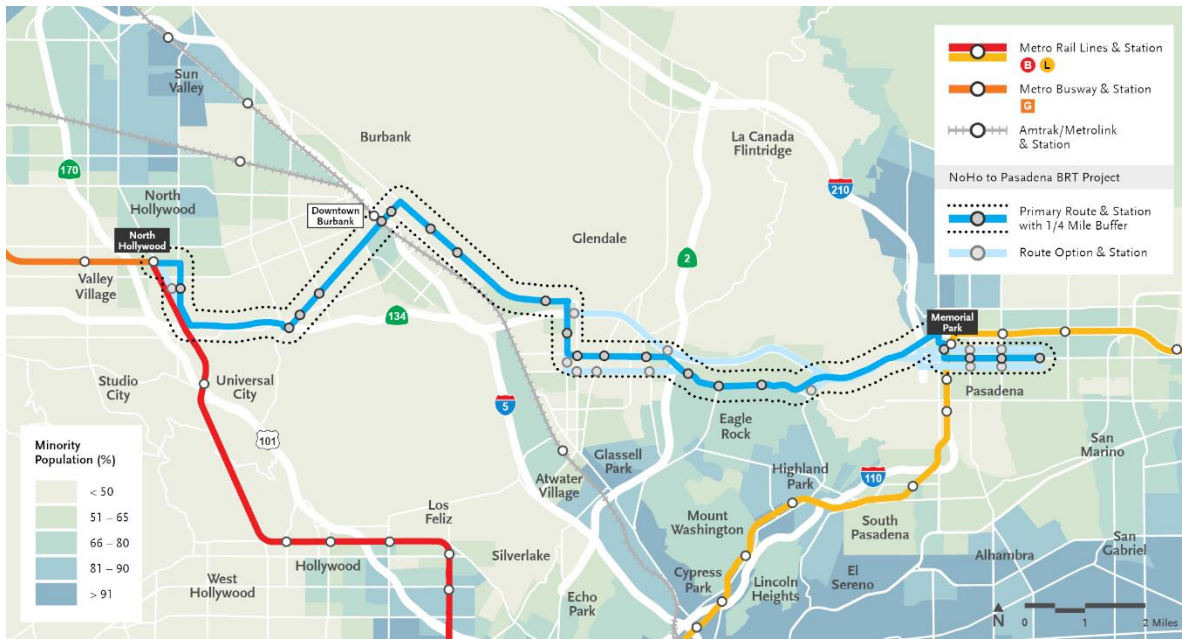


Figure 4. Minority Population (map)

Disproportionate Burden

Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. Metro defines low-income riders or populations as anyone making below \$41,500, which represents the median income of a three-person household in Los Angeles County. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent per Metro’s Title VI Program.

Analysis Methodology

In order to understand the characteristics of the Project’s service area and assess whether the change will have a disproportionate burden on the low-income population, this analysis evaluates the income demographic data of the populations that would receive the new transit service. The data is then compared to the income demographic data of the Metro Service Area. If the absolute difference between the low-income percentage along the alternatives and the Metro Service Area percentage is at least five percent, an impact is deemed to have occurred.

Consistent with other Metro Title VI reports, this analysis uses income demographic data from the 2017 ACS at the census tract level. Los Angeles County data is used to represent the Metro Service Area. For the Project, including all route options, a quarter-mile buffer along each of the proposed routes is used to evaluate a reasonable walkshed to the new transit service and serves as the service area for this analysis.

Results

Figure 5 includes a comparison of the percentages of low-income populations residing within the Project’s service area compared to the total low-income population for the Metro Service Area. Figure 6 displays the demographic data for the Metro Service Area overlaid with the proposed Project and the quarter-mile service area boundary. The absolute differences in low-income percentages between the Metro Service Area and the Project is –1.5%. No disproportionate burden would occur since the Project’s difference is below Metro’s five percent threshold.

| NoHo-Pas BRT Low-Income Percentage | LA County | Prop. Project |
|------------------------------------|-----------|---------------|
| Total Population | 9,955,473 | 270,443 |
| Low-Income Population | 1,688,505 | 41,888 |
| Low-Income Share | 17.0% | 15.5% |
| Difference | | -1.50% |

Figure 5. Low-Income Population

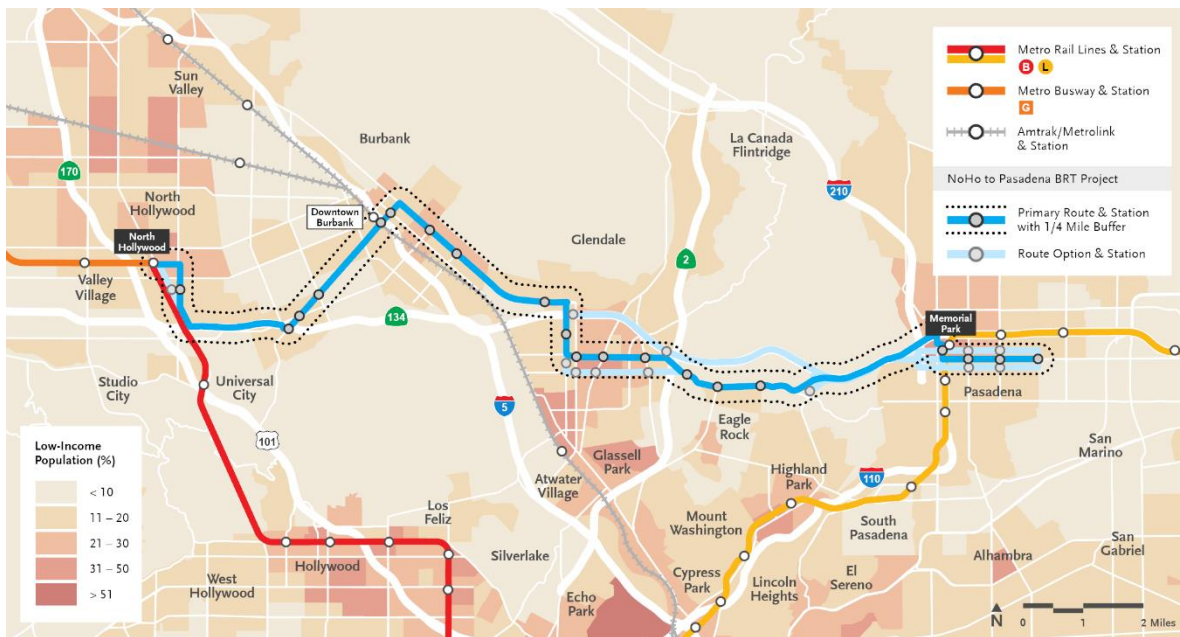


Figure 6. Low-Income Population (map)

Public Outreach

Metro emphasizes public involvement in the planning process and seeks inclusive and collaborative participation in decision-making. A comprehensive community outreach, public information, and engagement strategy is designed to serve all stakeholders regardless of their gender or age and including Limited English Proficiency (LEP), minority, and low-income populations. The strategies and implementation combine traditional outreach practices with evolving technologies. The development of each specific public participation plan includes the assessment of how best to

effectively communicate with technology within LEP, minority, and low-income communities, coupled with outreach methods to engage people with disabilities, hard-to-reach communities, and general population stakeholders. This combined approach provides meaningful and broad access to the public process.

Alternatives Analysis Outreach (2018)

Metro conducted proactive outreach for the North Hollywood to Pasadena BRT Corridor Project in compliance with FTA's Circular 4702.1B and will continue to engage in outreach to persons potentially impacted by the Project. In May 2018, the Metro Board authorized initiation of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study, and staff began work on the Alternatives Analysis (AA) in June 2018. As part of the study, community meetings, outreach events, and agency meetings were conducted throughout the remainder of 2018 to introduce the project and solicit public input. All community meetings included simultaneous Spanish interpretation and handouts of outreach materials in Spanish. Meetings in Glendale included simultaneous Armenian interpretation and transition to additional languages was available upon request. Meetings were held in venues that would be welcoming to diverse stakeholders, such as libraries, high schools, and recreation centers. Meetings were conducted in workshop formats to allow one-on-one dialogues with project staff and to receive comments directly on outreach materials and maps of the corridor. All meetings included children's activities and were advertised to promote a welcoming environment and encourage attendance by families. Pop-up outreach events were selected to reach diverse populations, historically underserved and low-income communities, and attended by Spanish-speaking project team members. The Metro team successfully engaged with stakeholders at the North Hollywood Block Party, the Burbank Holiday in the Park, the Glendale Fall Festival, and the Eagle Rock Music Festival.



Alternatives Analysis Meeting in Glendale



Alternatives Analysis Meeting in Glendale



Alternatives Analysis Meeting in North Hollywood



Alternatives Analysis Meeting in Pasadena

DEIR Public Scoping (Summer 2019)

After the AA Study was completed in June 2019, Metro began preliminary work on the Draft Environmental Impact Report (DEIR) per the requirements of the California Environmental Quality Act (CEQA). The first step was filing the Notice of Preparation (NOP). The NOP was filed with both the Los Angeles County Clerk and State Clearinghouse on June 17, 2019. The NOP was mailed to responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the scope and content of the DEIR, focusing on specific information related to their own statutory responsibility, within 60 days of receipt of the NOP from the lead agency

Metro also held five scoping meetings and a community open house in July and August 2019 in North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The meetings considered LEP, minority, and low-income community members and individuals with disabilities on varied work and family schedules. Meeting times and venues were selected to allow for greater participation of diverse groups, including under-represented and hard-to-reach stakeholders. Metro publicized meetings through multiple distribution channels and selected transit-accessible venues. The scoping meetings included an open-house format where participants could engage in one-on-one dialogue

with project staff at different information stations, as well as a formal presentation by the Project Manager. Multiple methods of providing scoping comments were provided including written comment cards and transcribed oral comments. Spanish outreach materials and related staff assistance for LEP populations were provided as needed. Children’s games and activities were provided to encourage families to stop by to view project materials. More than 800 people attended the community meetings, including over 280 attendees at the community open house on the Occidental College campus. In total, 792 comments were provided in-person at these meetings. In addition to the meetings, the Metro team conducted presentations and outreach efforts at a variety of community fairs and events in the study area to continue to build project awareness, expand the stakeholder database and invite public input.

Approximately 2,500 comments were received during the public scoping period. Major themes from those comments included:

- Strong community preferences for specific route alternatives and street configurations
- Concerns over potential impacts on parking, traffic, and “community character”
- Interest in bicycle and pedestrian connectivity with stations
- Support for a high-quality, high-frequency transit option

The comments received during scoping informed the analyses and methodologies used during the preparation of the DEIR.



Scoping Meeting in Eagle Rock



Scoping Meeting in Glendale



Scoping Meeting in Pasadena



Community Open House in Eagle Rock

Community Workshops (Fall 2019)

Based on the volume of input received during the public scoping period, Metro held an additional series of eight community workshops in November 2019. These consisted of a brief presentation, followed by several interactive activities including a virtual polling survey, priority pyramid, and street design activity. Some activities were tailored to each of the five communities. For example, in Pasadena, a different street activity showing the various route options and a focus on station amenities was conducted given the proposed mixed-traffic configuration of bus lanes. The activities' purpose was to gain additional feedback on the street and station design considerations, understand priorities within each community and the importance of different street amenities. Noticing for the workshops included a series of eight email blasts to the Project database, consisting of over 5,000 contacts, social media advertisements on Facebook, and meeting flyers distributed at public venues in the Project Area. Meeting notices were mailed to 11,599 discrete addresses. A total of 328 people attended the Post-Scoping Meetings in November 2019.



Community Workshop in Glendale



Community Workshop in Eagle Rock



Community Workshop in North Hollywood



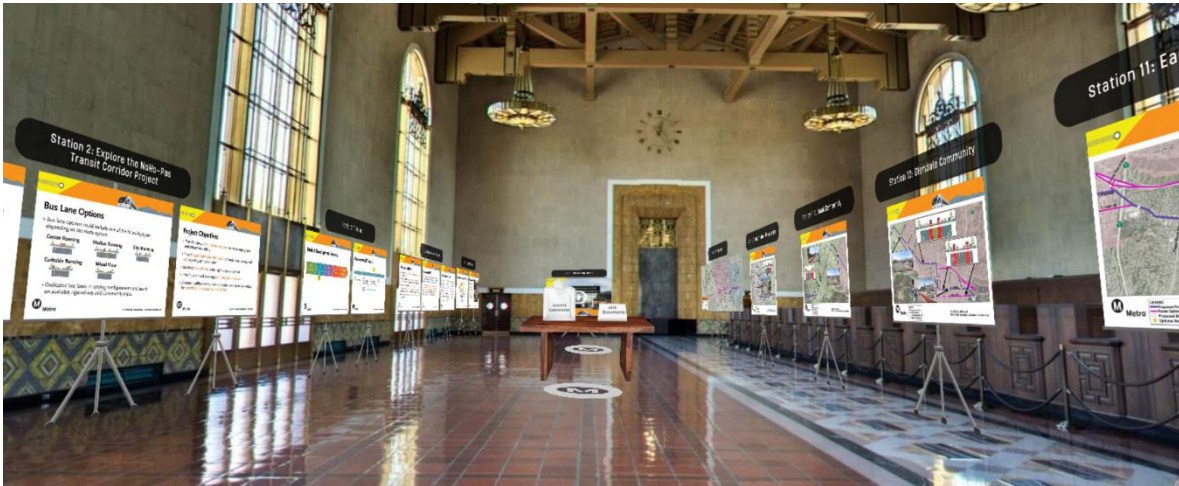
Community Workshop in Pasadena

Draft EIR Outreach (Fall 2020)

Following CEQA requirements, additional outreach was conducted at the completion of the DEIR.

The DEIR was released for public review and comment on October 26, 2020. The 64-day review period closed on December 28, 2020. Due to restrictions related to the ongoing COVID-19 pandemic, a traditional outreach process was not feasible. As a result, outreach was conducted virtually. Two online public scoping meetings were held on November 12 & 14, 2020. Simultaneous Spanish translation was made available during these meetings.

In addition, a Virtual Platform was developed to replicate the experience of a typical Metro open house meeting. Project information boards, a project update video (which can be accessed via [this link](#)), a full presentation on the DEIR, as well as direct links to the DEIR and to submit comments were provided in a virtual room. This Virtual Platform was available 24/7 during the entire comment period, enhancing the availability of project information.




Virtual Platform

Conclusion

This analysis documents the Title VI Service Equity Analysis required to support the identification of a Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. The Proposed Project is analyzed based on Metro's Title VI thresholds and FTA's Circular 4702.1B to determine whether the proposed new service will have a disparate impact or disproportionate burden on minority and low-income populations relative to non-low-income and non-minority populations. Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations when applying the Metro Board-approved policies.

In summary, this Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.



Next stop: a new way to ride between NoHo and Pasadena.

NOHO TO PASADENA TRANSIT CORRIDOR



Metro



Planning & Programming Committee

May 19, 2021

Project Background

- > Measure M Project - \$267 million funding
- > Draft EIR released for public review and comment from October 26 to December 28, 2020
 - Two virtual public hearings conducted
 - Nearly 500 comments received
 - Majority of comments supported the project
- > Based on comments received on Draft EIR and additional coordination with key stakeholders:
 - Refinements to the Proposed Project are recommended in Burbank, Glendale and Eagle Rock
 - No refinements in North Hollywood and Pasadena
 - Public meeting to present refinements held on April 1, 2021

Refinements to Proposed Project

City of Burbank

- > Minor re-route off Olive Avenue to more directly serve Disney Studios and nearby medical facilities
 - Includes new consolidated station at Alameda Avenue/Naomi Street
- > Proposed station on Olive Avenue Bridge moved to Olive Avenue/Lake Street
 - Proposed station on bridge requires safety and ADA improvements
 - City expressed concern with feasibility of improvements on bridge; City's recommendation to widen bridge is cost prohibitive
- > Optional station at Olive Avenue/Verdugo Avenue now recommended



Proposed Alameda/Buena Vista Reroute



Proposed Olive/Lake Station

Glendale Refinements



- > Optional station at Glenoaks Boulevard and Grandview Avenue now recommended
- > Coordinating with City on potential bike lane improvements on Glenoaks Boulevard

Refinements to Proposed Project

Eagle Rock

- > Many comments on Draft EIR supported new community-developed concept with center-/median-running bus lanes
- > The refined Proposed Project includes side-running bus lanes west of Eagle Rock Boulevard as described in the Draft EIR under Route Option F1
- > East of Eagle Rock Boulevard, the refined Proposed Project includes center-/median-running bus lanes, again similar to Route Option F1, but with two design options:
 - One design option converts one travel lane in each direction to bus lanes
 - The second design option maintains the existing travel lanes, but reduces on-street parking & landscaped median space to accommodate bus lanes
 - Both options include safety improvements and buffered bike lanes

Eagle Rock Refinements

Design Option maintaining all travel lanes



Eagle Rock Refinements

Design Option with single travel lane



Proposed Project Overview



Next Steps

- > Spring/Summer 2021: conduct additional community outreach and prepare Final EIR
- > Summer 2021: Board certifies Final EIR
- > 2024: opening year per Measure M

**Board Report**

File #: 2020-0365, **File Type:** Program**Agenda Number:** 17.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021****SUBJECT: FIRST/LAST MILE GUIDELINES****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

ADOPT the First/Last Mile Guidelines (Attachment B).

ISSUE

The Metro Board of Directors enacted First/Last Mile (FLM) policies (Motions 14.1, May 2016 and 14.2, June 2016) that established broad direction and requirements related to integrating FLM planning, funding, and delivery with Metro transit projects. Subsequent staff responses to the original motions committed program guidelines to operationalize these policies. Staff has developed First/Last Mile Guidelines (Guidelines) informed by FLM program experience to-date and extensive feedback notably from local jurisdictions whose partnership is necessary to fulfill the Board's vision. The Guidelines create a predictable template for FLM activities for new transit projects, formalize roles and responsibilities between Metro and local agencies, and facilitate the use of FLM toward the 3% local contribution for major rail transit projects.

BACKGROUND**About FLM**

Motions 14.1 and 14.2, cited above, establish policy and direct FLM activities (see Attachment A - Motions). These policies built from the 2014 First/Last Mile Strategic Plan and Planning Guidelines which made the case for access and safety improvements focused on active transportation and provided a planning methodology. Collectively, the 2016 Motions direct both an extensive planning and technical assistance role related to existing transit stations and stops, as well as require integration of FLM with new transit projects. The Guidelines proposed here operationalize direction specific to new transit projects, as explained further in this report (see Attachment B - First/Last Mile Guidelines).

Metro FLM policies envision a network of routes, termed "pathway networks," extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. Pathway networks consist of primary routes, which connect directly to stations and serve the greatest number of riders, and secondary routes which serve as feeders connecting

neighborhoods and destinations to the primary routes. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel. FLM projects consist of infrastructure, such as sidewalks, crosswalks, and bike lanes, located on identified pathway network routes. FLM improvements are, in almost all cases, located within public right-of-way, making partnership with local jurisdictions necessary for a successful program.

Policy elements related to new transit projects include integration of FLM pathways in the planning, design, and construction of new Metro transit projects; a provision that FLM elements may not be eliminated through value engineering; and an option for local agencies to direct the 3% local contribution for major rail transit projects toward their activities implementing FLM. Guidelines are necessary to define and facilitate this policy direction due to the:

- already complex nature of transit project delivery;
- need to align and coordinate core transit elements with a larger footprint of streetscape improvements;
- need to ensure a clear nexus and value between street improvements planned and delivered for FLM and the transit stations they serve; and
- need to clarify resource commitments and balance effective incentives to implement FLM with cost and risk to project delivery.

DISCUSSION

Guidelines: Key Points and Organization

The Guidelines are structured to provide predictable standard processes to be applied for all future transit projects. To that end, the document is structured by project delivery phase, and focuses on roles and responsibilities for departments and teams within Metro, and for external partners and stakeholders.

The Board's policy vision is operationalized through key concepts, as follows:

- **General roles**

Metro's primary role in FLM delivery is to initiate the overall process and to lead activities through the development of an FLM plan for each project/station. The FLM plan is intended to facilitate a handoff to local jurisdictions who can, at their option, continue the process through design, funding, implementation and maintenance. Metro may, at the request of the local agency, further prepare any necessary environmental clearance.

Beyond the planning phase, local jurisdictions take on the lead role for the remainder of the FLM process including design, construction, and maintenance. The Guidelines propose an optional role for Metro to prepare any needed environmental documentation that will be decided on a case-by-case basis. Through these later phases, Metro plays various support functions intended to assist in funding processes, facilitate 3% arrangements as described further below, and review and coordinate design processes.

- **Additional Metro Responsibilities**

The Guidelines clarify Metro's responsibilities related to station access. Of note, this includes assurance that Metro is responsible for addressing any instances where a transit project degrades existing active transportation facilities (e.g., when a rail line interrupts a bike lane), and further describes responsibility to address any discontinuity (e.g., non-aligned sidewalks) between stations and their surrounding streetscapes. Following the adoption of the Guidelines, Metro staff will review the Metro Rail Design Criteria to make any necessary updates to reflect these items.

- **3% Local Contribution Availability**

The ability for local jurisdictions to direct FLM activities toward meeting the 3% local contribution for major transit projects, as established by Motion 14.2, is the key tool to incentivize and fund FLM delivery. Therefore, the Guidelines are substantially focused on describing the process and requirements to arrive at 3% agreements that exercise this option. The Guidelines also strike a balance between an effective FLM incentive with financial risk for transit project delivery. Any FLM 3% local contribution directed to FLM reduces the funding that would otherwise be available for the core transit project. If fully utilized, FLM 3% credit could reduce the available funding for transit projects by approximately \$861 million. To address this, the Guidelines propose that 3% credit would be available only for implementation of high priority projects as defined and delineated in the FLM plans. There is no cap on the 3% credit so long as it is applied to high priority projects as defined in FLM plans. These consist of core access and safety improvements on primary pathway routes. In practice, staff believes it is unlikely that 3% credits would total the full \$861 million.

FLM plans completed to date contain a project prioritization that would need to be revisited to be consistent with the Guidelines and to be comparable across the plans. The intent of the prioritization approach, as described in the Guidelines, is that, if implemented, priority projects would result in safe and continuous paths for travel along primary access routes up to ½ mile from the station, inclusive of adequate sidewalks, crosswalks, lighting, and bicycle connections. The intended approach allows for flexibility to consider other investments with strong community support among the priorities.

- **Project Definition and Boundaries**

The Guidelines describe a clear definition and boundaries that allow for transit projects and FLM networks to proceed as parallel, coordinated efforts. Briefly summarized, the transit project exists within project boundaries developed through longstanding practice. While FLM-type elements (e.g., bike parking) are part of transit projects and within the boundaries, FLM projects, by definition, exist on pathway networks outside the boundaries. The Guidelines continue to describe a coordination process intended to arrive at a seamless interface between stations and their surrounds.

Policy Impact

The Guidelines intend to establish a practical and detailed approach to achieve a broad policy vision established by the Board in Motions 14.1 and 14.2. Approval of the Guidelines refines policy

direction contained within the motions as follows:

- establishes FLM as separate, parallel, and coordinated with transit project delivery;
- defines applicability of Guidelines, and resource commitments for all projects, including Bus Rapid Transit projects that are not subject to a 3% local contribution;
- clarifies Metro's responsibility for effective interface between transit projects and surrounding streets, and for addressing any disruption to existing active transportation facilities; defines these specific Metro responsibilities as applicable for the prohibition on value engineering; and
- establishes that 3% credit availability is subject to terms and process as described in the Guidelines, including that availability is limited to high priority projects identified in the FLM plans.

Process and Input Received

The Guidelines as drafted are informed by FLM planning work to-date including collaboration with jurisdictions and community groups. Guidelines concepts were vetted through early stages of development by a working group comprised of internal Metro staff along with cities and Los Angeles County. The draft of the Guidelines was presented to affected cities at a workshop on March 29, 2021, with the draft circulated for input on April 5, 2021. Feedback received focused on specific provisions to facilitate an effective handoff from Metro to local agencies, the environmental review role, and other aspects of Metro/local collaboration. The draft Guidelines were further presented to non-municipal stakeholders, with informal briefings held for feedback. To the extent possible within the overall approach and framework, comments received were incorporated in the draft.

Equity Platform

The Equity Platform was addressed as follows:

- I. Define and Measure:* FLM plan development emphasizes analysis of existing conditions for access and safety;
- II. Listen and Learn:* FLM plan development and further phases of project development emphasize extensive community engagement including partnerships with Community Based Organizations. This existing practice of the FLM program is reinforced within the Guidelines;
- III. Focus and Deliver:* the FLM Guidelines provide a clear and practical template to implement access and safety improvements; and
- IV. Train and Grow:* as an identified next step, a training module on the Guidelines will be developed for Metro staff and partner agencies.

DETERMINATION OF SAFETY IMPACT

The adoption of the Guidelines will have no direct safety impact; FLM projects facilitated by the Guidelines are intended to improve safety conditions for transit riders navigating to and from stations and stops.

FINANCIAL IMPACT

As described in this report, the ability of local jurisdictions to credit 3% local contributions by implementing FLM projects directs funding away from core transit delivery. If fully utilized, the

maximum impact of this policy is estimated at \$861 million, noting that full utilization of this option is unlikely. The Guidelines propose limiting 3% local contribution availability to priority projects identified in FLM plans which will reduce financial exposure by an undetermined amount. Specific financial impacts will become known on a project-by-project basis and will be reported to the Board as 3% agreements are put in place.

Impact to Budget

The Guidelines describe and commit various staff activities to support FLM planning, environmental review, and coordination with local jurisdictions. These activities proceed in any given fiscal year according to the project phases for the various transit projects. For FY21, staff activity for applicable projects is included in the adopted budget. For future years, cost center managers are responsible for budgeting.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action furthers Strategic Plan Goal #2: Outstanding trip experiences for all. FLM projects facilitated by the Guidelines will improve customers' experiences accessing the future stations by walking, biking or other rolling modes.

ALTERNATIVES CONSIDERED

The Board may choose to not adopt FLM Guidelines. This option is not recommended as it perpetuates an unclear process and expectations for all transit projects.

The Board may consider different concepts for key aspects of the Guidelines as proposed, notably by reducing the availability of credit for 3% local contributions in light of financial risk to transit projects. This option is not recommended as the Guidelines as proposed represent a careful attempt to balance risk with established Board policy and related expectations. Reconsideration of this and other key concepts would further result in delay in standardizing the FLM program and could necessitate ad hoc decisions on individual projects.

NEXT STEPS

The Guidelines describe a slate of activities applicable to all transit projects which will be executed and reported to the Board on an on-going, project-specific basis. Prior to the adoption of the Guidelines, the Board adopted FLM plans for four projects, at which time the Board directed staff to report back to determine next steps. For these projects (D Line Sections 2 and 3, East San Fernando Valley Light Rail Transit, L Line Foothill Phase 2B extension, and G Line Sepulveda Station), staff will recommend direction on specific next steps in summer 2021. Among the recommendations for these plans will be steps to develop and apply a consistent, detailed prioritization approach consistent with the Guidelines, and as described in this report under "3% Local Contribution Availability." As noted above, staff will review the Metro Rail Design Criteria and prepare updates as needed. Finally, upon adoption of the Guidelines, a training module intended to orient Metro staff and partner agencies will be developed and provided.

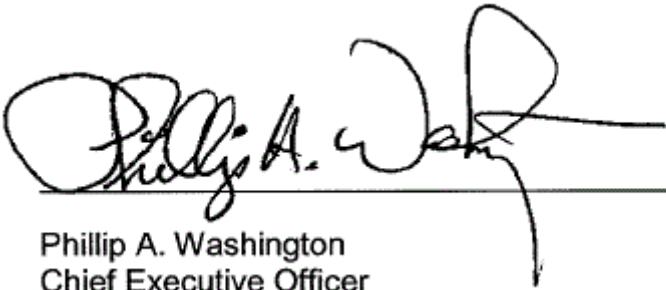
ATTACHMENTS

Attachment A - Motions 14.1 and 14.2

Attachment B - First/Last Mile Guidelines

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Board Report

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

Agenda Number:14.1

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

Motion by:

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

May 18, 2016

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

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

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

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

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

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

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

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

Agenda Number:14.1

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

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

WE FURTHER MOVE that the Board direct the CEO to:

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

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

Agenda Number:14.1

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

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

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

Metro



Board Report

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

Agenda Number:

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

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

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

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

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

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

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

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

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

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

Agenda Number:

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

First/Last Mile Guidelines

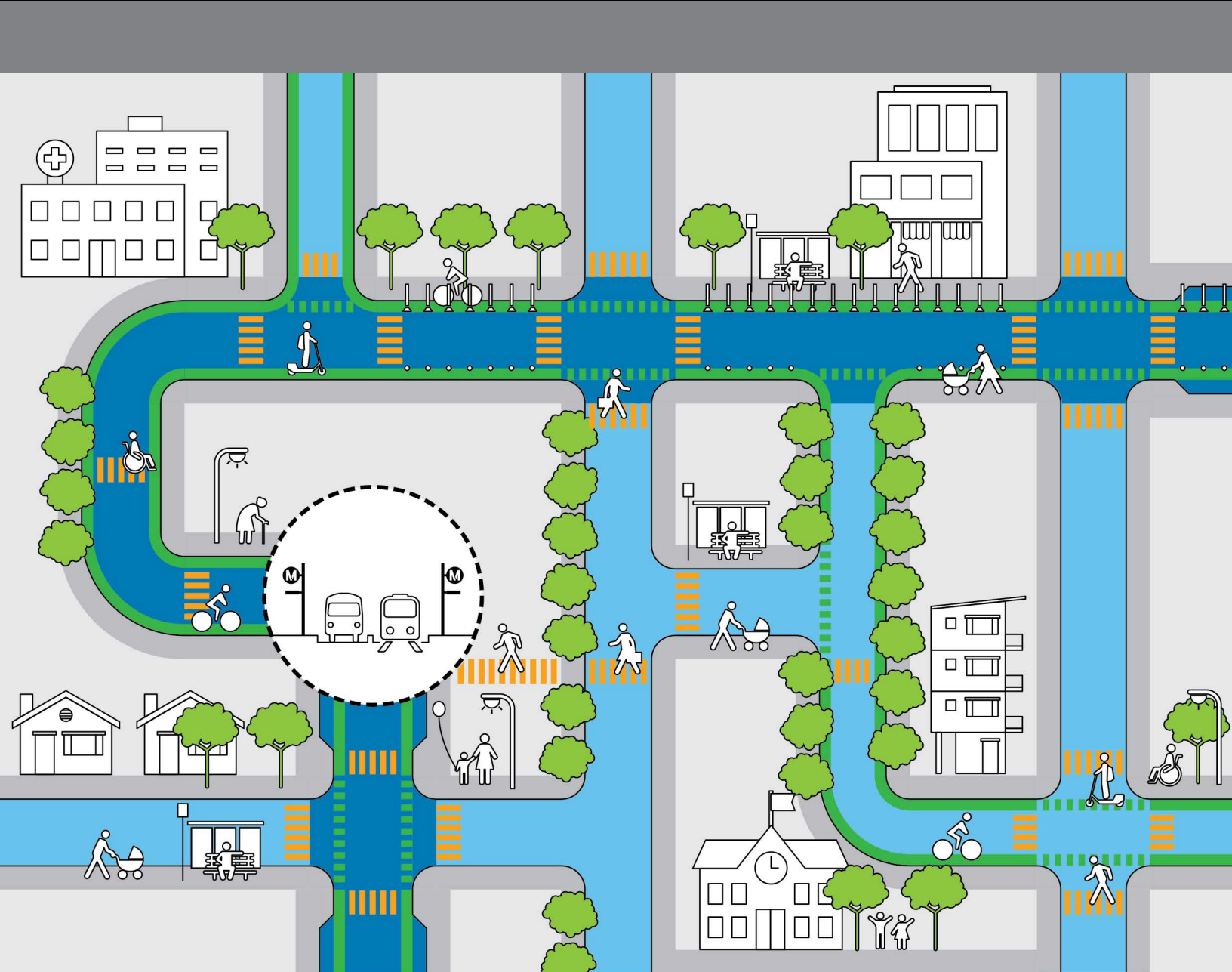


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Executive Summary

Overview

The Metro Board of Directors established a vision for enhanced station access and safety by enacting First/Last Mile (FLM) policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide. Taken together, these policies envision a network of routes extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel.

The full set of policy directives in Motions 14.1 and 14.2 are summarized in (Figure E-1). Among those activities is specific direction focused on new Metro transit projects, stating **“Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.”**

NEW TRANSIT PROJECTS (SUBJECT TO FLM GUIDELINES)

Incorporate first/last mile improvements into the project delivery process for future transit capital projects

Conduct first/last mile planning for 254 station areas in the county

Incorporate first/last mile improvements with transit capital projects starting with Purple (D Line) Section 2

Facilitate first/last mile improvements initiated by local jurisdictions through technical and grant assistance

Allow local jurisdictions to use first/last mile improvements toward 3% contribution on rail transit projects

Incorporate the newly-designated Countywide First/Last Mile Priority Network into the Long-Range Transportation Plan

OTHER FLM POLICIES & ACTIVITIES

Figure E-1: Metro Board Motion 14.1 and 14.2 Policy Directives

This particular element of the Board motion further articulates the vision that FLM networks become an integral part of Metro’s work on new transit capital projects. The Board’s intent is that FLM networks are in place on the opening day of revenue service. The policy further envisions a partnership between Metro and local jurisdictions hosting stations, specifically by allowing, within Motion 14.2, that the local jurisdiction’s 3% funding contribution for rail projects be directed toward FLM improvements.

The focus of the Guidelines is to describe a consistent, predictable process for this portion of the Board’s larger set of directives. In so doing, the Guidelines describe the sequence of work and delineate roles and responsibilities within Metro and for external partners.

The Guidelines’ Approach to First/Last Mile and Transit Project Integration

The Guidelines describe an approach to achieve the overall vision captured in Board policy based on program experience and within practical constraints. The key elements of the approach are summarized as follows:

> **Metro initiation/facilitation of FLM development process:** Metro will catalyze the creation of FLM networks by playing a lead role through early phases of project development, specifically by advancing projects through Planning. Most FLM improvements will be statutorily exempt from CEQA. However, in some cases, where Environmental Clearance is required, Metro can help prepare this effort. See Section 2B for more detail.

- > **Local jurisdiction implementation/maintenance of FLM improvements:** Local jurisdictions, given their functions as owners of public right-of-way where most FLM improvements are to be located, will lead the design, implementation, and maintenance of FLM improvements within their right-of-way. While this implementation strategy applies to most FLM improvement projects, there may be case-by-case exceptions based on negotiated agreements between Metro and the local jurisdiction. Sections 2C and 2D for more detail.
- > **Cooperation between Metro, local jurisdictions, and other stakeholders:** The Guidelines envision and describe a handoff of lead responsibilities at the conclusion of Planning. Engaged partnership is necessary throughout the process. Figure E-2 below illustrates where this handoff is proposed to occur in the process. The Guidelines describe a number of specific, required partnership terms to ensure consistent, predictable processes, noting that the approach can be tailored to specific project circumstances.

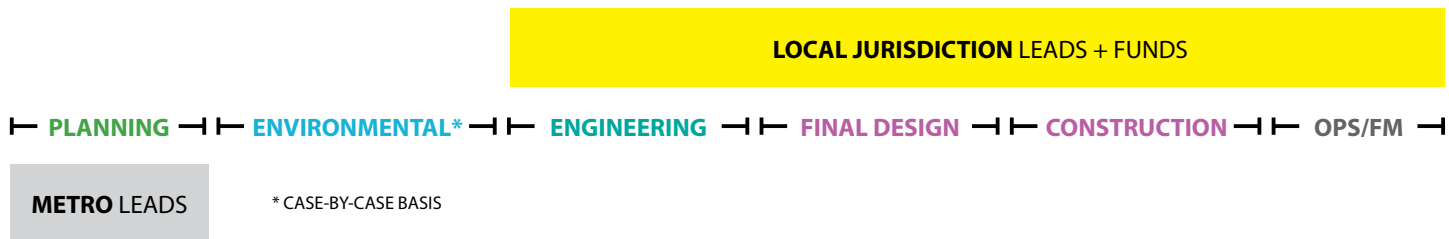


Figure E-2: Metro and Local Jurisdiction FLM Project Delivery Roles

> **Integrated processes for FLM and transit project delivery:**
 The approach integrates FLM project development with the corresponding transit corridor project, beginning with an early, preliminary assessment to inform alignment screening (see Box 2 in Section 2A), and through the planning and environmental review stages. However, at later stages (preliminary engineering, final design, and construction), FLM projects continue as separate parallel efforts. Figure E-3 below illustrates how the project delivery phases align between FLM projects and their associated transit corridor.

This approach requires on-going coordination between transit project and FLM efforts to ensure an effective tie-in between stations, their immediate surrounds, and larger FLM networks. Of particular note, Metro is responsible for delivery of FLM elements within the transit project boundary.

Appendix C also provides an easy-to-reference table identifying the roles of various Metro departments, local jurisdictions, and stakeholders in each stage of the process.

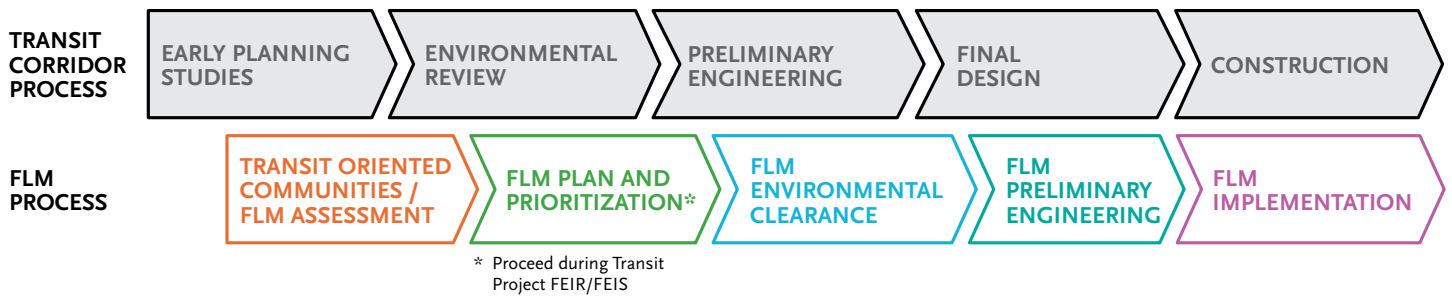
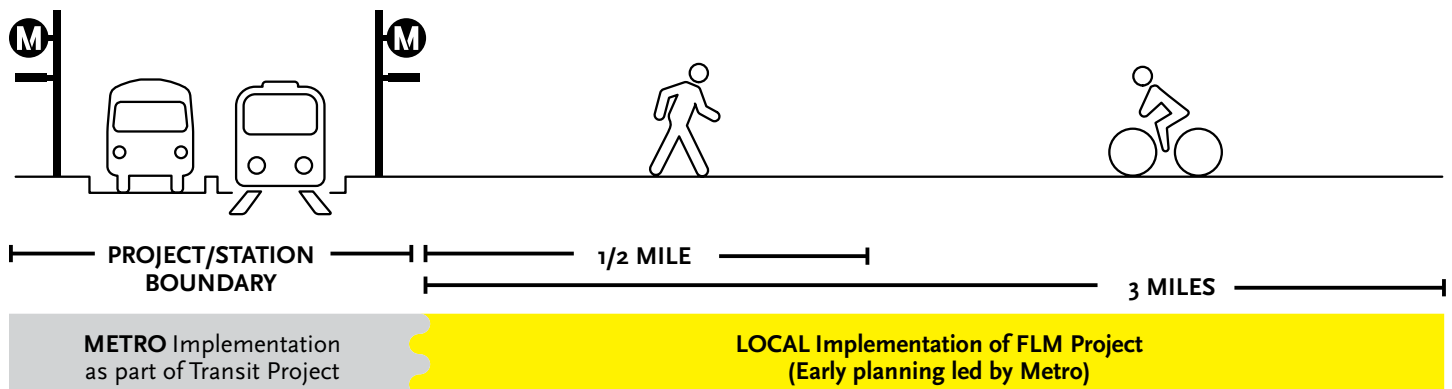


Figure E-3: FLM and Transit Corridor Project Delivery Phases Comparison

> **Prioritized FLM improvements on primary access routes:**
 FLM plan development results in a comprehensive set of access, safety and aesthetic improvements within a half-mile radius for pedestrian focused improvements, and a three-mile radius for bike and other rolling mode connections. These boundaries are defined by the Federal Transit Administration and in the Metro First/Last Mile Strategic Plan.

a station, and the density of the street network, among other factors, the estimated cost to deliver FLM improvements can sometimes be as high as \$30 million per station. Therefore, the approach here focuses on advancing high priority improvements (those that improve safety and accessibility) on primary access routes. Specific station amounts will vary due to the vast disparities in infrastructure and suitability for walking and biking within the existing built environments surrounding stations throughout the county.

Depending on existing conditions, the expected ridership of



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Figure E-4: FLM Improvements Site Definition and Boundaries

> **Negotiation of 3% local contribution agreements to fund FLM projects:** The ability for local jurisdictions to direct their 3% contribution to pay for FLM improvements for non-BRT transit corridor projects, per Motion 14.2, is a key tool enabling FLM project delivery. Therefore, the Guidelines describe a critical path of activities, products, and decision points that facilitate the handoff of FLM projects to local jurisdictions and 3% agreements that will help fund them. The Guidelines describe the necessary elements to be included in 3% agreements, which will be negotiated with local agencies on a project-by-project basis. Figure E-5 also illustrates the critical path items leading to the 3% agreement.

> **FLM 3% availability:** To support equitable use of this policy option for funding FLM improvements, 3% credit will be available for high priority projects as determined in the FLM plan. High priority projects identified within the plan generally focus on safety and accessibility to the station.

These priority projects, if implemented, will result in safe, accessible, and continuous paths of travel on primary routes within each station’s walk-shed, inclusive of sidewalks, crosswalks, lighting, and bike connections as needed (e.g. to close gaps in the bike network). The methodology and criteria for determining high priority projects has been piloted on past FLM plans and will be further developed and applied across all FLM plans, pending further Board direction. While the

focus is on safety and accessibility-related improvements, this methodology will also accommodate some flexibility for each station, with an emphasis on other FLM plan improvements supported by local jurisdiction interest or public feedback received during the plan’s community engagement process.

> **Community engagement and partnership with Community Based Organizations:** Grassroots community engagement and collaboration with Community Based Organizations (CBOs) are critical elements of the FLM program. FLM physical (street and sidewalk improvements) and cultural (community expression) infrastructure is deeply valued at a localized scale. CBO involvement can bridge a frequent disconnect between core transit-dependent riders, who are often low income and people of color and do not have the resources to participate in public processes, and more engaged stakeholders. Metro’s work with CBO partners on FLM projects is linked to the agency’s Equity Platform Framework and is an example of techniques being piloted for Metro’s agency-wide CBO strategy.

> **Metro support for implementation:** For all Metro transit projects, Metro provides a range of support to local agencies for funding and implementation of FLM. This support, such as for competitive grants, are described in Box 9 in Section 2D.

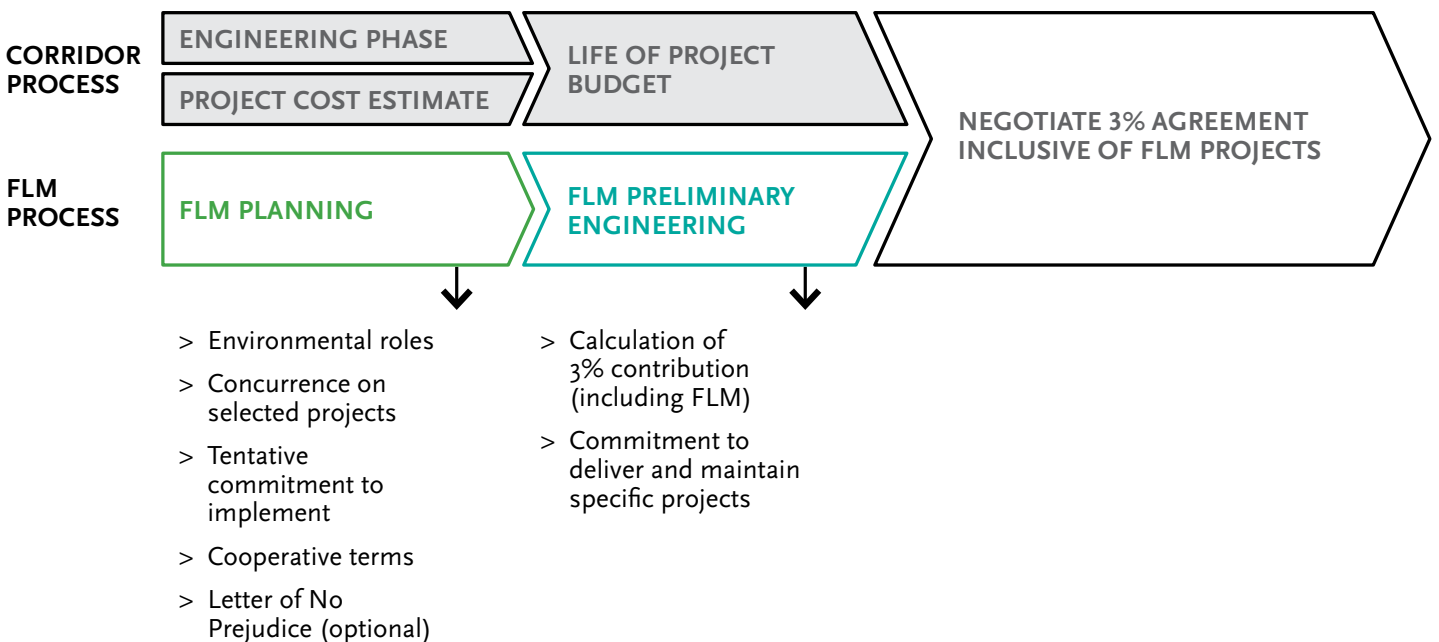


Figure E-5: Critical Path to 3% Agreement

Organization of Document

The Guidelines are organized in sections by FLM project phase and describe FLM project development in relation to typical transit project phases. Coordinating timelines with transit project work is critical; to assist, the relationship of specific transit project and FLM milestones is described throughout the Guidelines. FLM work, as described herein, follows the following project development phases:

- > Planning
- > Environmental Clearance (concurrent with Preliminary Engineering)
- > Preliminary Engineering (concurrent with Environmental Clearance)
- > Implementation

Given the importance of coordination and cooperation, the Guidelines emphasize specific roles and responsibilities throughout each of the project development phases. Figure E-6 outlines the organization of each project development phase section within the Guidelines. Each section details processes and expectations for Metro departments/teams, local agencies, Community Based Organizations, and other participants. Appendix C contains the same information organized by role, and can be referred to by any stakeholder at each stage.

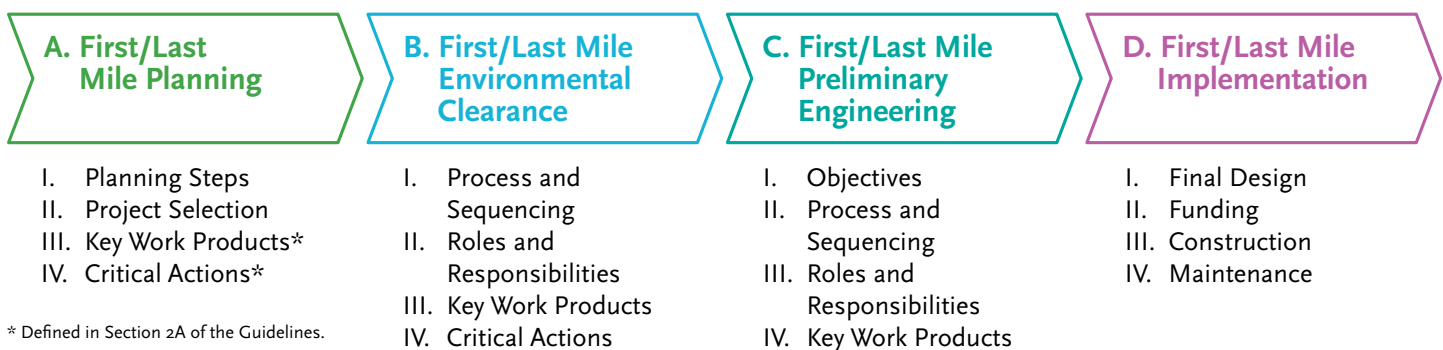


Figure E-6: How to Use the Guidelines

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1. Introduction

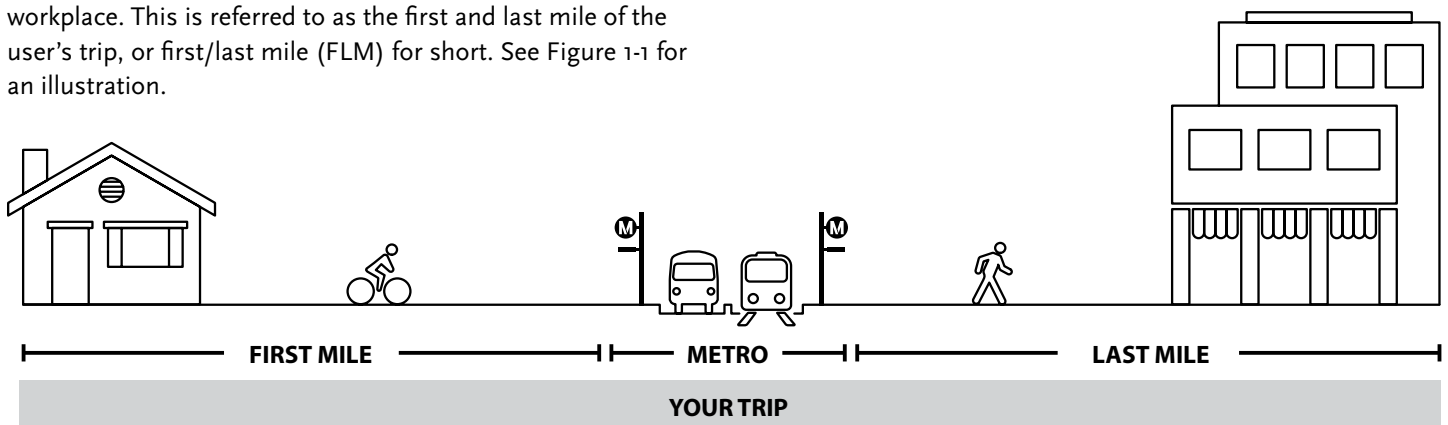
The First/Last Mile Guidelines describes the process by which Los Angeles County Metropolitan Transportation Authority (Metro) and local jurisdictions partner in the planning, design, and construction of first/last mile (FLM) improvements for new rail transit and bus rapid transit (BRT) corridor projects.

The Guidelines intend to fulfill the Metro Board of Directors' (Board) vision for safe, connected FLM pathways to new transit stations. It builds upon Metro's FLM policies and past experience: the First/Last Mile Strategic Plan (2014) presented methodology for FLM planning; Board Motions 14.1 and 14.2 (2016) directed activities to facilitate and implement FLM networks around transit stations and stops throughout the county; and to-date, the Board has adopted seven FLM plans and several more are in progress (see Box 1).

Ninety percent of transit riders walk, bike, or otherwise roll to and from transit stations and bus stops, highlighting the importance of safe streets to access transit. Through FLM planning, Metro envisions a network of routes extending from transit stations that are designed to meet the needs of transit riders and improve the customer experience.

A. What is First/Last Mile?

An individual's trip is understood as the entire journey from origin to destination. For transit riders, bus and rail services often form the core of a trip, but riders complete the first and last portion on their own using another mode. Typically, they must first use "active transportation" —walking, biking or rolling—to reach the nearest station from their home or workplace. This is referred to as the first and last mile of the user's trip, or first/last mile (FLM) for short. See Figure 1-1 for an illustration.



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Figure 1-1: What is First/Last Mile?

Actual distances for the FLM trip may vary. However, for pedestrians, the upper boundary is usually understood to be a 15-minute walk, which translates to a half-mile radial distance centered around a transit station or stop. Most bicyclists can travel a mile in four to five minutes. Hence, for bicyclists, due to their higher speeds, this travel distance increases to a three-mile radial distance. Figure 1-2 illustrates these FLM access sheds, the distances people travel in a set duration of time (15 minutes) using different active transportation modes.

FLM improvements incorporate a range of urban design elements that respond to the context of each station. Though the streets that comprise the FLM station planning area typically fall outside the boundaries of Metro's jurisdiction, they remain critical components of an effective public transportation system. The easier it is to access a transit system, the more likely people are to use it.

Some examples of FLM improvements include:

- > Infrastructure for walking, biking, and rolling (e.g. sidewalks, crosswalks, bike lanes, bike parking)
- > Shared use services (e.g. scooters, bike share, and car share)
- > Facilities to transfer or connect to a different mode of transportation (e.g. passenger drop-off areas and bus/rail interface improvements)
- > Information that simplifies travel, including signage, wayfinding, and technology (e.g. information kiosks and mobile apps)

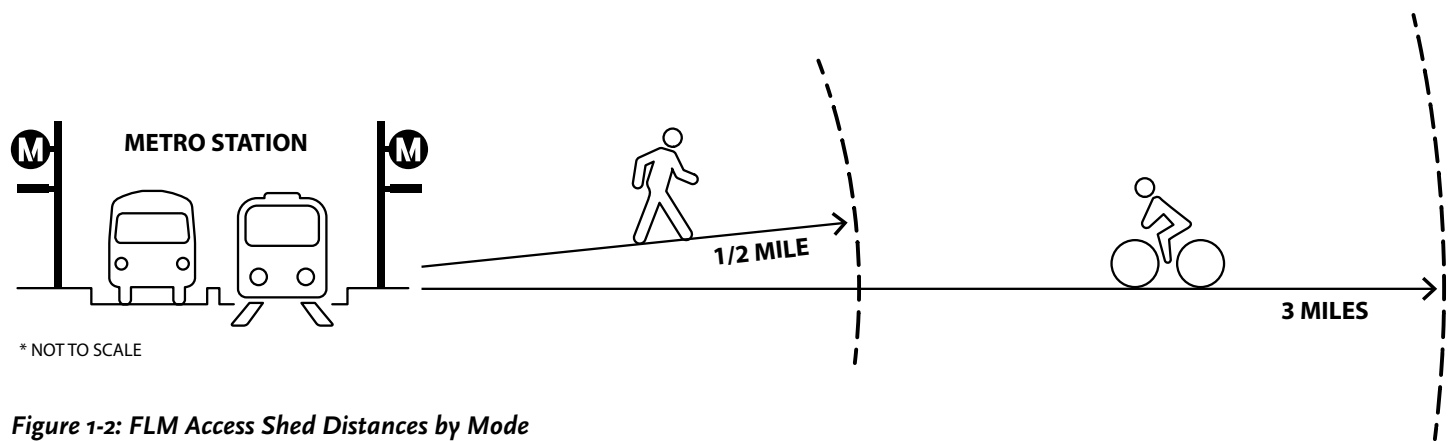


Figure 1-2: FLM Access Shed Distances by Mode

Why is First/Last Mile Important?

FLM improvements are important for three core reasons:

1. First/last mile expands the reach of transit. It recognizes that the built environment surrounding and connecting to transit is a factor in an individual's propensity to take transit.
2. First/last mile improves safety. Well-designed crosswalks, effective lighting, bike lanes, and other improvements help protect the most vulnerable users of the street and encourage transit ridership.
3. First/last mile enhances the customer experience for transit riders. Well-maintained sidewalks, clear and easy to understand signage and wayfinding, landscaping, and other visual enhancements like public art can all contribute to a more pleasant travel experience for current and future riders.

B. Goals and Objectives of the Guidelines

The goal of the First/Last Mile Guidelines is to ensure the comprehensive integration of FLM improvements into existing and future transit capital projects.

Specific objectives include:

- > Formalizing Metro's approach to implementing Board direction to incorporate FLM project delivery into the planning, design, and construction of all Metro transit projects.
- > Defining Metro's role and responsibility in the planning, design, and implementation of FLM improvements for transit capital projects.

- > Establishing the cooperative terms by which Metro and local jurisdictions will work together during the FLM planning and design process.
- > Identifying how the FLM planning and design process is integrated in the transit corridor project planning and design process.
- > Defining the approach to funding and implementing FLM projects identified during the planning and design process.

C. Integration with Transit Projects

To reach its goal, the Guidelines serve as a roadmap for Metro project managers and external agencies. It outlines applicable transit projects, the footprint for FLM improvements, and the FLM project development process, including the roles, responsibilities, and required coordination among Metro departments, external agencies, and other stakeholders.

Applicable Transit Projects

Board Motion 14.1 states that FLM planning is to be integrated in "all Metro transit projects." The Guidelines define applicable Metro transit projects as:

- > Core Capacity Improvement projects, including:
 - New or replacement transit stations (e.g. Orange (G Line) Sepulveda Station)
- > Transit Fixed Guideway projects including:
 - Extensions of existing rail lines (e.g. Eastside Transit Corridor Phase 2)
 - New rail lines (e.g. East San Fernando Valley Transit Corridor, Crenshaw/LAX Transit Corridor, West Santa Ana Branch). A table in Appendix G shows FLM program commitments and applicability for each transit project.

- > Transit Fixed Guideway or Corridor-based bus projects, including:
 - BRT projects (e.g. North Hollywood to Pasadena Transit Corridor). Specific obligations and terms for FLM implementation related to BRT projects are discussed in Chapter 3 of this document¹.

Policy Context

The Board established a vision for enhanced station access and safety by enacting FLM policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide.

¹ 3% contribution is only applicable to new fixed guideway rail projects.

Motion 14.1 calls for Metro to:

Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.

Box 1: First/Last Mile Planning Experience To-Date

Since the 2016 FLM Board motions, Metro staff, working together with local jurisdictions, has undertaken a substantial body of work to advance the FLM program. This includes the completion and adoption of FLM plans for new transit projects, as well as existing and under-construction stations. These are listed below, noting highlights and three key takeaways:

- > **Blue (A Line) First/Last Mile Plan** (adopted April 2018, 22 stations)
- > **Inglewood First/Last Mile Plan** (adopted February 2019, 4 stations)
- > **Foothill Gold (L Line) Extension Phase 2B First/Last Mile Plan** (adopted June 2019, 5 stations)
- > **Aviation/96th (Airport Metro Connector) First/Last Mile Plan** (adopted June 2019, 1 station)
- > **Purple (D Line) Extension Sections 2 and 3 First/Last Mile Plan** (adopted May 2020, 4 stations)
- > **East San Fernando Valley Corridor Project First/Last Mile Plan** (adopted December 2020, 14 stations)
- > **Orange (G Line) Sepulveda Station First/Last Mile Plan** (adopted February 2021, 1 station)
- > **Purple (D Line) Extension Section 1 First/Last Mile Plan** (in progress, 3 stations)

Community Engagement: Metro has engaged Community Based Organizations (CBOs) on the Blue (A Line), Foothill Gold (L Line), East San Fernando Valley, and Purple (D Line) Extension Section 1 FLM projects. These partnerships have served as opportunities for Metro to pilot techniques being developed for the agency-wide CBO strategy. FLM staff's growing body of experience with CBOs has highlighted the importance of integrating grassroots community engagement in the FLM planning process. CBO collaboration has helped reach core transit-dependent riders, who are often low-income and people of color who traditionally, have not had access to meaningfully engage in Metro planning processes, and revealed that FLM infrastructure (streets and sidewalks) are deeply valued at a very local scale.

Prioritization of Improvements: Metro's initial round of FLM projects has highlighted the complexity and cost of delivering the envisioned full FLM plans for transit stations. Each station area plan within the transit project boundary should be viewed on its own as a medium-to-large-scale active transportation project. Depending on existing conditions, the expected ridership of a station, and the density of the street network, among other factors, early FLM plans estimated the cost to deliver FLM improvements to be as high as \$30 million per station. As a result, more recent plans and the Guidelines suggest focusing on high priority improvements on primary access routes.

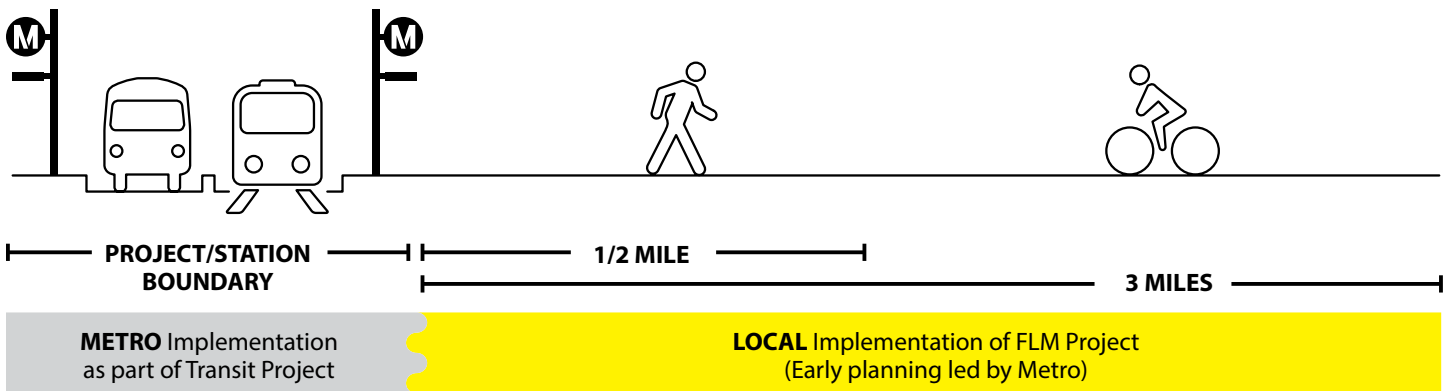
The Guidelines and the Board’s FLM vision are contextualized by the 2014 First/Last Mile Strategic Plan, as well as other Metro policies and plans, including the Transit Oriented Communities (TOC) Policy and Implementation Plan. Metro’s TOC Policy sets the direction for how Metro plans and implements new and existing transit corridor projects. The five goals of the TOC Policy aim to:

1. Increase transportation ridership and choice
2. Stabilize and enhance communities surrounding transit
3. Engage organizations, jurisdictions, and the public
4. Distribute transit benefits to all
5. Capture value created by transit

These goals provide a framework within which FLM planning may be incorporated for transit corridor projects. Other relevant Metro policies and plans include the Transit Supportive Planning Toolkit, the Vision 2028 Strategic Plan, the Equity Framework and Platform, the Active Transportation Strategic Plan, the TOC Implementation Plan, and the Metro Transfers Design Guide. More information about these policies and plans is available in Appendix A.

Footprint for FLM Improvements

Most FLM improvements are located on property/land controlled by local jurisdictions, not Metro. This is because FLM improvements are planned outside Metro’s transit project boundary, but within a half-mile radial distance centered around a transit station. Sometimes this radial distance extends to three miles for bicyclists or other wheeled active transportation users as illustrated in Figure 1-2.



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Figure 1-2: Site Definition and Project Boundary

However, Metro historically is responsible for the design and implementation of FLM improvements within the transit project boundary, which is intended to house Metro station plazas and construction staging. There are a variety of FLM improvements that would fall within this boundary including, but not limited to, signage, lighting, and sidewalks. The Guidelines describe Metro’s responsibility to deliver these FLM improvements within the transit project boundary and the application of Board policy that these elements not be subject to reduction or elimination through value engineering.

Importantly, Metro and local jurisdictions must coordinate and align FLM projects outside of the transit project boundary to ensure the core goals of FLM are met and transit riders experience benefit. For example, the pedestrian travel paths to station portal entrances (within Metro’s transit project boundary) should align with crosswalk and sidewalk improvements delivered by local jurisdictions.

Overview of the First/Last Mile Project Development Process

The Guidelines approach the development of FLM improvements as parallel, complementary projects that are coordinated with transit project delivery at key, identified touchpoints. Metro launches FLM planning work in coordination with the larger transit corridor project. Subsequently, Metro hands-off the FLM planning process to local jurisdictions for completion of design, construction, and maintenance. Local jurisdictions are able to count FLM investments toward the Measure M 3% contribution requirement for rail transit projects, and the facilitation of FLM delivery through this 3% mechanism is a key focus of the Guidelines.

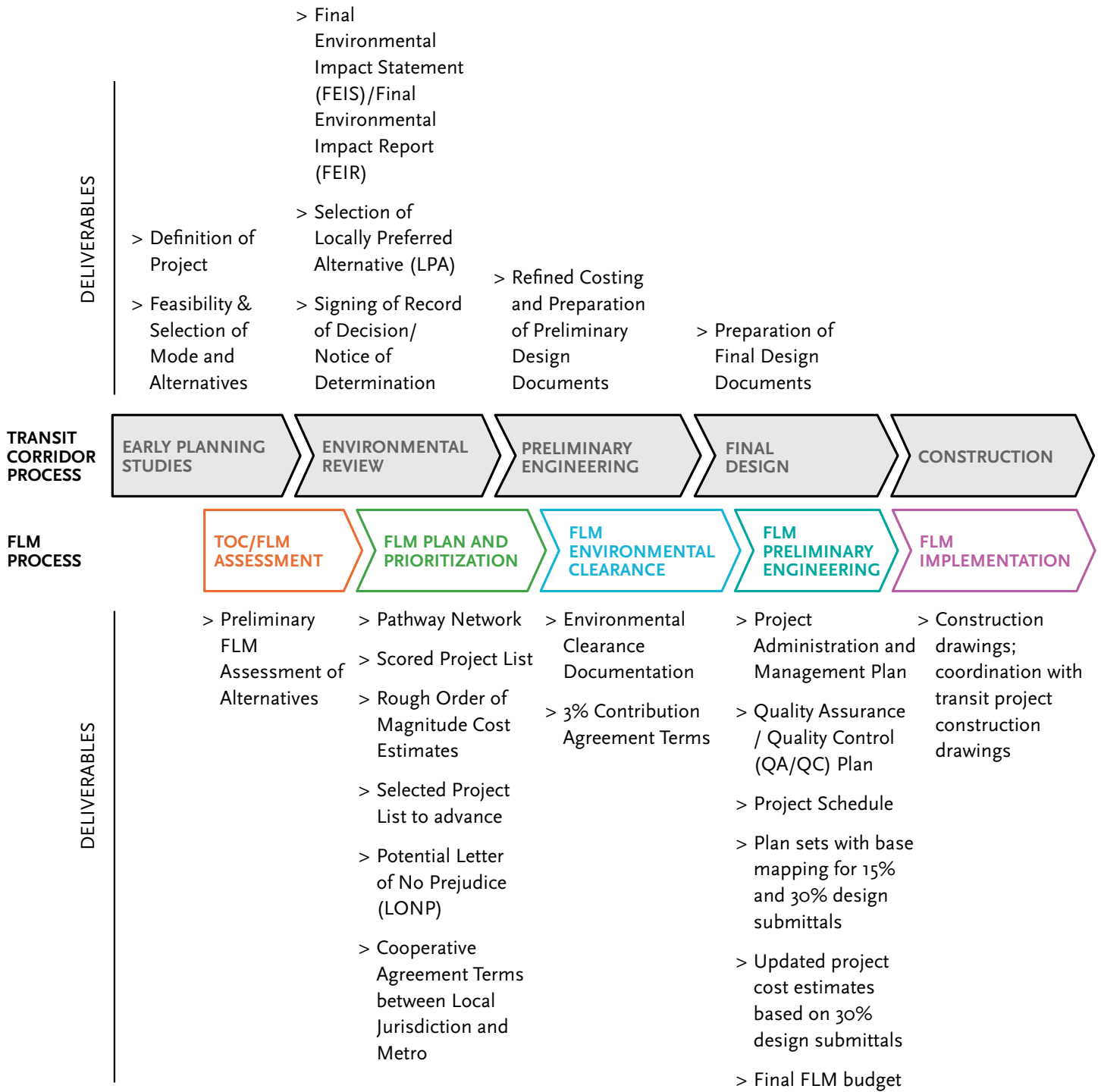


Figure 1-3: FLM and Transit Corridor Project Delivery Phases Comparison

While a preliminary FLM assessment should be conducted during a transit corridor’s early planning/alternatives analysis and environmental clearance, the formal FLM planning typically begins in earnest upon selection of a Locally Preferred Alternative (LPA) for the transit corridor.

The Guidelines are organized according to the phases of FLM project development: planning, environmental clearance, preliminary engineering, and implementation. They reference when and how the FLM planning integrates with the transit corridor’s planning and construction. Figure 1-3 outlines the alignment of and key deliverables associated with the transit corridor and FLM project development processes, and thus, the organization of the Guidelines. Each FLM development phase culminates in a set of products and critical actions. These critical actions, such as agreement between Metro and local agencies on cooperative terms at the conclusion of the Planning phase, are necessary to proceed to ensuing phases of work.

D. Who Should Use the Guidelines

FLM planning is an inherently collaborative, cross-jurisdictional, and nuanced process. Thus, the Guidelines serve a variety of audiences, outlined below, from transportation planners working on Metro projects to community groups seeking to advocate for and engage with communities.

- > **Planners** – Urban and transportation planners working for Metro and local jurisdictions can use the Guidelines to streamline the incorporation of FLM planning into transportation projects. In particular, planners working for other agencies and local jurisdictions can use the Guidelines to better synchronize independent development of active transportation projects with adjacent or nearby Metro projects.
- > **Policy Makers** – Policy makers can reference the Guidelines to determine how to coordinate their local and regional policies with Metro’s. Similarly, the Guidelines can be used to facilitate the adoption of local or regional FLM policies.
- > **Local Jurisdictions** – As partners in the funding and delivery of transit projects, as well as the agencies leading implementation of many FLM improvements, local jurisdictions will need to comply with Metro requirements to receive technical and grant writing support from the agency.
- > **Consultants** – Transit agencies and local jurisdictions employ consultant teams to augment their in-house staffing and capabilities. The Guidelines can familiarize consultants with Metro policy and reduce uncertainty about the planning processes related to FLM.

- > **Community Based Organizations (CBOs)**– As experts with unique and granular knowledge of local conditions and needs, these organizations are encouraged to be involved in the FLM planning process, particularly in community engagement efforts and in the identification of FLM access routes and improvements.

- > **Community Members** – Community input is vital to FLM project success. As everyday users of streets, sidewalks, and infrastructure in station areas, community members can provide relevant insights to challenges, opportunities, and safety concerns related to FLM mobility.

Roles and Responsibilities

Metro’s core function in FLM implementation is to oversee the planning and development of FLM projects, in partnership with local jurisdictions, that will then be handed off to the local jurisdictions to design and implement. Additionally, Metro is responsible for coordinating FLM functions with the transit project, including delivery of FLM components within the footprint of transit stations. The FLM planning and project development process requires leadership and participation from a range of Metro departments including Metro Countywide Planning and Development – First/Last Mile Team (Metro FLM Team) and Mobility Corridors Team (Metro Mobility Corridors Team); Metro Program Management; Metro Community Relations; and Metro Arts & Design.

FLM improvements are intended to be constructed and maintained by local jurisdictions, therefore it is important that local jurisdiction staff are involved in the FLM planning led by Metro. Generally, the following local departments are anticipated to participate: Planning, Public Works/ Engineering, Transportation, Street Lighting, Cultural Affairs, and City Manager.

Metro partners with local CBOs to engage the community and transit riders on their needs and interests related to FLM improvements. CBOs are most commonly involved in the FLM planning process, focusing on enhancing community engagement efforts led by Metro and its consultant teams.

Roles, timing, and level of participation from these different stakeholders are explained in the Guidelines’ description of each project development phase. The table in Appendix C summarizes the roles during each FLM project development phase.

2 PROJECT DEVELOPMENT PHASES

This section outlines the critical path for FLM activities at each stage of project development: Planning, Environmental Clearance, Preliminary Engineering, and Implementation. Each project stage outlines the FLM scope of work, along with the roles and responsibilities for Metro, local jurisdictions, and other key stakeholders.

FLM project development coordinates with and occurs in parallel to transit project delivery. The following sections also describe when and how FLM activities integrate with the Metro transit corridor planning phases described in the Guidelines' introduction.

A. First/Last Mile Planning (Lead: Metro FLM)

Led by Metro, the FLM planning phase is based on a methodology established in the First/Last Mile Strategic Plan and subsequent experience with the methodology's implementation. In addition, a 2020 First/Last Mile Methodology Update (see Appendix F) provides up-to-date refinements of the approach. While a preliminary FLM assessment should be conducted during the transit corridor's early planning/alternatives analysis and environmental analysis phases (see Box 2), **the formal FLM planning begins in earnest upon selection of an LPA for the transit corridor.**

FLM planning steps are described below along with roles for Metro and its external partners. It is followed by a section explaining how a subset of projects are selected to advance to the next project development phases. The section concludes with a summary of key work products and critical questions to ask before continuing to FLM environmental clearance and preliminary engineering.

Box 2: Preliminary Transit Oriented Communities - First/Last Mile Assessment

The transit corridor's early planning work should include a high-level, preliminary TOC-FLM assessment which can inform alignment screening. This early assessment of FLM conditions should inform the preparation of the draft EIS/EIR for the transit corridor. TOC-FLM preliminary assessments should be scoped and developed in consultation between the Metro Mobility Corridors and Metro FLM Teams. Two recent transit corridors undertook a preliminary TOC-FLM assessment and are described with key takeaways below.

- > **Eastside Transit Corridor Project** – The preliminary FLM assessment evaluated both qualitative and quantitative factors of potential station areas including street networks at station locations, specifically intersection density, the quality of sidewalks, crosswalks, street furniture amenities such as lighting and bus shelters, pedestrian and bicycle safety statistics, and existing and planned active transportation infrastructure. The assessment scored each factor on a scale of 1 to 3 for each station area, which resulted in a total score for each alignment option, supported by narrative discussion. The character of the alignment options were very different, which resulted in notable differences in FLM scores especially as one alignment option would run along a freeway. The preliminary FLM assessment helped inform the elimination of one alignment from the project scope. https://www.metro.net/projects/eastside/goldline_eastside_access/
- > **Crenshaw Northern Extension Project** – The preliminary FLM assessment evaluated and scored station areas based on qualitative and quantitative criteria, similar to those used for the Eastside Gold Line but with some variation due to differing physical urban conditions and connectivity needs and resulting in the use of a different scoring system. The existing conditions in the project study area are similar among the alignment options, resulting in smaller deviations in the total FLM score for each alignment. This assessment helped identify the range of FLM issues for the project and the magnitude of FLM improvements that are likely needed in future phases. <https://www.metro.net/projects/crenshaw-northern-extension/>

I. Planning Steps

Upon selection of an LPA, or when the number of stations and their locations are otherwise determined, the FLM planning begins to conduct the following steps:

1. **Existing Conditions Analysis**
2. **Technical Walk Audit**
3. **Draft Pathway Network**
4. **Community Engagement (occurs at multiple points)**
5. **Final Pathway Network and Project Ideas**
6. **Project Scoring and Cost Estimates**

Typically, this work occurs during environmental clearance for the transit project concurrent with the completion of the Final Environmental Impact Report (FEIR), working with a FLM consultant team assigned to the transit project.

Each step is described below with a brief description, lessons learned from past experience, and a summary of roles. Definitions of these roles include the following:

- > Lead: The Metro department or local jurisdiction that is responsible for preparing the product in this phase
- > Support: Metro department(s) or local jurisdiction(s) that contribute staff time and effort to preparing the activity, writing portions of reports or documents, or other similar contributions to the product in this phase
- > Participation: Metro department(s), local jurisdiction(s), and other community stakeholders that participate in this phase by attending activities and/or reviewing work products

For more detailed descriptions of these steps, please reference the First/Last Mile Strategic Plan and completed FLM Plans online, along with the 2020 First/Last Mile Methodology Update in Appendix F.

1. Existing Conditions Analysis

Description: The existing conditions analysis is the first step of the FLM planning process after the LPA of a transit corridor has been selected. The objective of the analysis is to understand the local environment around each station including land use, key destinations, existing and locally planned bicycle facilities, and collisions, among other data points.

Lessons Learned: Project engineering/design drawings for the transit corridor - at whatever level of detail is available - should

be shared with the FLM Team to ensure that the resulting FLM projects are consistent with the corridor project at the time the FLM Plan is developed. For example, drawings that show the location of station entrances are of particular importance for the development of the FLM improvements and should be communicated with the FLM consultant at this beginning step. To ensure consistency with local efforts, local jurisdictions should provide all relevant plans and projects during this step.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Metro Mobility Corridors Team and local jurisdiction(s)

2. FLM Technical Walk Audit

Description: During walk audits, technical staff and consultants collect data on strengths, barriers and observed behaviors related to the walking and bicycling environment around the station. This step is a key component of FLM planning because it gives the project team on-the-ground, experiential knowledge about the station area. Walk audits are conducted using Metro's web-based data collection tool, which allows participants to document specific locations with comments and photos about conditions. Some walk audits may also be conducted by community members as an introduction to other subsequent community engagement described below.

Lessons Learned: Walk audits should be conducted at different times and days of the week, with a focus on peak travel times and potentially after dark. Additionally, it is helpful to have local jurisdiction staff participate in the walk audit because of their granular knowledge about how the community utilizes the area. Other key aspects of walk audits, such as team size, whether pre-set routes are assigned, and the potential to conduct audits using multiple mobility devices (e.g. bicycles, wheelchairs, and scooters) are to be determined based on consultation between the FLM Team lead and other team members.

Roles:

- > Lead: Metro FLM Team (with FLM consultant team part of the transit corridor project team)
- > Support: Metro Mobility Corridors Team; Metro Community Relations
- > Participation: Local jurisdiction(s) and CBOs, depending on project needs

3. FLM Draft Pathway Network

Description: The development of the Pathway Network (key routes to walk, bike, or roll to the station) is based on research of local plans, existing conditions and facilities, and data collected during the walk audits. This step ensures a clear nexus between FLM improvements and the transit riders' experience. Additionally, the inclusion of local plans and existing facilities avoids duplicating or getting ahead of local efforts to improve their city streets.

Lessons Learned: Once drafted and prior to the community engagement activities (see next step below), local jurisdictions and the CBO partner should review and provide comments on the Pathway Network.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Metro Mobility Corridors Team, Local Jurisdiction(s), and CBOs

Box 3: Consultant Contracting, Team Composition, and Management

Collaboration is needed among Metro teams to help guide the consultant's work efforts and deliverables. This collaboration starts when a scope of work is developed and continues through the duration of the contract. The development of a FLM plan is typically part of the scope of work for the environmental consultant selected for the transit corridor project, noting that FLM projects will be environmentally cleared separately from the corridor project as described in Section 2B. This approach allows for consolidation of the contracting process and ensures that the FLM planning schedule will align with the schedule for the transit corridor project.

The Metro Countywide Planning & Development - FLM Team lead for the project will coordinate with the Mobility Corridors Project Manager on scope language and the anticipated budget. Upon procurement, the Mobility Corridors Project Manager is responsible for the entirety of transit corridor contracted work, but the FLM Team will provide an assigned staff lead to the project to substantially guide and co-lead the FLM planning tasks. The Community Relations Team leads outreach efforts for the transit corridor planning studies often under a separate outreach-specific contract. The Community Relations Team partners with the FLM Team on community engagement for the FLM plan and the contracting model varies. A key distinction is that community engagement, primarily informed by CBOs and supported by the local jurisdiction, would be an integral part of the technical FLM planning work. Metro is preparing an agency-wide CBO partnering strategy, which will provide further guidance on CBO engagement.

As of the writing of these guidelines, a few models have been deployed to collaborate and manage consultant teams. No one approach has been decided, however, a few important lessons have been learned, resulting in the following recommendations:

- > Specify the desired composition of the consultant team in the scope of work (e.g. including a consultant with expertise in FLM/active transportation network planning or design).
- > Prior to consultants beginning FLM work, discuss the approach to FLM and tailor it to the corridor's unique needs, establish expectations on level of effort, and discuss if and how the work will be shared with CBOs.
- > Define the approach and coordination process with local jurisdictions and what roles and responsibilities the consultant team will have versus Metro staff.
- > Ensure direct communication between Metro's FLM Team and the FLM consultant, which may be a subconsultant under the early planning or environmental clearance contracts.
- > Hold regular meetings specific to FLM planning with key Metro departments - Mobility Corridors, FLM, Community Relations, Construction Relations, Marketing, and Design Studio - and consultant team members to surface issues of communal interest.

4. Community Engagement

Description: Community engagement is a critical component due to the detailed and highly localized nature of FLM projects. As a consequence, it occurs at multiple points in the process. Typically, FLM efforts include a range of community engagement methods including workshops, stakeholder interviews, walk-audits, and surveys (online or intercept). The purpose of these participatory activities is two-fold: 1) to collect data/feedback to inform FLM planning and 2) to bring general awareness of FLM issues to communities. These outreach activities need to be coordinated with the overall community engagement approach (led by Community Relations) for the transit corridor project to align project messaging to community and stakeholder groups. FLM improvements provide an opportunity to build good will with the community and support for the overall transit project.

Lessons Learned: Many specific lessons about community engagement and partnering with CBOs have been documented in past FLM plans. Importantly, the approach to community engagement (i.e. engagement format, materials, location, languages, methods, etc.) should be a collaboration among the Metro FLM Team, the Metro Community Relations Team, and partner CBOs. To support the FLM Team's community engagement activities, Metro Community Relations helps to develop and manage stakeholder contact lists and promotional materials; it may also serve as frontline communication with political offices and other local stakeholders. Partner CBOs support outreach strategy and participant recruitment through their organizing expertise and knowledge of local networks. To date, FLM planning efforts have generally been organized around a two-stage community engagement effort. The first stage involves outreach to community stakeholders through one-on-one meetings and conversations, inviting them to then also participate in the walk audits. The second stage focuses on pop-up workshops in the local community to broaden opportunities for public input. This process should be reviewed and refined on a project-by-project basis. For examples of community engagement models from past FLM plans, see Appendix D.

As described in Box 3, local jurisdictions should decide to what extent they will be involved in the engagement, from publicizing the event (less involved) to co-presenting information (highly involved). FLM terminology, graphic representation of FLM ideas, and community presentations should be discussed early with the contractor, as well as core Metro departments to make sure materials are easy-to-read for the general public.

Roles:

- > Lead: Metro FLM and Community Relations Teams
- > Support: Metro FLM Team or Community Relations, depending on project needs, and CBOs
- > Participation: Local Jurisdiction(s), CBOs, and general public

5. Final Pathway Network and Project Ideas

Description: Collected community feedback (e.g. from stakeholder interviews, walk-audits, and other community engagement activities) is used to validate or correct the draft Pathway Network, as well as reflect the project ideas and priorities of the community. At this stage, review of the Pathway Network and project ideas by the local jurisdictions and CBO is requested before finalization.

Lessons Learned: Including documentation on the origin of individual projects allows decision makers and the community to clearly understand how a given improvement originated. For example, past plans have documented whether an idea was proposed by the project team following the walk audits, requested by a community member, or recommended in a current local plan.

Roles:

- > Lead: Metro FLM Team
- > Support: Metro Mobility Corridors Team
- > Participation: Metro Arts & Design, Local Jurisdiction(s) and CBOs

6. Project Scoring and Cost Estimates

Description: FLM projects included in the Pathway Network are categorized by type and location, and are subsequently scored on a number of variables. The variables, for both pedestrian and wheel projects, may fall within weighted categories of safety, comfort, community input, and connectivity. An example of scoring variables is provided below in Figures 2-1 and 2-2 from the Purple (D Line) Extension Sections 2&3 FLM Plan.

Individual projects may use different weighting or additional criteria as relevant to the conditions along the study corridor, but each should at a minimum include these larger categories of safety, community input, and connectivity for walking and rolling to the station.

At this stage, Metro will develop rough order of magnitude (ROM) cost estimates for the FLM projects included in the Pathway Networks for each station with input from the local jurisdictions. ROM cost estimates utilize recent unit cost information obtained from Metro Cost Estimating and the respective local jurisdictions where projects are located. These unit costs are then used to develop the ROM costs based on the basic FLM project information available at this stage of project development. This includes general information like the distance of linear improvements (bicycle lanes, new sidewalk) and initial counts for location-specific improvements (street trees, lighting, street furniture).

Lessons Learned: Recent bids for construction projects that local jurisdictions have received, along with the final costs for FLM projects once construction is complete, are helpful to inform the cost estimates for walking and biking infrastructure projects in the respective jurisdiction. Metro Program Management guidance on format and content is typically provided to the consultant by the Metro FLM Team lead. These cost estimates will be refined later in the project development process following 30% Design completion in the preliminary

engineering phase led by local jurisdictions. The Metro FLM Team will also establish a process to collect final cost information for completed projects to better understand final costs and inform the development of future cost estimates.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Local Jurisdiction(s) and Metro Program Management

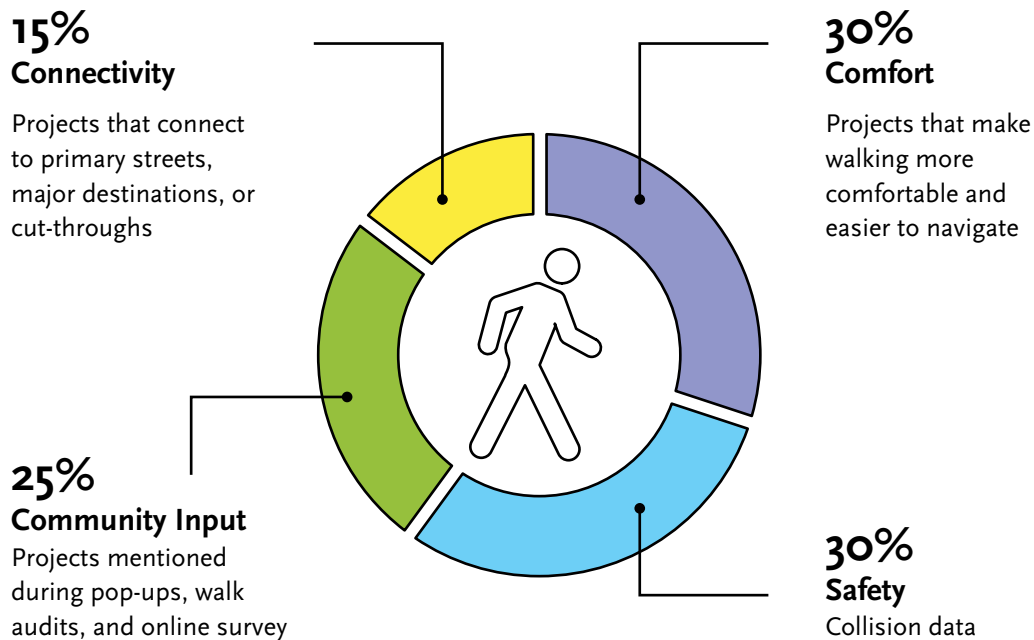


Figure 2-1: Purple (D Line) Sections 2/3 FLM Plan Pedestrian Project Scoring Factors

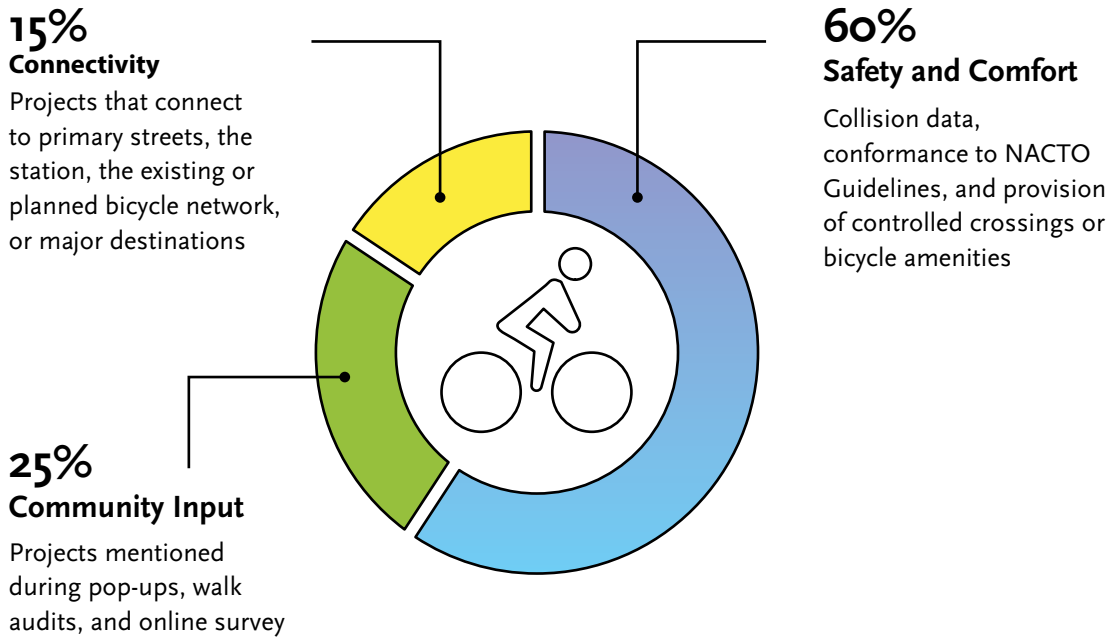


Figure 2-2: Purple (D Line) Sections 2/3 FLM Plan Bicycle Project Scoring Factors

II. Project Prioritization and Selection

Given the menu of projects that emerge from the FLM plan, a narrower set of high priority investments advance to the next stages of preliminary engineering and environmental clearance (if needed). While prioritization can be flexibly applied to account for the specific needs of each project/station, the intent of delineating priority projects is to focus on pedestrian related projects on primary pathways that provide improved safety and accessibility, and bicycle related projects that improve safety and connectivity to the station and the rest of the bicycle route network.

There is a key distinction between projects located within the transit project boundary and those located outside of this area. The FLM Planning effort is focused on identifying and defining FLM projects located outside of the transit project boundary, as illustrated previously in Figure 1-2. Transit project boundary projects typically include the following:

- > Sidewalk improvements and/or additions directly adjacent to the station or providing direct access to the station
- > Lighting and landscaping improvements in the station area, at station access points, and directly adjacent to the station
- > Bike racks and lockers at the transit station, located in Metro right-of-way
- > Pick-up and drop-off areas serving the station
- > Multi-use pathways located parallel to the transit corridor and in Metro right-of-way

Other improvements may also fall into this category, with the general guideline being that these projects are located directly adjacent to the station and/or in Metro right-of-way.

Walk projects in the half-mile radius of the station typically include the following:

- > Sidewalk improvements and/or additions
- > Lighting and landscaping improvements along streets
- > Wayfinding signage directing people to the transit station
- > New and improved crosswalks at street intersections
- > New and improved bus stops
- > Curb extensions at street intersections

Wheel projects in the half-mile or three-mile radius of the station typically include:

- > New or enhanced bicycle lanes
- > New Bicycle Boulevards
- > New multi-use pathways
- > Enhanced intersections for bicycles

Project prioritization and selection advance a list of high priority projects that lie outside the transit project boundary. Qualifying local jurisdictions can implement these in order to help meet their 3% contribution requirement. The list of priority projects is shared with jurisdictions whose feedback can further adjust project selection to account for local

priorities. Furthermore, some projects (e.g. those that are not directly related to safety, accessibility, or that are on secondary walk pathways) may be considered for the prioritized projects list if they demonstrate strong public support through the plan's community engagement process. This flexibility can extend to substituting projects during the preliminary engineering stage should projects be unable to proceed on feasibility or other considerations. Substitute projects should be of the same project type and provide equivalent benefit to the project being replaced. Project partners should therefore also consult with the Metro FLM Project Manager to understand how this step is applied for a given project.

The specific methodology for project prioritization and selection may incorporate elements from the project scoring process described above, again emphasizing safety and accessibility (e.g. improved sidewalks, crosswalks, lighting, and bicycle connections). **Such a methodology has been piloted on past FLM plans and will be further developed and applied across all FLM plans, pending further Board direction.**

III. Key Work Products

The following deliverables, prepared under Metro's lead, are required at the completion of FLM Planning:

- > **Pathway Network** – map indicating primary and secondary pathways to the station and FLM project locations within the half-mile radius of the station.
- > **Project List** – project list corresponding to the Pathway Network maps that includes additional detail about the project (e.g. description, extent, and location).
- > **Rough Order of Magnitude Cost Estimates** – cost estimates for all FLM projects using best cost estimating practices and recent cost examples; previous FLM Planning efforts have highlighted the benefit of greater levels of cost certainty for FLM projects. This is particularly valuable for the pursuit of grant funding opportunities or with overly complex corridors or projects.
- > **Prioritized Projects List** – Prioritized and selected projects that have received local jurisdiction concurrence to advance to the next project phase. The prioritized projects list establishes eligible projects for 3% credit and is intended to allow for safe, accessible, and continuous pathways on primary access routes.
- > **Potential Letter of No Prejudice (LONP)** – a LONP is optional and would allow the regional or local jurisdiction to expend its own funds and incur reimbursable expenses prior to actual allocation; it would be possible only after Metro Board adoption of the FLM Plan.

The intent of the FLM Plan is to arrive at a project list that has cleared likely feasibility issues and fatal flaws to project delivery by assessing roadway fit and local street design standards. In order to satisfy this intent, Metro may revisit the scope of planning phase work and products to add more detailed analysis of Plan projects as needed.

IV. Critical Actions

For FLM projects to advance from plan completion to the next phase of preliminary engineering, key questions need to be answered. These questions center around initial written commitment by the jurisdiction for 1) implementation of selected projects in advance of a 3% agreement (negotiated at the conclusion of preliminary engineering), and 2) cooperation and coordination between Metro and local agencies during preliminary engineering.

The criteria below are important for and linked to a major milestone for the transit corridor project: the Life of Project (LOP) budget. Advancing the FLM Prioritized Projects List to the preliminary engineering drawing set and ensuring review and coordination between Metro and the local jurisdiction is necessary so that cost estimates are produced at the same level of detail and at the same time as the preliminary engineering drawings are completed for the new transit corridor project. An adopted FLM plan essentially provides a project list for local jurisdictions to choose from to direct toward their 3% contribution requirement. The 3% agreement is based on the LOP budget and negotiated/executed after the LOP budget is established at the conclusion of preliminary engineering.

In order for FLM to advance to preliminary engineering, the answer to each of these questions should be yes: ✓

- | | |
|---|---|
| 1. Has the Metro Board approved or adopted the FLM Plan/Prioritized Projects List? | ✓ |
| 2. Has the local jurisdiction provided preliminary written commitment to design and implement specified improvements from the Prioritized Projects List (see Planning Phase Key Work Products above)? | ✓ |
| 3. Has Metro Program Management reviewed the FLM Plan and selected projects and determined any effects to the transit project design and to preface the coordination process for future phases? | ✓ |

-
- 4. Has Metro issued a Letter of No Prejudice allowing, with conditions, work in subsequent phases but in advance of a 3% agreement to be credited toward the 3% contribution requirement? (optional, if requested) ✓

 - 5. Has Metro and the local jurisdiction concurred in writing on cooperative terms including the following requirements for the Preliminary Engineering stage? (See Box 6 for full context):
 - > A local jurisdiction point of contact ✓
 - > Commitment of local jurisdiction staff time
 - > A streamlined process for review of 30% design drawings including coordinated cross-team reviews for FLM and transit projects

 - 6. Has there been commitment to design pedestrian and bicycle infrastructure so as to ensure a seamless connection across the transit project boundary? ✓

All the criteria above are necessary for projects proceeding to design to be eligible for 3% contribution. Without these specific terms and concurrences, the local jurisdictions can advance the FLM plan for projects within their right-of-way on their own, managing and funding work to complete preliminary engineering and beyond for construction and implementation of FLM improvements, but would not be able to include FLM improvements within their right-of-way in any 3% agreement.

Although not a requirement to advance FLM projects to the preliminary engineering stage, a critical action at the conclusion of the Planning phase is to ensure that FLM improvements located within the transit project boundary have been integrated into the transit corridor design drawings to be constructed as part of the transit corridor project. Box 7, First/ Last Mile Project Limits, describes the transit project boundary and its interface with FLM projects that extend beyond it. This action should also establish points of coordination and review milestones between the transit project engineering and local, separate FLM design efforts. The remaining phases of FLM project delivery described in Sections 2B, 2C, and 2D provide guidance on delivering FLM projects within the local jurisdiction’s right-of-way and outside of the transit project boundary.

Each FLM plan is a vision for a continuous network of improvements for accessing the transit stations. Local jurisdictions can incorporate FLM project ideas into their respective capital improvement programs, maintenance programs, and/or seek grant funding for implementation. To that end, Metro provides grant writing assistance focused on active transportation funding sources that is competitively available for cities to complete these projects. Box 9 in Section 2D provides more detail on Metro activities and resources to assist in funding and implementation.

B. First/Last Mile Environmental Clearance

(Lead: Local Jurisdiction, Metro may prepare)

Environmental clearance, if needed, for FLM projects can typically begin following the completion of FLM Planning. For more complex FLM projects, environmental clearance may benefit from running concurrently with the FLM Preliminary Engineering effort. As is the case with preliminary engineering, environmental clearance for FLM projects will proceed as a separate effort from the environmental clearance for the corresponding transit corridor project. The actions and work products described in this section apply only to FLM projects located in local jurisdiction right-of-way outside of the transit project boundary.

The local jurisdiction is considered the lead for environmental review, however, if the local jurisdiction requests, Metro may manage the preparation of environmental documentation. In either case, the local jurisdiction would remain the designated lead agency for the environmental document.

This section will discuss how the FLM environmental clearance is sequenced and coordinated with the parallel efforts for the transit corridor project; the approach to preparing separate environmental documents is discussed in more detail. The roles and responsibilities are also discussed.

Because preliminary engineering and environmental clearance can occur in parallel, please refer to the objectives described at the beginning of Section 2C Preliminary Engineering, which also apply to the environmental clearance phase. This section describes the following for environmental clearance:

- > Process and Sequencing
- > Roles and Responsibilities
- > Key work products
- > Critical actions

I. Process and Sequencing

The purpose of the environmental clearance process is to satisfy legal requirements for FLM projects under the California Environmental Quality Act (CEQA). It also provides guidance related to the implementation of transportation projects under recent changes to California state law. The process is designed to ensure consistency across projects and to incorporate lessons from prior projects that will help

streamline future FLM project delivery.

FLM improvements benefit and serve the community as a whole (not just transit users), and they are connected to a larger streetscape with a unique physical context that transcends the transit project itself. Because they lie outside of the immediate station area, FLM improvements are considered separate from the larger transit project, and therefore may require an independent environmental clearance process. There are several justifications for the separate environmental clearance projects:

- > **Separate project footprint** – FLM projects extend beyond the transit project boundary, usually a half-mile from the transit station and in the case of bicycle projects, up to three miles.
- > **Independent utility** – Implementation of the FLM projects is not dependent on the transit corridor project, nor is the transit corridor project dependent on the FLM projects for implementation.
- > **Separate planning efforts** – The planning efforts for transit corridor projects and FLM projects are conducted in parallel, but these are separate processes, with distinct approaches, community engagement efforts, and recommendations.
- > **Separate funding sources** – FLM projects and transit corridor projects are funded separately. Transit corridor projects frequently also have federal funding sources for part of the project cost, requiring clearance under federal environmental regulations. FLM projects are typically funded with local and state sources, therefore only requiring environmental clearance under CEQA guidelines.

How FLM Projects Are Viewed Under CEQA

The local jurisdiction will be the lead agency under CEQA, though Metro can prepare environmental review documentation on a case by case basis. **Most FLM projects are not expected to require environmental clearance at the level of an Environmental Impact Report (EIR), and instead would fall into one of the first two categories described below: categorical exemption or mitigated negative declaration.**

Categorical Exemption (CE) – Classes of projects that generally are not considered to have potential impacts on the environment. These exemptions are identified by the State Resources Agency and are defined in CEQA Guidelines (14 CCR Section 15300-15331). Examples of Categorical Exemptions include Minor Alterations to Land such as “the creation of bicycle lanes on existing rights-of-way” (Section 15304 (h)). It is

anticipated that a vast majority of FLM projects would qualify for a CE. However, each FLM project or projects will require its own environmental review to confirm this assumption. FLM project types that would typically be anticipated to qualify for a CE include the following:

- > Bike lanes striped or installed within existing street right-of-way
- > Pedestrian and bicycle lighting
- > Landscaping and shade
- > Wayfinding signage
- > Improvements to existing sidewalks within existing public right-of-way
- > New and improved crosswalks

Additionally, many FLM projects are anticipated to be statutorily exempt from CEQA under Senate Bill 288. Beginning January 1, 2021, SB 288 establishes statutory exemptions from CEQA for public transit, bicycle, and pedestrian enhancement projects that significantly enhance service quality, enhance access to transit, reduce pollution, and improve the safety of streets.

Mitigated Negative Declaration (MND) – An MND is a negative declaration that incorporates revisions (mitigation measures) in the proposed project such that it will avoid or mitigate impacts to a point where clearly no significant impacts on the environment would occur. A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

FLM projects requiring the preparation of an MND would be those with more extensive physical construction that could occur outside of public right-of-way and/or require demolition or removal of existing structures. These types of projects could include:

- > Grade separated pedestrian/bicycle crossings
- > Bicycle lanes or protected bicycle lanes that require street widening

Environmental Impact Report (EIR) – An EIR would be required for FLM projects that result in more substantial construction, require changes to public right-of-way limits, or are adjacent to or impact sensitive resources (natural, historic, cultural). These types of projects could include:

- > New multi-use pathways located within a park, adjacent to flood control channels, or within or adjacent to an active or former railroad corridor
- > New pedestrian/bicycle bridge that may impact visual or natural resources

The discussion above is not intended or anticipated to cover all FLM project types, nor would the projects noted in each list above always qualify for the assigned level of environmental clearance in all cases. Each individual project will need to be evaluated independently based on project-specific conditions.

Application of Local Environmental Standards

State law requires vehicle miles traveled (VMT) as the new standard for identifying and mitigating transportation impacts. Local jurisdictions and agencies are still in the process of implementing the directive, and standards will vary from location to location. If Metro is preparing environmental documents, Metro and its consultant teams will need to identify and confirm that local jurisdictions have updated their guidelines in accordance with state law well in advance of the environmental clearance phase. Where local conditions and requirements vary, the FLM Team will need to obtain any existing study methodology from the local jurisdiction, modify it to the FLM project, and obtain approval that the end result will meet local standards.

II. Roles and Responsibilities

Metro Staff

FLM – If Metro prepares the environmental clearance document, this team will be responsible for managing the process and coordinating it with the design teams and any potential consultant teams. Their responsibilities and time commitment will vary depending on the scope of the project being cleared.

Program Management – Program Management’s primary role is in the successful delivery of capital projects. They may provide review and comment on environmental clearance work products as necessary.

Community Relations – If Metro prepares the environmental clearance document and if community engagement is required (e.g. for an EIR), Metro Community Relations will develop the

outreach strategy for communicating information about the environmental clearance process as part of the project. They will develop public-facing materials in consultation with the Metro FLM and Mobility Corridors teams, as well as outreach consultants.

Other Staff/Stakeholders

Local jurisdiction staff – Depending on roles agreed to on a case by case basis, local jurisdiction staff may manage all work efforts as described above. In the event that Metro prepares environmental review, local staff will provide guidance on local requirements for environmental clearance and review key deliverables. Regardless of who prepares the environmental review, the local jurisdiction will lead this phase and ensure compliance with CEQA guidelines for community communications as well.

Box 4: Legislative Updates to Environmental Standards

Recent changes in California state law may potentially impact FLM projects, the most important of which is the 2018 Senate Bill 743 (§ 15064.3). The bill is of particular interest to transportation project planning, as it required that the Governor’s Office of Planning and Research identify new metrics for identifying and mitigating transportation impacts, and recommended vehicle miles traveled (VMT) as a suitable new metric. Automobile delay and other measures of “congestion” (primarily Level of Service or “LOS”) generally will no longer constitute a significant environmental impact under CEQA. The bill stipulates that:

Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

Metro’s Analysis of VMT Mitigation Pursuant to SB 743 report (February 2018) reviewed the applicability of the new law to several current projects. The Rail to River Active Transportation Corridor was the sole active transportation project analyzed and is the most applicable to FLM planning. The project consists primarily of an active transportation (Walk/Wheel) corridor located on existing underutilized rail right-of-way and connecting multiple existing lines of transit service. Because the Federal Transit Administration (FTA) is the federal lead agency for the project and provided federal grants, the project followed clearance guidelines under the National Environmental Policy Act (NEPA).

The report found no adverse impacts to intersection delay (LOS) at the 25 study intersections analyzed and no VMT changes under the project’s “no build” or “build” scenarios. At approximately 10 miles long, the Rail to River project is likely at the high end of potential scopes of work that would fall under a FLM project designation, but its implementation along existing and unused right of way likely reduced the need for an MND. The analysis completed for the project analyzed 25 study intersections and found no adverse impacts to intersection delay. As a result, the project was environmentally cleared under a Categorical Exemption.

Box 5: 3% Contribution Agreement Necessary Elements

Metro will develop 3% contribution agreements that will establish the 3% contribution amount and identify eligible funding sources (cash, in-kind, ROW, etc.). The 3% agreements and the associated costs are fixed at the completion of the 30% design phase for the transit project. As FLM projects are eligible sources, their inclusion in an agreement would commit delivery of eligible FLM projects. Agreements will allow for projects to be rescoped or substituted with Metro approval. Such projects changes will require the jurisdiction can establish an equivalent benefit and intent for rescoped improvements. All 3% contribution agreements are subject to terms of the Measure M Ordinance and Measure M Guidelines. If FLM projects are to be used toward the 3% contribution, then FLM program requirements in the FLM Guidelines will apply. This Guidelines section recaps applicable Measure M terms and establishes specific program requirements for FLM projects.

Contribution Amount

The amount of the 3% contribution is based on the combined cost estimates of the transit project and of any FLM projects proposed as part of the contribution. Agreements will specify that the local jurisdiction assumes the risk of FLM project cost increases.

Timing

The cost estimates noted above will be established after the projects have reached 30% design, and both a transit project Life of Project budget and an FLM project budget have been adopted by the Metro Board. In the event either the FLM project or the transit project reaches 30% design significantly in advance of the other, an effort will be made to use a comparable basis for the estimates. All such details will be documented in a 3% contribution agreement between Metro and the local jurisdiction, to be negotiated and executed prior to the project beginning construction. With written approval from Metro, a local jurisdiction may advance an eligible FLM project prior to executing a 3% contribution agreement.

Performance and Reporting

The agreement will specify a date (or dates, where jurisdictions rely on multiple sources to fulfill their 3% contribution) by which the 3% contribution must be satisfied. The agreement will also establish record keeping and progress reporting requirements, as applicable.

III. Key Work Products

Clearance Documentation – The majority of FLM projects will be cleared via a Categorical Exemption document—typically a Notice of Exemption (NOE). Notices of Exemption contain specific details about the project location and the nature, purpose, and beneficiaries of the project and specify the legal justification why the project is exempt. Lead agencies are not required to produce a NOE, but consultation with Metro County Counsel and/or local jurisdiction counsel and Community Relations will provide guidance on when a NOE is recommended.

A MND also includes general information about the project location, as well as proposed findings that the project will not have a specific impact on the environment. An initial study that documents findings related to key resource areas provides additional details, and mitigation measures to avoid potentially significant effects are specified in detail.

Materials for Certification – The local jurisdiction, or Metro, will prepare the appropriate materials for review and certification by the governing body of the local jurisdiction. The materials will depend on the level of effort and scope of the project. The purpose of local action is to publicly communicate the results of the environmental process, provide an additional input method for the local governing body, certify/adopt the results, ensure that local jurisdictions have met matching requirements and publicly support the project, and approve funding for the next phase of the project.

IV. Critical Actions

Because preliminary engineering and environmental clearance can occur in parallel and are required precursors to FLM project implementation, the critical actions below encompass both. In order to move to the next phase of the project, the following thresholds must be met:

- > Local jurisdiction governing body certification of environmental documents if required
- > Local jurisdiction commitment to direct 3% contribution to specific FLM projects, noting 3% agreement process and necessary elements described further in Box 5
- > FLM improvements budget for committed 3% projects, based on refined project costing developed through preliminary engineering

C. First/Last Mile Preliminary Engineering

(Lead: Local Jurisdiction)

Following completion of the FLM planning phase and environmental clearance, the selected FLM projects for each station area will proceed to Preliminary Engineering, resulting in the production of 30%-level design drawings. The actions and work products described in this section would be initiated and prepared by the local jurisdiction and apply only to FLM projects located in local jurisdiction right-of-way outside of the transit project boundary. These projects qualify for funding through the 3% contribution agreement and the local jurisdiction may be eligible to receive a LONP from Metro. More detail regarding the scope of this agreement can be found in Box 5.

It is anticipated that the environmental clearance of majority of FLM projects would involve categorical exemptions, as discussed in Section 2B, which would occur following the completion of FLM Planning. Environmental clearance for more complex FLM projects, if needed, would take place concurrently with preliminary engineering, which will inform the preparation of the environmental document. As noted above, many FLM projects are anticipated to be statutorily exempt from CEQA under Senate Bill 288. Beginning January 1, 2021, SB 288 establishes statutory exemptions from CEQA for public transit, bicycle, and pedestrian enhancement projects that significantly enhance service quality, enhance access to transit, reduce pollution, and improve the safety of streets.

This section describes:

- > Objectives
- > Process and Sequencing
- > Roles and responsibilities
- > Key work products

I. Objectives

The preliminary engineering phase is intended to achieve the following objectives:

- > **Provide an increased level of confidence in cost estimates** – The FLM planning efforts include the development of conceptual-level cost estimates for FLM projects. Advancing the selected FLM projects through preliminary engineering allows for more detailed cost estimates to be prepared, which provides a higher level of confidence in the magnitude of cost for implementation.

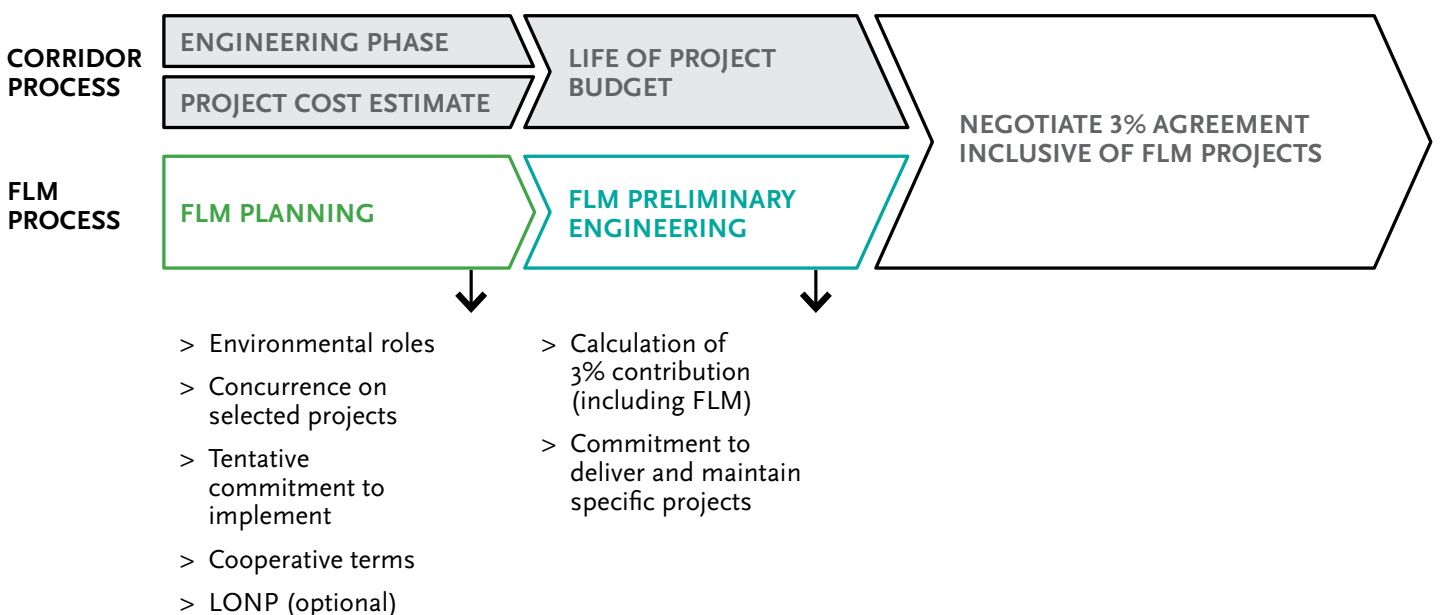


Figure 2-3: Critical Path to 3% Agreement

Box 6: Cooperative Agreement Terms Between Local Jurisdiction and Metro

Prior to initiating the Preliminary Engineering phase, Metro and the local jurisdiction will enter into a cooperative agreement, the key elements of which include the following:

- > **Local jurisdiction agreement to deliver specified projects.** These projects will be from the “Prioritized Projects” identified in the Metro Board-adopted FLM Plan. The projects, however, may be further conditioned on unforeseen factors at the time of Plan adoption, including a lack of feasibility determined upon additional design work. Substitute projects must also be among “Prioritized Projects” from the FLM Plan and will require written concurrence from Metro.
- > **Local jurisdiction responsibility for design, construction, and maintenance of all FLM projects.** Related expenditures to design FLM projects for non-BRT transit corridor projects in advance of the 3% contribution agreement can be credited toward fulfilling 3% contribution obligation. For this to occur, the local jurisdiction must request, and Metro must provide, a Letter of No Prejudice (LONP) concurrent with the cooperative agreement. The LONP will include reasonable terms to ensure adherence to a scope of work for advancing specified projects.
- > **Metro review and comment on draft design products.** This activity will happen at 15% and 30% design milestones. These reviews will include an agreed-upon comment resolution process negotiated between Metro and the local jurisdiction prior to the start of preliminary engineering. This process would include a schedule and comment log managed by the designated local jurisdiction liaison. Review by Metro Program Management will ensure that pedestrian and bicycle infrastructure has a seamless connection across the transit project boundary.
- > **Metro review of project costing.** This activity will happen at the completion of the preliminary engineering phase in advance of Metro Board adoption of an FLM project budget. It will include sharing and review of the costing approach and built-in assumptions. Metro must concur on project costs developed through the preliminary engineering process for facilitation of the 3% contribution agreements.

- > **Local jurisdiction and Metro coordination for a seamless transit project interface.** Both parties will agree upon a process for review of the interface between FLM projects and the transit project. This is to ensure a better user (pedestrian/bicyclist) experience.
- > **Timeliness.** Ideally, FLM preliminary engineering will conclude at or near the same time as transit project preliminary engineering. To support this goal, the cooperative agreement will specify a schedule and allow Metro to ultimately disallow 3% match credit in the event of severe delay. Metro will allow flexibility for reasonable delays.
- > **Designation of responsibility for environmental review.** The cooperative terms will specify which entity will prepare environmental review as described below. If Metro prepares environmental clearance, the local jurisdiction will need to provide project descriptions, and careful coordination will be required.

- > **Finalize eligibility for 3% contribution** – Increasing confidence in cost estimates for both Metro and local jurisdictions will provide a foundation for negotiations on the local jurisdiction’s 3% contribution per Measure M Guidelines. As 3% arrangements are finalized, Metro will require compliance with program terms as described in the Guidelines. Note that each jurisdiction’s ability to meet the 3% requirement through FLM implementation should include FLM high priority projects (focused on safety and accessibility), as selected in the FLM plan. This step is intended to culminate in Metro Board approval of project costs eligible for the 3% contribution, and serves as the FLM equivalent of establishing a LOP budget for a transit corridor project. Note that in the event of a change in FLM project feasibility or scope change, the project will still be eligible for the 3% contribution if the project is replaced with another project with the same objectives. If the project is abandoned entirely without replacement, then the costs incurred will not be eligible for use toward the 3% contribution.
- > **Refine and advance project details and reach greater assurance of deliverability** – The preliminary engineering design process should reveal challenges and identify design solutions to deliver projects that are feasible from an engineering and constructibility point of view, thereby reducing risk for cities to implement these projects.
- > **Improve opportunities for obtaining grant funding for project implementation** – Advancing FLM projects through preliminary engineering and environmental clearance, if required, will assist local jurisdictions in the pursuit of local, state, and federal grant funding opportunities for those projects that are not funded through a jurisdiction’s 3% contribution. Many grant programs require that projects applying for funding be “shovel ready,” with key preliminary work efforts such as environmental clearance completed. Advancing the selected FLM projects in each station area to this level increases the likelihood that these projects will be eligible for a range of available grant funding programs.

II. Process and Sequencing

Preliminary engineering for FLM projects will be led by local agencies and will proceed separately from the preliminary engineering effort undertaken for the transit corridor project. These separate design processes may proceed at different paces and/or the initiation of design may occur at different times for different transit corridor projects. However, both should be coordinated by sharing plans, CAD files, station designs, and improvements to ensure consistency and timeliness. The local jurisdiction and Metro will coordinate on FLM Preliminary Engineering led by the local jurisdiction. The key elements of this coordination involve the following:

- > Timeline for completion of the FLM Preliminary Engineering work efforts by the local jurisdiction – It is anticipated that the timing for completion of FLM Preliminary Engineering would vary on a station-by-station basis, based on FLM project prioritization, local jurisdiction capacity, and funding availability. Metro and the local jurisdiction will negotiate and agree to a proposed timeline for FLM Preliminary Engineering based on these factors prior to the initiation of work (see Box 6 for details regarding the cooperative agreement).
- > Consistency between the preliminary engineering designs and the adopted FLM Plan and Pathway Network projects - Metro and local jurisdiction will agree to defined review opportunities for Metro during the FLM Preliminary Engineering process. All FLM Preliminary Engineering designs will follow local jurisdiction design standards, since these improvements would occur within local jurisdiction right-of-way.
- > Cost reimbursement and cost sharing - Where appropriate, coop agreements will include cost sharing arrangements for inter-agency reviews.

To facilitate this coordination and review process, a local liaison to Metro from the local jurisdiction would be designated. The local jurisdiction liaison would have the ability to facilitate contacts and ensure that design drawings are made available for review by Metro at the designated time periods to ensure alignment with the transit corridor project. The local jurisdiction liaison would be responsible for monitoring the preliminary engineering design schedule and comment log for the review process based on coordination with the local jurisdiction’s internal departments and Metro. Appendix C provides more detail on the roles and responsibilities through each phase of the FLM process.

III. Roles and Responsibilities

The key players involved in preliminary engineering are local jurisdictions, Metro staff, and other stakeholders including Community-Based Organizations. The local jurisdiction will manage and oversee a consultant selected to complete preliminary engineering, which may be funded by the various funding mechanisms described in Box 9.

Local jurisdictions will lead the FLM Preliminary Engineering work providing consistent practice with local active transportation and streetscape project delivery. This locally led work will require close coordination with Metro in order to arrive at refined project costing concurrence to facilitate 3% contribution agreements, and to facilitate an effective interface with transit station(s) delivered as part of the transit project.

Box 7: First/Last Mile Project Limits

FLM planning efforts are focused on the half-mile radius around each transit station for walking and wheel projects and may for special cases extend out to a three-mile radius for wheel projects, consistent with Federal Transit Administration guidelines for station access sheds by mode.

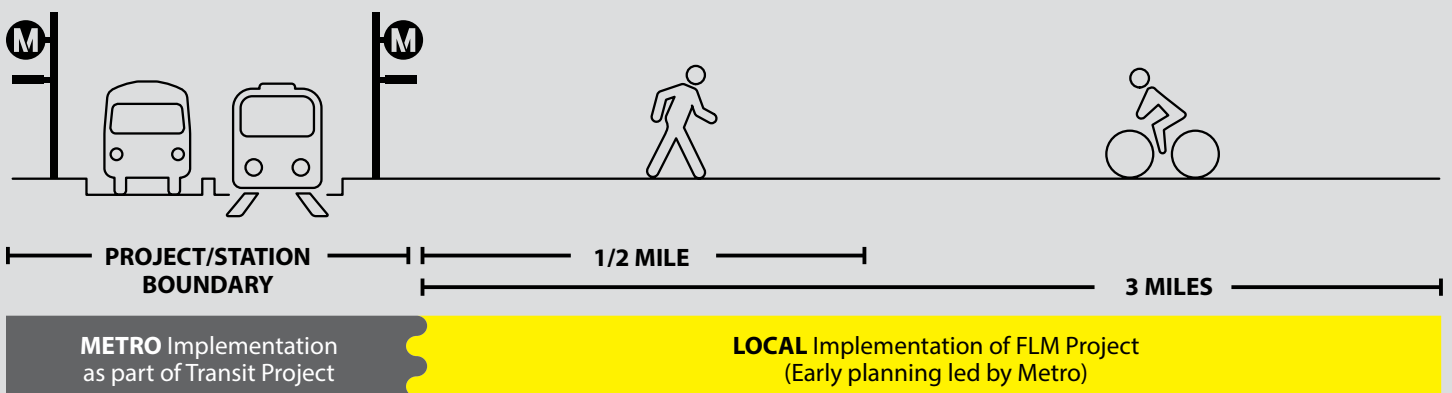
The transit project boundary is intended to house the Metro station, station plazas, and construction staging. All elements inside the transit project boundary are considered part of the transit project and delivery of these elements are Metro’s responsibility. All improvements outside the boundary are considered FLM projects for local delivery. FLM Planning may result in identified FLM project needs within project boundaries, e.g. multi-use pathways along Metro ROW. These would be considered as FLM projects in limited circumstances where they do not impair feasibility of the transit project, and where local agencies and Metro specifically agree on approach for funding, delivery and maintenance. Common transit project/station elements (e.g. bike parking) that serve an FLM related function are delivered by Metro according to existing practice and are not considered local FLM projects for purpose of these Guidelines.

In these cases where streetscape and related improvements occur within the transit project boundary, the FLM 30% design effort will need to be closely coordinated with the transit corridor project 30% design effort to ensure that FLM design elements are seamless across the transit project boundary. The

FLM 30% design effort for walking projects would focus on the project limits located between the transit project boundary and a half-mile from the stations.

Coordination should include meetings between the transit corridor design/build contractor and the FLM 30% design team at major design milestones - 15% and 30% design - to ensure improvements are timely and aligned. Metro may also consider adding minimum FLM improvement design criteria to the Metro Rail Design Criteria (MRDC) to ensure consistency across projects.

The FLM project selection process may result in different types and lengths of wheel projects that advance to 30% design. Generally, 30% design efforts for wheel projects would also be focused in the area between the transit project boundary and the half-mile radius from each station. However, there may be longer wheel projects that extend beyond the half-mile radius, while remaining within the three-mile radius. The three-mile radius represents the maximum distance away from the station that a wheel project could extend. Projects considered for extension beyond the half-mile must provide connectivity to existing regional bicycle infrastructure and/or a major destination that would not otherwise be served by rail transit.



* NOT TO SCALE

Site Definition/Project Boundary

Metro strongly encourages that CBOs continue to play a role during preliminary engineering, as well, by advising on trade-offs in street space allocation (e.g. to remove parking to accommodate a bike facility) that surface during this phase. More details about each player's roles and responsibilities follow.

To ensure a seamless experience for transit riders walking or bicycling to the station, it is important that the walking and bicycle infrastructure is connected and comparable when traversing the transit project boundary. This will require that Metro and the local jurisdiction work together on design on both sides of the transit project boundary. To achieve this coordination, the following steps should be taken:

1. Metro should update the MRDC to describe the necessity of an effective FLM interface at the transit project boundary to ensure continuity of access between FLM projects that lie within the transit project boundary and those that are within the local jurisdiction's right-of-way.
2. New Master Cooperative Agreements (post-FLM Guidelines adoption) should include special reference to the importance of the cross-boundary pedestrian interface and require coordination meetings, design review, and comment resolution / consensus between Metro and the local jurisdiction on design for pedestrian and bicycle improvements. Review and comment should occur at the same level of design as is typical.
3. Local jurisdiction-designed FLM improvements shall be reviewed by the Metro Program Management Team overseeing engineering and design of the transit project to ensure pedestrian and bicycle infrastructure has a seamless connection across the transit project boundary.

In the absence of local jurisdiction-led FLM project(s) and formal coordination required under cooperative terms, Metro will identify any significant discontinuity of pedestrian and rolling mode infrastructure (e.g. missing sidewalks, significant sidewalk width change, etc.) and ensure that the design and implementation of the transit project will remedy the discontinuity issue and ensure effective interface between the station and its surrounds. Per Motion 14.1 any such remedies for discontinuity may not be eliminated from the scope of the project through value engineering. Further, Metro will consider updates to the MRDC to further define and formalize this expectation. Pending MRDC updates, it is generally expected that FLM Team will review station designs during preliminary engineering to assist in this effort.

Metro Staff

FLM – The Metro FLM Team will lead overall coordination with the local jurisdiction managing preliminary engineering. This coordination will be focused on review of interim and final work product as described further below and ensuring adherence to cooperative terms (see Box 6) preceding the development of a 3% contribution agreement.

Mobility Corridors – The Metro Mobility Corridors Team may assist in general coordination and review of work product. Note that Mobility Corridors staff will likely have concluded their lead efforts on the transit project prior to the preliminary engineering stage for FLM.

Program Management – Metro Program Management oversees design (all stages beyond conceptual) and construction of transit projects. During preliminary engineering, staff from Program Management will serve as a support department and provide technical review of 15% and 30% design drawings. As part of this review, staff will look closely at FLM projects within the transit project boundary to ensure they are coordinated with the engineering and design of the corresponding transit project. Program Management will also ensure that these FLM improvements are not value engineered out of the corridor project, consistent with Metro Board direction.

Community Relations - The Metro Community Relations Team may assist in coordination with local stakeholders and assist local jurisdictions for any stakeholder coordination during FLM Preliminary Engineering or transit project engineering design.

Arts & Design - Metro Arts & Design will assist in review of work products, specifically focusing on review of wayfinding and trailblazing signs to ensure consistency with Metro design standards.

Local Jurisdictions

Local jurisdictions will lead the development of preliminary engineering for FLM projects, ensuring a design and project delivery approach that mirrors other local active transportation and streetscape work. This locally-led effort will require coordination with Metro, and specifically adherence to cooperative terms described in Box 6. These cooperative terms outline project commitments as well as interagency review processes. This coordination is necessary both to facilitate subsequent 3% contribution agreements and to ensure that projects have an effective and cohesive interface with transit stations designed and constructed by Metro.

Box 8: First/Last Mile Projects Associated with Public Private Partnership (P3) Transit Corridor Projects

For transit corridor projects proposed by Metro to be delivered through a P3 project delivery model, the FLM planning and design processes would continue on a parallel, but separate, track to the transit corridor project or concurrent activities. FLM projects would occur outside of the transit project boundary of the P3 project. A key difference in P3 projects is the timing of the establishment of the LOP budget. As part of the typical standard project delivery process, Metro would establish the LOP at the completion of preliminary engineering. Under a P3 delivery model, the LOP (or its equivalent) is established at a stage called Financial Closeout, which typically corresponds to about 15% design level.

In the P3 project delivery approach, Metro would typically first conduct a procurement process focused around issuance of a Request for Qualifications (RFQ) for contractor/project delivery teams. Following completion of the RFQ stage, shortlisted project teams are typically provided a design stipend and invited to participate in a Request for Proposals (RFP) stage. The completion of this stage results in each contractor/project delivery team submitting a proposed price and design to construct the proposed transit corridor project.

Under the P3 project delivery scenario, FLM planning should be performed concurrent with or prior to the initiation of the RFQ stage. FLM planning efforts may occur as part of the P3 design effort, or as a separate process. In either case, once the FLM planning work is complete, FLM Preliminary Engineering would occur on a separate track from the RFQ stage. The end objective is to time the completion of the preliminary engineering phase for the FLM projects with the selection of the preferred contractor/project delivery team for the transit corridor project. This approach ensures that the FLM improvements located within the transit project boundary for proposed stations would be accounted for the P3 project delivery.

It is strongly encouraged that local jurisdictions use “complete street” design standards that reflect the prioritization of pedestrians, bicyclists, and other active transportation users. In the case that the local jurisdiction is not using these design standards, established third party design guidelines may be used, such as those provided in the Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) design guidelines, or other recognized resources.

Other Stakeholders

Community Based Organizations – Metro strongly encourages that CBOs continue to support community engagement efforts necessary for the FLM projects during the preliminary engineering and environmental clearance stages.

IV. Key Work Products

The overall timeline for completion of the preliminary engineering process will vary depending on the size, scope, and complexity of the FLM projects proposed, as well as the timelines for Metro review and coordination. Typically, the duration of preliminary engineering would be about 12 to 15 months after initiating consultant work.

Based on the milestones identified above, the engineering consultant team would be expected to submit the deliverables below. Individual stations and projects will have unique conditions that will result in likely variations and possible exclusions for some of these work elements. However, these work elements represent the common steps involved in the design scope for FLM improvements.

- > Project Administration and Management Plan
- > Quality Assurance / Quality Control (QA/QC) Plan
- > Project Schedule
- > Plan sets with base mapping for 15% and 30% design submittals
- > Updated project cost estimates based on 30% design submittals
- > Final FLM budget

More detail on typical scope of work for FLM Preliminary Engineering is available in Appendix E. As FLM projects proceed, it is recommended that summary lessons are documented to explain how FLM improvements within transit project boundaries connect to FLM improvements that lie within the local jurisdiction's right-of-way.

D. First/Last Mile Implementation

(Lead: Local Jurisdiction)

This section describes the steps that follow the preliminary engineering, environmental clearance, execution of 3% contribution agreements, and completion of preliminary engineering design packages for FLM projects located outside of the transit project boundary. Three-percent (3%) agreements will be negotiated on a case by case basis, and are subject to terms specified in Measure M Guidelines as well as FLM-specific elements included in Box 5. From this point, local jurisdictions are responsible for the remaining design work and all necessary steps for construction, which should follow the local jurisdiction's own process for delivery of streetscape and active transportation projects. Metro will provide assistance and support for local efforts to secure funding. Further, Metro will ensure effective alignment of FLM elements at stations and the broader Pathway Network projects.

It is Metro's goal that FLM projects identified in the 3% agreement would be completed by the local jurisdiction prior to the opening day of the transit project. However, it is acknowledged the each project will be unique due to a variety of factors, including the need to manage construction coordination between FLM and the transit project. Each 3% agreement will specify the expenditure deadline terms on a project-by-project basis.

Each step of FLM implementation is described below with a brief description and a summary of roles. Definitions of these roles include the following:

- > **Lead:** The agency that is responsible for preparing the product in this phase. The lead is always the local jurisdiction in this phase.
- > **Support:** Metro department(s) that will contribute or provide input to the preparation of a specific product in this phase, such as a competitive funding grant application.
- > **Coordination:** Metro department(s) whose objectives overlap with this phase and require alignment with the FLM project.

I. Final Design

Description - Upon completion of the preliminary engineering design package by the local jurisdiction, completion of an FLM project budget, local jurisdictions are responsible to complete the final design of all FLM projects committed through the 3% contribution agreement. As part of the progress reporting requirement described in the 3% Contribution Agreement, the

local jurisdiction will keep Metro apprised of any significant changes in projects as design is finalized and will coordinate with Metro staff to ensure integration of Pathway Network projects with stations.

There are several different ways that local jurisdictions may approach the final design and implementation of the FLM improvements:

- > Implement the FLM improvements as a **single project or package of projects**, where multiple improvements are designed and constructed under a single contract.
- > Advance each FLM project or project corridor **individually**, depending on a variety of factors, including funding availability, sequencing of construction and implementation of improvements, and coordination with construction of nearby transit corridor project improvements.
- > Design and implement **“walk projects” separate from “wheel projects”** or signage and landscape projects separate from projects occurring within the roadway, as the construction of these different improvements may involve different contractors, or selected types of improvements may be implemented by local jurisdiction public works crews as opposed to private construction contractors.

Given the variability in the approaches available to design and implement the proposed FLM improvements, it will be important for Metro to specify schedule commitments for construction and implementation of FLM improvements as part of the 3% contribution negotiations.

Roles

- > **Lead:** Local jurisdiction
- > **Support:** N/A
- > **Coordination:** Metro FLM and Metro Program Management with regard to on-going progress reporting; coordination on FLM pathway elements with final station design and construction. The FLM Team will review transit project construction drawings from Program Management through final design on the transit project for the purpose of ensuring alignment between station design and the FLM Plan.

II. Funding

Description – Local agencies are responsible for securing funding to deliver committed FLM projects, from any of a variety of sources. These Guidelines provide an overall funding strategy to facilitate FLM project delivery to the greatest extent possible; different funding mechanisms are described in Box 9.

Roles

- > Lead: Local jurisdiction
- > Support: Metro Strategic Financial Planning to provide priority access to Grant Writing Assistance, subject to periodic authorization. Metro FLM would provide background materials and supporting information for grant applications prepared by local jurisdictions.
- > Coordination: N/A

III. Construction

Description – Local jurisdictions are responsible for constructing all FLM improvements committed in the 3% contribution agreement. Subject to necessary elements of 3% contribution agreements, local agencies will be required to provide regular progress reports, and notify Metro of any material changes. Local agencies will also continue coordination with Metro on integration of FLM pathway projects within stations and immediate surrounds.

Roles

- > Lead: Local jurisdiction
- > Support: N/A
- > Coordination: Metro FLM, Metro Program Management with regard to on-going progress reporting; coordination on FLM pathway elements with final station design and construction.

IV. Maintenance

Description – Maintenance of all FLM improvements within the local jurisdiction's right-of-way is the responsibility of the local jurisdiction. Metro will not maintain these FLM improvements. Metro is responsible for maintaining its own property, right-of-way, and improvements included within this right-of-way.

Roles

- > Lead: Local jurisdiction
- > Support: N/A
- > Coordination: N/A

Box 9: Funding Mechanisms

The following is provided as general guidance to local jurisdictions on funding FLM projects:

3% Contribution to Major Transit Projects

Local jurisdiction project delivery utilizing the 3% contribution option is anticipated to be the primary mechanism for funding/delivery for FLM projects, noting that directing 3% contribution toward FLM projects is entirely at the discretion of the local jurisdiction, as subject to terms substantially described in these Guidelines including the limitation to allow this option for priority projects in the adopted FLM plan. Each of the following funding mechanisms are eligible for local jurisdiction use toward funding the 3% contribution, except where noted.

Grants

There are a variety of grant funding sources eligible and appropriate for FLM. These notably include:

- > **California Active Transportation Program (ATP)** – primary State funding program for active transportation; typically, available every other year. ATP criteria, while subject to change, are generally advantageous for FLM projects. This program, as of the time of drafting of these Guidelines, is highly competitive across the state and over-subscribed with requested funding exceeding available funding.
- > **Metro Active Transport (MAT) Program*** – Metro Measure M-funded discretionary, competitive active transportation program. This program as currently structured heavily emphasizes FLM and is focused on existing stations. Future cycles may be geared toward new transit corridor projects, subject to further consideration.
- > **Multiyear Subregional Programs** – Measure M funds allocated to projects at the discretion of subregional Councils of Governments. Availability and applicability for FLM projects highly variable depending on the subregion.

Grant Assistance Program

Metro's on-going program to provide grant writing assistance to local jurisdictions; focused on State ATP. Subject to periodic reauthorization of the program, Metro will provide priority access to local jurisdictions seeking to implement FLM plans for new transit corridors.

Sources at Local Jurisdiction Discretion

- > **Local Return** – Substantial, highly flexible funding is available to local agencies through Measure M and prior sales tax measure Local Return programs.
- > **Innovative Local** – Jurisdictions can secure funding through a variety of innovative mechanisms including tax increment and infrastructure financing districts, or through mechanisms to condition development.
- > **Local Capital Improvement Plan (CIP) and maintenance budgets** – some FLM project types can be implemented when roads are repaved or otherwise repaired or improved. The local jurisdiction should consider reviewing their existing programs and timelines for opportunistic ways to implement some FLM projects.

* Metro competitive grants are not eligible for use toward the 3% contribution. All other non-MAT grant-funded projects are eligible for use toward the 3% contribution.

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3 Bus Rapid Transit (BRT)

Due to differences between bus rapid transit (BRT) and other transit projects (e.g. project delivery scopes and schedules, inability to apply Measure M 3% contribution to FLM), the Guidelines approach FLM for BRT projects with some differences.

A. Project Scope

FLM planning would be conducted for a subset of BRT stations. This subset would be determined first through a technical assessment to identify high priority stops (e.g. highest projected daily boardings, major transfer activity, challenging existing conditions, potential connections to active transportation corridors), and then, based on the relative interest of the local jurisdictions since local jurisdictions would be responsible for preliminary engineering and implementation/capital funding.

FLM planning for the chosen subset of BRT stations would encapsulate the usual half-mile and three-mile radial distances around a station (for pedestrian and bicycle access), but outside the transit project boundary where existing FLM projects are already being considered for delivery with the transit project. The transit project boundary is unique to each station and typically defined through the design process to identify elements necessary for successful functioning of the station and system. The transit project boundary is finalized at the completion of the construction bid documents. FLM planning would coordinate projects to ensure cohesion with these other projects within the transit project boundary.

For BRT, the FLM project list from the Planning phase may prioritize projects closer-in to the station area and/or perpendicular to the BRT corridor. Moreover, center-running operations may prioritize intersection treatments.

B. Sequencing

Formal FLM planning for BRT projects would begin once the locally preferred alternative (LPA) is selected, allowing for more targeted and efficient planning. Similar to other transit projects, though, FLM considerations may be included as part of the alternatives analysis which precedes selection of the LPA.

Since extensive community engagement helps determine the LPA, members of the community should be informed of future FLM planning activities as a way to maintain their continued engagement after LPA selection.

C. Roles and Responsibilities

Metro Mobility Corridors project staff and consultants would lead FLM planning for BRT stations—including community engagement and environmental review. Metro FLM staff would provide day-to-day guidance to the consulting team but the consultants would be contracted directly by the transit project. Preliminary engineering and implementation would be delivered by the local jurisdiction.

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4 FLM Guidelines Implementation

With a focus on delineating and clearly defining the FLM project development process, including the sequencing of individual phases of work and the roles of various Metro departments, local jurisdictions, and CBOs, the FLM Guidelines lay out a path forward for Metro and local jurisdictions to achieve the vision originally set forth by the Metro Board of Directors in Motions 14.1 and 14.2. The Guidelines further establish requirements for Metro and local jurisdiction work efforts and necessary elements for both formal agreements and general coordination between agencies.

The Guidelines achieve the following objectives:

- > Establishment of a consistent sequential FLM project process, including clear identification of the roles filled by Metro and local jurisdictions at each stage.
- > Definition of both the transit project boundary and FLM project area and the responsibilities for Metro and local jurisdictions in each area for FLM projects, including design, construction, and maintenance.
- > Establishment of an average assumed budget allocation process for FLM improvements by station.
- > Definition of how and under what conditions local jurisdictions can apply a portion of their 3% contribution for rail transit projects toward the design and implementation of FLM improvements.
- > Outline how Metro and local jurisdictions will coordinate through each phase of the FLM process.

Key steps and actions associated with the application of the Guidelines include the following:

- > Adoption by the Metro Board of Directors. The adoption action will specify revisions or additions to Metro policies including FLM policies (Motions 14.1 and 14.2) and Measure M Guidelines, specifically as they relate to 3% contribution policy. Once adopted, the necessary elements specified in these Guidelines are binding. More general process description is intended as guidance.

- > The Guidelines may be amended by further action of the Metro Board.
- > The Guidelines will apply to Metro transit projects as described in the Introduction, Section C - Integration with Transit Projects and with detail provided for all projects in Appendix G. Metro staff will provide periodic progress reports to the Metro Board.

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Appendices

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Appendix A: Applicable Metro Policies, Plans, and Guidance Documents

Adopted Policies/Plans

Board Motion 14.1 (2016): The approval of Motion 14.1 established foundational FLM planning and implementation policy. It designated streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network and called for support to FLM improvements through funding, technical, and grant-writing support. Specifically, it states that FLM Priority Network project delivery should be incorporated into the planning, design, and construction of all MTA transit projects and that these elements shall not be value engineered out of any project.

Measure M Guidelines (2017): After the approval of Measure M by Los Angeles County voters in 2016, Metro developed a set of guidelines regarding the management and oversight of Measure M and its component elements. The Guidelines outline the program methodology and provide criteria for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile improvements.

Board Motion 14.2 (2016): The approval of Motion 14.2 allows required 3% contribution to major transit projects to be achieved through FLM project delivery.

First Last Mile Strategic Plan (2014): This plan established goals and provided a strategy to improve FLM conditions, as well as a toolkit to analyze existing conditions and identify needs in and around transit corridors. The Strategic Plan set the stage for continued development of FLM policy and the updates needed by this Guidelines document. It provides a methodology for the development of FLM plans, which has been used for several completed FLM plans (see Box 1). In

2020, a First/Last Mile Methodology Update was developed to provide recommended additions to the original 2014 plan; it is in Appendix F of the FLM Guidelines.

Transit Oriented Communities (TOC) Policy: The Transit Oriented Communities Policy (TOC Policy) establishes Metro's commitment to incorporating equity and community development in how we plan and deliver the transit system. The TOC Policy defines TOCs for Metro, defines where Metro leads and where we support others to realize TOCs, and it defines TOC activities that LA County jurisdictions can implement using Measure M local return.

Vision 2028 Strategic Plan: This plan is Metro's recently adopted 10-year plan, which sets the mission, vision, and performance goals for the agency. Key components of the plan related to FLM include ensuring that all Los Angeles County residents have access to high-quality mobility options within a 10-minute walk or roll from home, delivering outstanding trip experiences for all users, and enhancing communities and lives through mobility and access to opportunity.

Equity Platform Framework: This framework recognized that inequity exists when there are fundamental differences in access to opportunity, and that race, age, gender, physical ability, and residency can expand or constrain opportunities for individuals. As a transportation provider, the agency also recognized its role in connecting people with opportunity such as jobs, education, health care, and other components of vibrant communities. FLM improvements are one lens through which this framework can be applied to transit projects and Metro's work.

Metro also recently developed an Equity Focus Communities (EFC) metric in order to highlight areas where the demographics of residents are correlated with lower access to opportunity. These communities have the highest non-white, low-income, and zero-car populations. This metric can be used to help prioritize the deployment of FLM treatments as a way of addressing historically inequitable investment.

Active Transportation Strategic Plan (ATSP): The ATSP is the agency's overall blueprint for active transportation activities and investment, and established FLM as a twin pillar (along with a network of regional scale corridors) of the envisioned system of active transportation infrastructure serving the region.

Guidance Documents

Transit Supportive Planning Toolkit: The Transit Supportive Planning Toolkit (the Toolkit) is a research based resource that details specific policies and programs that can be used to promote Transit Oriented Communities (TOC). The Toolkit is grounded in 10 characteristics of transit supportive places and provides local governments, advocates, and developers in Los Angeles County (Metro’s service area) with strategies for integrating land use and transportation planning, in order to encourage reduced passenger vehicle trips and vehicle miles traveled (VMT) through increased rates of walking, biking, and transit usage. The Toolkit includes a wide range of policy and regulatory tools that have successfully been implemented throughout Southern California and across the State.

Metro Transfers Design Guide: This guide builds upon Metro’s First/Last Mile Strategic Plan and recently funded FLM improvement efforts to improve access to transit and create more seamless trips for customers from start to finish. It provides a user-friendly Design Checklist and flexible Design Toolbox that can be used to assess and develop improvements for a range of transit conditions across Los Angeles County.

Chapter 12.o of Metro Signage & Environmental Graphic Design Standards, Trailblazing: Trailblazing Standards serve as a comprehensive guide for any entity that is implementing wayfinding signage on a non-Metro property that guides customers to and from Metro stations.

Chapter 10.o of Metro Signage & Environmental Graphic Design Standards, Materials & Fabrication: The Materials and Fabrication Graphic Design Standards serve as a comprehensive guide for any entity that is fabricating and/or installing signs that include Metro branding or service information. The document provides guidance on fabrication methods and material applications that maintain the Metro brand identity and quality assurance standards.

Although the First Last Mile Strategic Plan established goals and provided a toolkit to evaluate and recommend FLM treatments, it did not formalize a process for integrating the policy into Metro planning and project delivery. In 2016, the Metro Board gave broad direction on a variety of activities to implement, or facilitate implementation, of FLM projects. The Board motions directed staff to undertake the following actions:

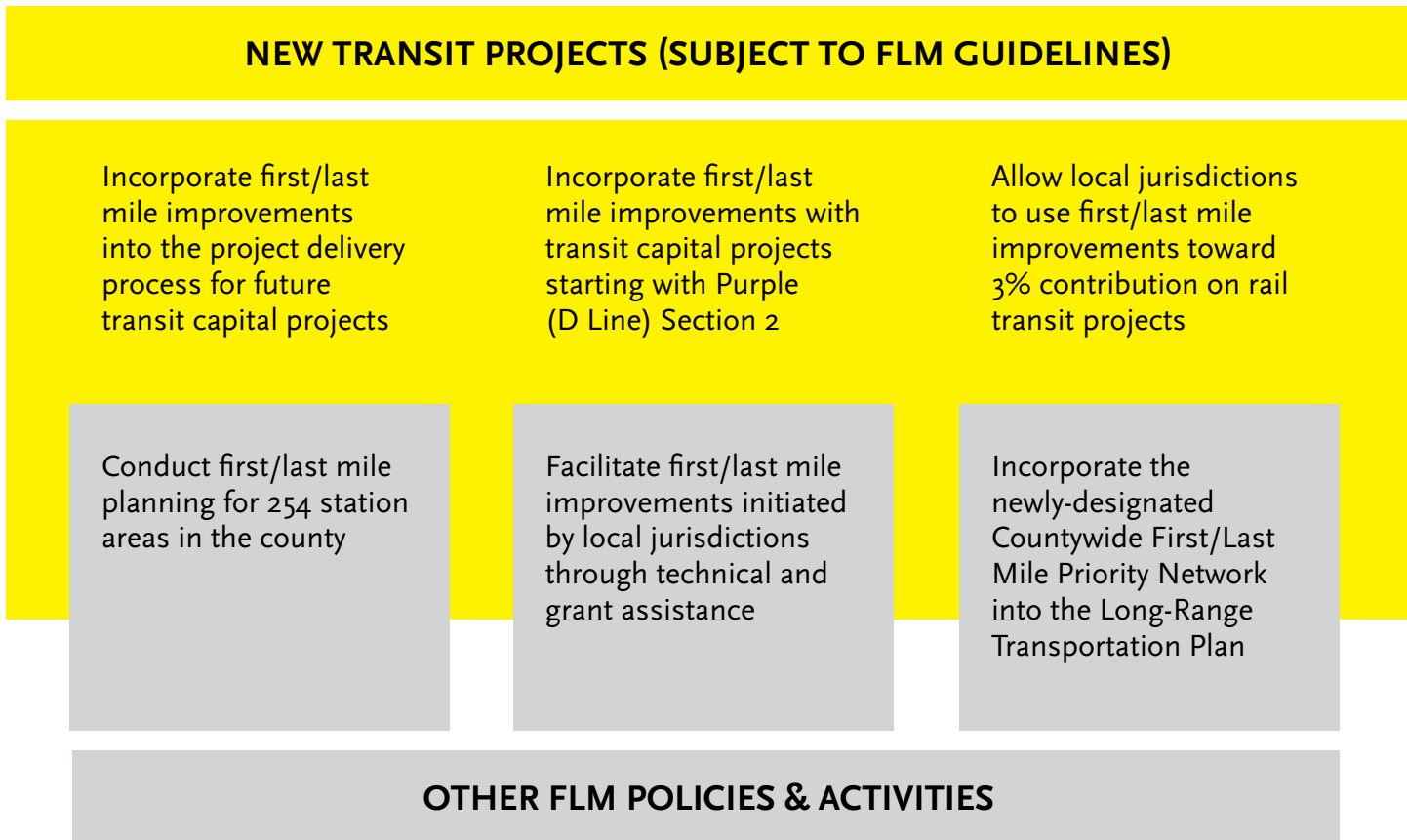


Figure 1-1: Metro Board Motion 14.1 and 14.2 Policy Directives

Appendix B:

Glossary of Terms

- > **Access shed** – An access shed refers to the area surrounding the transit station that a person would reasonably traverse as the “first or last mile” to or from a station. For pedestrians, this access shed is typically within a half-mile radius, or 15-minute walk; for bicycles, this access shed is typically within a three-mile radius due to the faster speeds of a wheeled transportation mode. Related terminology includes walk shed for pedestrians and bike shed for bicycles.
- > **Bus Rapid Transit (BRT)** – A form of bus service operating in a segregated running ways dedicated to transit for a majority of its route. The service represents a substantial investment in a defined corridor or subarea. Defined stations, traffic signal priority for transit and short headway bidirectional services for a substantial part of weekdays and weekends are included in this service.
- > **Corridor-based Bus/BRT** – A form of bus service representing a substantial investment in a defined corridor, having defined stations, traffic signal priority for transit and short headway bidirectional services in portions of a segregated fixed-guideway for a substantial part of weekdays.
- > **California Environmental Quality Act (CEQA)** – The state law that guides the environmental clearance process for certain projects.
- > **Core Capacity Improvement Projects** – Projects that include improvements to capacity to an existing fixed guideway system by at least 10%, as described by the Federal Transit Administration (FTA).
- > **Community Based Organizations (CBOs)** – A non-profit group that is representative of a community or a significant segment of the community and works to meet community needs. Members of these organizations are experts in their own communities, typically with unique and granular knowledge of local conditions and needs.
- > **Corridor Projects** – These projects propose the implementation of high-capacity transit services along a defined or specified corridor, linking together a series of neighborhoods and destinations along the corridor through a network of transit stations or stops. Transit corridor projects may propose either rail or bus service to operate in the corridor.
- > **Corridor-Based Bus Rapid Transit Projects** – Projects that include improvements to bus rapid transit operating along a specific corridor but not on separated right-of-way, as defined by the FTA.
- > **Countywide BRT Vision & Principles** – Metro’s current BRT planning study that will establish BRT design guidelines for Los Angeles County and evaluate potential corridors for future BRT investment.
- > **Environmental Clearance Process** – This process involves the preparation of the appropriate environmental document (i.e. categorical exemption, mitigated negative declaration, or environmental impact report) by the appropriate lead agency, following the guidelines of the California Environmental Quality Act (CEQA).
- > **Equity Focus Communities (EFCs)** – Under Metro’s developing equity policy, the EFC metric identifies communities are census tracts where 1) at least 40% of the population is low-income (less than \$35,000 annual income), and 2) at least 80% of the population is Non-White or at least 10% of households do not own a car.
- > **First/Last Mile (FLM)** – Bus and rail services that frame the core of a transit rider’s trip from origin to destination, but users must complete the first and last portion on their own; they must first walk, drive or roll themselves to the nearest station. This is the first and last mile of the user’s trip, or first/last mile.
- > **Letter of No Prejudice (LONP)** – For FLM projects committed under 3% agreements, there may be instances where a local jurisdiction would like to start a project prior to the 3% Agreement being executed. A Letter of No Prejudice (LONP) allows a jurisdiction to use local funds to start a specific aspect of their project (a portion of the Scope of Work) for a specified dollar amount and still be credited for that portion of their 3% contribution. However, it offers the jurisdiction no guarantee that the 3% credit will be available in the future and that proceeding with the project is at the local jurisdiction’s sole risk. FLM projects implemented for 3% credit must be included in the adopted FLM plan along with meeting other requirements laid out in these Guidelines.

The local jurisdiction must request a LONP in writing and provide Metro with a list of tasks desired to be undertaken before the Agreement is executed, the amount to be expended for the specific tasks along with a schedule for completing the work. LONP needs to be signed by the Chief Planning Officer and requires Metro staff to review and approve prior to being transmitted to the Chief Planning Officer.

Local jurisdiction must submit Quarterly reports if a LONP is approved for the project.

- > **Locally Preferred Alternative (LPA)** – The preferred project that emerges from a corridor level analysis which evaluates all reasonable mode and alignment alternatives for addressing a transportation problem.
- > **Local Return** – Metro’s program to formulaically distribute countywide sales tax revenues to local jurisdictions to fund transportation programs in local jurisdictions.
- > **Master Cooperative Agreement (MCA)** – An agreement between Metro and a local jurisdiction to establish cooperative process and terms for delivering Metro projects, and is the typical agreement used for any necessary review and permitting of transit corridor projects.
- > **Measure M** – Los Angeles County’s most recent transit-supportive sales tax measure, adopted by voters in 2016, which adds a half-cent to the sales tax in the county and includes funding for first/last mile improvements. This measure expanded Measure R, which was a half-cent sales tax increase approved in 2008, by adding new transit projects and expediting others previously approved under Measure R.
- > **Metro Active Transport, Transit and First/Last Mile (MAT) Program** – Program established by Measure M which is expected to fund over \$857 million (2015\$) by 2039 in active transportation projects throughout the Los Angeles region.
- > **National Association of City Transportation Officials (NACTO)** – A coalition of transportation officials that develops best practices for street design and transportation.
- > **National Environmental Protection Act (NEPA)** – The federal law that guides the environmental clearance process for other projects.
- > **NextGen Bus Plan** – Metro’s first system-wide redesign effort in over 25 years, with the goal of increasing ridership and service reliability.
- > **Pathway Network** – A hierarchy of first/last mile routes that extend out from a transit station, that people can use to find and access the transit station. The development of a station-specific Pathway Network is organized around five core values: Safe, Intuitive, Universally Accessible, Efficient, and Fun. Pathways to a station are striated hierarchically into arterials, collectors, and cut-throughs.
- > **Pathway Arterial** – Pathway Arterials are categorized as the main branch lines that extend from stations and function as primary routes used to connect people to and from the Metro Station. Pathway Arterials typically feed directly into and connect to the station.
- > **Pathway Collector** – Pathway Collectors are categorized as secondary feeder routes that provide efficient access to Pathway Arterials and support crossing movements to reduce travel distances for non-motorized users. Pathway Collectors tend to be smaller in scale and character than Pathway Arterials.
- > **Pathway Cut-Throughs** – Pathway Cut-Throughs are categorized as off-street passageway that shorten walking or biking distance and make it easier for a transit rider to get to a transit station.
- > **Public Private Partnership (P3)** – An agreement formed between both private and public-sector partners in an attempt to develop transportation infrastructure, known as P3 projects.
- > **Transit Fixed Guideway projects** – Projects that include improvements to a bus rapid transit route operating within a separated right-of-way, as defined by the FTA.
- > **Transit Oriented Communities (TOC) Policy** – Metro policy framework that supports people driving less and using transit more by coordinating community development and land use with transportation planning.
- > **Vision 2028 Strategic Plan** – Metro’s big picture plan to improve mobility in Los Angeles County and explains what the public can expect from Metro over the next ten years.
- > **Walk Audit** – During a walk audit, community members and other stakeholders document what it is like to walk and bike around the station area, taking note of elements that make it easier or harder to access the Metro station. These are typically performed within a half-mile from the Metro station being studied.

Appendix C: Table of Roles and Responsibilities

| | | Metro FLM Team | Metro Mobility Corridors Team | Metro Community Relations | Metro Program Management | Metro Strategic Financial Planning | Metro Arts and Design | Local Jurisdictions | Community-Based Organizations |
|-----------------------------|--|-----------------|-------------------------------|---------------------------|--------------------------|------------------------------------|-----------------------|---------------------|-------------------------------|
| FLM PLANNING | Existing Conditions Analysis | Lead | Participate | | | | | Participate | |
| | FLM Technical Walk Audit | Lead | Support | Support | | | | Participate | Participate |
| | Draft Pathway Network | Lead | Participate | | | | | Participate | Participate |
| | Community Engagement | Lead Support | | Lead Support | | | | Participate | Participate Support |
| | Final Pathway Network and Project Ideas | Lead | Support | | | | Participate | Participate | Participate |
| | Project Scoring and Cost Estimates | Lead | | | Participate | | | Participate | |
| FLM ENVIRONMENTAL CLEARANCE | Clearance Documentation | Support | | Support | Review | | | Lead | Participate |
| | Lead Agency Action | Support | | | | | | Lead | |
| FLM PRELIMINARY ENGINEERING | Project Administration and Management Plan | Review | | | | | | Lead | |
| | QA/QC Plan | Review | | | | | | Lead | |
| | Project Schedule | Review | | | | | | Lead | |
| | 15% and 30% Design Submittals | Review | Review | | Review | | Review | Lead | Participate |
| | Updated Cost Estimates | Review | Review | | Review | | | Lead | |
| | Final FLM Budget | Review | Review | | Review | | | Lead | |
| FLM IMPLEMENTATION | Final Design | Review | | | Review | | Review | Lead | |
| | Funding | Support | | | | Support | | Lead | |
| | Construction | Participate | | | Participate | | | Lead | |
| | Maintenance | | | | | | | Lead | |

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Appendix D: Community Engagement Examples from FLM Plans

As mentioned in the body of the FLM Guidelines, community engagement is part and parcel of the FLM planning methodology and adds value to the final work products. Below are summaries of the community engagement approach from the Blue Line FLM Plan and the Gold Line 2B FLM Plan as examples for future FLM planning efforts. The goal of community engagement is to tap the community's knowledge to understand details in the existing environment; understand how people currently walk, bike or roll in the station area; educate community members on what FLM is; and ultimately gain support for the Pathway Network and project list by reflecting community desired-project types.

It should be noted that Metro's forthcoming Community-Based Organization Partnering Strategy includes multiple recommendations based on internal Metro department feedback and external input from Community-Based Organizations (CBOs) about how to successfully partner with CBOs. The recommendations are wide-ranging and applicable to different scenarios for working hand-in-hand with CBOs. The recommendations should be reviewed and applied for future projects.

Blue (A Line) FLM Plan Engagement Summary

(excerpted from full plan available here: http://media.metro.net/projects_studies/toc/images/report_toc_MBLFLM_execsummary.pdf)

CBOs were tasked with coordinating a series of activities in 11 of the 22 Blue (A Line) station areas. CBOs collectively decided which of the 11 station areas to focus their public engagement efforts. From the walk audit summaries, the

project team developed a menu of transportation treatments which residents could reference to determine which ones would be most relevant to meet their needs. At each event, these treatments were displayed on large poster boards and residents were given corresponding stickers to place on a large map of the station area where these treatments were needed. Four of the 11 activities featured "pop-up" engagement activities where similar questions were asked about infrastructure treatments, most frequently used pathways to the Blue (A Line) stations, and general feedback about community members' experience using the Blue Line.

At the "pop-up" activities, examples of some infrastructure treatments, such as wayfinding signage and street furniture were temporarily rolled out into the space where they might be recommended in the final Plan. CBOs coordinated these engagement activities by plugging into already planned community activities, such as the Jazz Festival, or locating them near highly populated areas such as a busy transit station or a park. At each event the CBOs created a festive atmosphere to attract residents to participate, including a live DJ, food, giveaways from Metro, community bike rides, tables with community resources, and artists creating artwork inspired by the location and the event in real time. Creating a festive environment brought many people into the engagement process in an inviting manner and CBOs engaged more people and a greater diversity of people than could have been reached through traditional planning methods. Input from the walk audits and the community activities were directly used to inform the Station Area Summaries.

Gold (L Line) 2B FLM Plan Engagement Summary

(excerpted from the appendix to the full plan available here: http://media.metro.net/projects_studies/FLM/images/appendices_FLM_GoldLineFoothillExtension2b.pdf)

Event Types

Stakeholder Interviews

The Arroyo Group conducted one-on-one in-person or telephone stakeholder interviews with representatives of regional institutions. These interviews focused on understanding each institution's background, employee and customer base, and desired or planned improvements relating to first/last mile access.

Community Pop-Up Activities

The Arroyo Group, with Metro staff, set up pop-up booths at existing activities to engage attendees in the first/last mile planning process. Pop-up activities were chosen to engage a broad cross-section of the general public. The main goal was to solicit information on potential pathways and barriers to walking biking as well as engaging attendees in future FLM outreach. The key questions to be answered included:

- > Where do you live/work?
- > Are you familiar with the new Gold Line station?
- > What would encourage you to walk or bike to the new station?
- > What path(s) would you take?

In addition to providing many good input into the process, community pop-up activities served to increase excitement and enthusiasm for Metro and the Gold (L Line) and to answer general questions related to the timing, location and operation of the line.

Public Workshops

Public workshops were stand-alone public meetings focused on presenting and reviewing the draft pathway network. Meetings were noticed by Metro, City staff and The Arroyo Group. Public workshops tended to attract a more interested and knowledgeable public who were able to provide feedback on specific pathways and project ideas identified by the project team.

Focus Group Meetings

Focus group meetings were meetings with members of identified stakeholder groups with a specific focus on youth and active transportation advocates. Meetings were conducted either by using the public workshop format of presenting and reviewing the draft pathway network, or by using the pop-up event format of soliciting input to the plan through a series of stations.

Community Intercepts

Community intercepts were engagement activities set up in public places to solicit input on the FLM process, pathways and project types. Parks, social service centers and existing public transit stops/stations were targeted to incorporate the opinion of existing transit riders, low-income populations and young families. Active SGV led these activities.

Council/Commission Meetings

Metro and The Arroyo Group visited several City Commissions and the Glendora City Council. The purpose of these meetings was to provide information about the project and solicit feedback on key pathways project types, in order to build support for the process in preparation for implementation by cities.

Appendix E: Sample Scope of Work for Preliminary Engineering

The following summary/sample scope is intended to provide general guidance for local agencies on contracting for preliminary engineering:

Project Administration/Project Schedule – The consultant will be required to prepare a project schedule and administration process to track progress and deliverables.

Quality Assurance/Quality Control (QA/QC) – The selected consultant is required to prepare a QA/QC plan for the production and review of design deliverables for the preliminary engineering contract.

Coordination Process – As described in the guidelines above, and established in cooperative terms in Box 6, the consultant will participate and facilitate in the coordination process for the preparation of the design drawings.

Local Planning Documents and Design Standards – The consultant will meet with the relevant local jurisdictions to discuss local plans for the project area, and collect local engineering standard drawings and other relevant documents that should be referenced when preparing preliminary engineering plans (15%, 30% design).

Base Mapping/Project Survey – Consultant shall obtain base mapping for the full extent of the FLM project limits along each project corridor in each station area. Base mapping detail shall be sufficient enough to allow for completion of 30% design and identification of critical design inputs, such as right-of-way limits, location of curb and gutter, and utilities (both above ground and locations for access to below grade utilities).

Utility/As-Built Research – Consultant shall research and obtain readily available utility verification maps and input into the base mapping. Identified utilities should include wet and dry utility types, sizes, materials, and as-built drawing

numbers. Utility research will be limited to areas in which physical FLM improvements are anticipated. The research should include sending out letters to utilities with an interest in the project study area and receiving as-built plans. This research will also include obtaining as-built drawings for the project corridors from appropriate local jurisdictions, and if necessary, Caltrans. Note: For projects that do not include curb modifications or ground disturbance – such as restriping of traffic lanes to provide bicycle lanes, or installation of wayfinding signage – utility investigation may not be necessary.

15% Design Package – The 15% design package typically represents approximately 50% completion of the preliminary engineering (30% design) plans. This submission of these in-process plans allows for review and comment during the design process.

30% Design Package – Contents of the 30% design package will vary among stations and project corridors, depending on the FLM elements proposed. For example, one project corridor may include sidewalk, lighting, and landscaping improvements, while another may be focused on the improvements necessary to implement a protected bicycle lane. These two project types, along with the range of different FLM improvement elements, will result in different packages of required design drawings.

The sheet list provided below is intended to identify a likely range of sheet types that would be required as part of the 30% design.

- > **Title Sheet** – Consultant shall prepare a title sheet on a Metro Title Block that includes an index of sheets, the project description, location map, and limits of work that summarizes the overall project plan set.
- > **Index of Sheets** – Consultant shall prepare a sheet index (table of contents) that identifies the location of each sheet, divided by discipline.
- > **Key Map** – Consultant shall prepare a sheet that includes a key map, sheet map, and the general notes for the overall project plan set.
- > **Legend and Abbreviations** – Consultant shall prepare a sheet legend for the plan symbols and list commonly-used and any specialty abbreviations for the project.
- > **Typical Cross Sections** – Consultant shall prepare typical section sheets for each proposed project corridor depicting the proposed FLM improvements that include existing ground, traveled way, shoulders, cut/fill slopes, retaining walls, existing/proposed fences, and existing/proposed right-of-way, at logical locations.

- > **Roadway Design Sheets** – Consultant shall prepare layout and profile sheets that include horizontal and vertical information for the FLM project design. Vertical data should be labeled in the profile, horizontal data should be labeled in the plan view, and curve data should be organized in data tables. The layout and profile sheets shall reflect existing topography, existing and proposed right-of-way, and existing utilities. The layout and profile sheets should identify the proposed FLM improvements, including drainage modifications, and any existing items that are required to be removed or demolished.
 - > **Signing & Striping Plans** – Consultant should prepare signing and striping plans for bikeway and street traveled way, as appropriate. Sign Plans include providing regulatory signs and directional signs in accordance with CA MUTCD guidelines, and if applicable, with Metro wayfinding signage guidelines. Striping Plans include striping and markings in accordance with CA MUTCD guidelines. Side street intersections that require modifications to signing and striping are included.
 - > **Sign Details** – Consultant shall prepare signing, hardware, and mounting details for signing plans for streets, bikeways, and intersections. Details will be in accordance with appropriate local jurisdiction standards and Chapter 12 of the Metro Signage & Environmental Graphic Design Standard: Trailblazing where applicable.
 - > **Preliminary Drainage Details** – Consultant shall prepare preliminary drainage detail sheets to support the drainage plans shown on the Layout and Profile sheets, where appropriate. Details may include standard headwalls, transitions to/from pipes to ditches, riprap sections, and other drawings needed for the drainage construction. For FLM projects that do not impact the existing drainage patterns on the project streets (i.e. wayfinding, lighting, striped bicycle improvements), drainage plans and details would likely not be required.
 - > **Electrical Plans** – Consultant should prepare sidewalk, bikeway, and street lighting plans, as appropriate based on the proposed FLM improvements for the subject project corridor. The sheets shall include all work necessary to install bikeway and street lighting circuits. Lighting throughout the project corridor shall conform to the appropriate local jurisdiction or Caltrans standards for street lighting.
 - > **Traffic Signal Plans** – As appropriate and if FLM projects require traffic signal modifications, the Consultant should prepare plans to modify traffic signals and upgrade intersection controls, if needed. The plans shall include the work necessary to modify the traffic signals and shall conform to the requirements of the appropriate local jurisdiction. A separate detail sheet should be prepared for each signal.
 - > **Utility Relocation Plans** – As appropriate, the consultant shall prepare plans to indicate which utilities will be relocated as a result of the FLM improvements. Callouts will include but are not limited to “raise manholes, canisters, and facilities to grade” and “protect facilities in place.” All local jurisdiction and franchise utility relocations should be assumed to be performed by the appropriate local jurisdiction or franchise utility company. Plans will indicate utility relocation by others. Consultant will need to coordinate with local jurisdiction and franchise utility companies to identify where relocation of utility infrastructure will be required for the proposed FLM improvements.
 - > **Landscape Plans** – As appropriate, Consultant should provide detailed landscape plans to include:
 - Plant List Sheet – A landscape summary sheet that includes an index of landscape sheets, plant list, and landscape legend that summarizes the landscape plan set.
 - Planting Plans – Plans for the proposed planting areas along and within project corridors, including planting layout and planting quantities. If appropriate and part of the FLM project list, site furnishings may be added to the planting plans.
 - > **Wayfinding Signage Plans and Details** – Prepare wayfinding signage plans, including layouts showing the locations of FLM wayfinding signs. Consultant should prepare details for wayfinding signage plans providing destination and mileage information. Details will be in accordance with appropriate local jurisdiction standards and Chapter 12 of the Metro Signage & Environmental Graphic Design Standard: Trailblazing where applicable.
- Each project will have variations in the design scope and therefore in terms of the number sheets for completion of the design effort. Sheet count is a function of the number stations involved in the project, the overall length of the project corridors selected for inclusion in preliminary engineering, the extent and variety of FLM improvements proposed along the selected project corridors, local jurisdiction design standards and guidelines.
- Cost Estimates** – These new, refined cost estimates that reflect the design elements proposed in the preliminary engineering design plans and will provide a greater level of cost certainty than the estimates prepared during the FLM planning phase. Cost estimates will be prepared following Metro guidelines and format to the extent required and established in cooperative terms.

Appendix F: First/Last Mile Methodology Update (2020)

This addendum presents changes to the Metro First/Last Mile (FLM) Planning methods as established in the 2014 First/Last Mile Strategic Plan. Proposed changes are a result of ongoing experience and lessons learned from completed and in progress First/Last Mile plans and is further informed by discussion among the FLM Planning team, Metro Transit Oriented Communities, and Metro consultant teams. Updates focus on how to create more efficient and equitable planning processes and outcomes. The updates are also intended to clarify ambiguities and common divergences in the current methodology, with an eye toward generating clear deliverables and projects that directly reflect community needs.

Each step is described below with a brief description, lessons learned from past experience, and a summary of roles. For more detailed descriptions of these steps, please reference the First/Last Mile Strategic Plan (2014) and completed FLM Plans online, as well as the First/Last Mile Safety Analysis Tool (2020) and First/Last Mile Planning for Micromobility report (2020) that are included as attachments to this methodology update.

I. First/Last Mile Planning Process

1. Existing Conditions Analysis

Description: The existing conditions analysis is the first step to understand the local environment around each station including land use, key destinations, existing and locally planned bicycle facilities, and collisions, among other data points.

Product: A memo detailing existing conditions, with accompanying data source references, maps and narrative.

Update: Existing conditions analysis should include a narrative component that describes how the various data layers (e.g., land use, destinations, existing and planned facilities) inform the overall conditions and needs of the planning area.

This narrative should be digestible to stakeholders and the community, and should be referenced in later tasks in order to create a consistent through-line of data. In other words, these data should be referenced to explain the evidence and logic for proposed pathways and projects that emerge later. The narrative should, for example, describe how key destinations within the land use layer may draw riders from the transit station, potentially serving as a later justification for a Pathway leading to that destination. The existing conditions analysis should also follow the First/Last Mile Safety Analysis Tool (see attachment A) to identify and document key safety “hotspots” in the planning area. The analysis should also identify possible contributing factors, such as street geometry and speed limits, in order to establish project need for later plan development. If the station areas evidence significant micromobility device usage (i.e. shared, electric scooters), this existing conditions analysis should also follow the recommendations in the First/Last Mile Planning for Micromobility report to accommodate the needs of other wheel-based users (see attachment B).

2. Local jurisdiction coordination

Description: Coordination with local agencies occurs through the first/last mile planning process and is key to aligning engagement efforts and planning projects with local plans and priorities. Local agencies also aid in reviewing the final first/last mile plan and project list.

Product: A series of meetings culminating in a review process of final plan products

Update: Coordination with relevant agencies of the local jurisdiction should occur through, at minimum, three meetings over the course of the first/last mile planning process. First, a meeting at the outset of the planning process should seek agency input on engagement in the relevant planning areas and should highlight any other relevant plans or issues. A midpoint meeting should provide local staff with a preview of draft pathway networks. Upon completion of the planning process, a final meeting should be held to review the pathway network and project list with local staff. This meeting will also serve as the kick-off for the formal local jurisdiction review of these planning products. This schedule of meetings should be considered a minimum, as additional meetings with local staff may be held as needed.

3. FLM Technical Walk Audit

Description: During walk audits, technical staff and consultants collect data on strengths, barriers and observed behaviors related to the walking and bicycling environment around the station. This step is a key component of FLM planning because it gives the project team on-the-ground,

experiential knowledge about the station area. Walk audits, unless otherwise directed, are conducted using Metro's web-based data collection tool, which allows participants to document specific locations with comments and photos about conditions. Some walk audits may also be conducted by community members as an introduction to other subsequent community engagement described below.

Product: Walk audit memo documenting process, participants, and insights from walk audits, as well as mapped data layers of identified barriers, strengths, and opportunities.

Update: The project team should conduct technical walk audits for all stations on a given project, oriented towards collecting site-specific data necessary to inform the pathways development. Participants should be FLM and Metro staff and the FLM consultant team, and should also include CBO partners unless not feasible.

Supplemental audits with community members and stakeholders are not required but can be useful for introducing FLM concepts and methods, but should be separated from key data-gathering steps necessary to progress to pathway layout. Community walk audits may be conducted as an orientation to FLM planning concepts. Noting that walk audits with community members and the public can be labor intensive and time consuming to organize, these community focused audits can be sequenced separately from other FLM planning steps (e.g., they can take place later in the process after technical walk audits, or when other community engagement steps are complete/in process). Types of data and input collected from community focused walk audits can be determined on a project-by-project basis, but should generally focus on simple and subjective feedback about street segments and walking routes in the station area (e.g. walking on specific block feels more/less safe and comfortable).

If the station area has significant micromobility device usage, a site visit may also be considered to observe strengths and barriers to these wheeled modes. Again, the First/Last Mile Planning for Micromobility (linked as an attachment at the end of this appendix) report details this activity.

4. FLM Draft Pathway Network

Description: The development of the Pathway Network (key routes to walk, bike, or roll to the station) is based on research of local plans, existing facilities, existing conditions data analysis, and data collected during the walk audit. This step ensures a clear nexus between FLM improvements and the transit riders' experience. Additionally, the inclusion of local plans and existing facilities avoids duplicating or getting ahead of local efforts to improve their city streets.

Product: Set of Draft Pathway Network maps

Update: The Draft FLM Pathway Network should include and reflect narrative elements established in the existing conditions memo, in order to communicate how the proposed pathways address existing conditions and needs, and establish a record and rationale for development of pathway network segments.

5. Community Based Organizations

Description: The regular, integrated involvement of one or more community-based organizations (CBOs) is a key aspect of the FLM planning process. CBOs are regularly integrated into the project team, and fulfill a variety of roles in the outreach and planning processes, depending on exact nature of the project.

Update: It is expected that Community-based organizations (CBOs) are involved throughout the plan development process, with a focus on outreach and community engagement methods and execution. While the contracting mechanism may differ per project, CBOs must be formally integrated into the project team, with documentation of roles and processes among the CBO, Metro, and the project team. Upon entering a contract, a Project Charter or similar must be established to discuss shared goals, values, and key process points. Additionally, it is important to discuss and understand areas where Metro and CBO priorities diverge and determine how the team will resolve and move forward on any disagreements that may arise (see: East San Fernando Valley Transit Project CBO Charter). The Project Charter is developed through a meeting of the full team including Metro Corridors PM, Metro Community Relations lead, Metro FLM PM, and consultant team (technical and outreach).

The exact role a CBO(s) takes on within the project team should be determined on a case-by-case basis, depending on factors such as the unique needs of the project area and the focus and capacity of the CBO(s). However, the ultimate roles should be chosen from a menu of activities, which includes but is not limited to: input on draft and final pathway networks and projects, advice and input on the planning effort overall, outreach event planning and communications assistance, and outreach staffing.

6. Community Engagement

Description: Community engagement is a critical component due to the detailed and highly localized nature of FLM projects. As a consequence, it occurs at multiple points in the process. Typically, FLM efforts include a range of methods to engage the community including public activities, stakeholder

interviews, and surveys (online or intercept). The purpose of these participatory activities is two-fold: 1) to collect data/feedback to inform FLM planning and 2) to foster general awareness of FLM issues to communities.

Product: A Community Engagement Summary/Results Memo, documenting the engagement formats, who participated, and takeaways from community feedback. The memo, which is distinct from the earlier engagement approach memo, should detail data gathered from the community on prioritizing FLM improvement types and locations.

Update:

- > Audiences: FLM planning outreach shall prioritize engagement with the core audience for FLM improvements: transit riders, especially those who live, work, play, and go to school around the station area. Targeted outreach shall utilize the Metro Equity Platform and tools to ensure racial, gender, and socioeconomic disparities are addressed in the proposed outreach process. Activities that reach riders where they are should be the primary in-person outreach activity (see below).
- > Established stakeholders (local institutions, business improvement districts, local association representatives) should be engaged and informed through structured interviews as part of the engagement process. Neighborhood Councils, or similar localized representative bodies, could be included in the general outreach process, including invites to participate in any applicable community walk audits and broader community engagement activities. Metro staff may accommodate meetings and a staff presentation upon request.
- > CBOs: As detailed above, it is expected that CBOs play a significant role in the engagement process. While exact roles depend on the project and must be outlined in an established Project Charter from a menu of activities, CBO involvement is key for identifying, reaching, and engaging with target audiences in activities and other outreach formats.
- > Engagement activities: The preferred format for in-person outreach are activities that meet target audiences where they are, capitalizing on existing and regular activities and community gatherings and recognizing that they may not be actually residents immediately next to the station areas. Event format should avoid the traditional town hall style and other standalone public meeting formats that can be difficult for key demographics of the public to attend. While there is no specific required format for pop-up activities, the team - consultant(s), staff, CBO(s) - should seek to craft formats

that offer a creative, tactile, and “gamified” engagement that draw in individuals and encourage participation. These should seek to collect data that reflects the improvement types and accompanying locations desired by community members, as well as destinations and key places of interest to which community members travel. In addition, inquiring about travel patterns provides an opportunity to check for discrepancies with the Draft Pathway Network.

7. Final Pathway Network and Project Ideas

Description: Collected community feedback (e.g. from stakeholder interviews, walk-audits, and other community engagement activities) is used to validate or correct the draft Pathway Network, as well as reflect the project ideas and priorities of the community. At this stage, review of the Pathway Network and project ideas by the local jurisdictions and CBO is requested before finalization.

Product: Final Pathway Network maps, illustrations of conditions, and list of projects

Update: Following the updates noted in Step 1, Existing Conditions, and Step 3, FLM Draft Pathway Network, the Final Pathway Network and Project Ideas document should reflect the culmination of existing conditions and community needs/desires as documented through community engagement.

Accompanying the Final Pathway Network should be high-level conceptual design illustrations of typical proposed project conditions in all Arterial and Collector Pathways. These may consist of plan and/or street cross sections with dimensions, and should reflect rough estimates of the right-of-way impacts of implementing FLM projects. This should serve to highlight any major feasibility issues regarding ROW conflicts and to detail potential reconfiguration tradeoffs.

The Final Pathways should also incorporate and elaborate upon the safety effects, impacts, and purposes of each pathway, per the First/Last Mile Safety Analysis Tool. This also includes noting overlaps with local jurisdiction priority areas such as High Injury Networks.

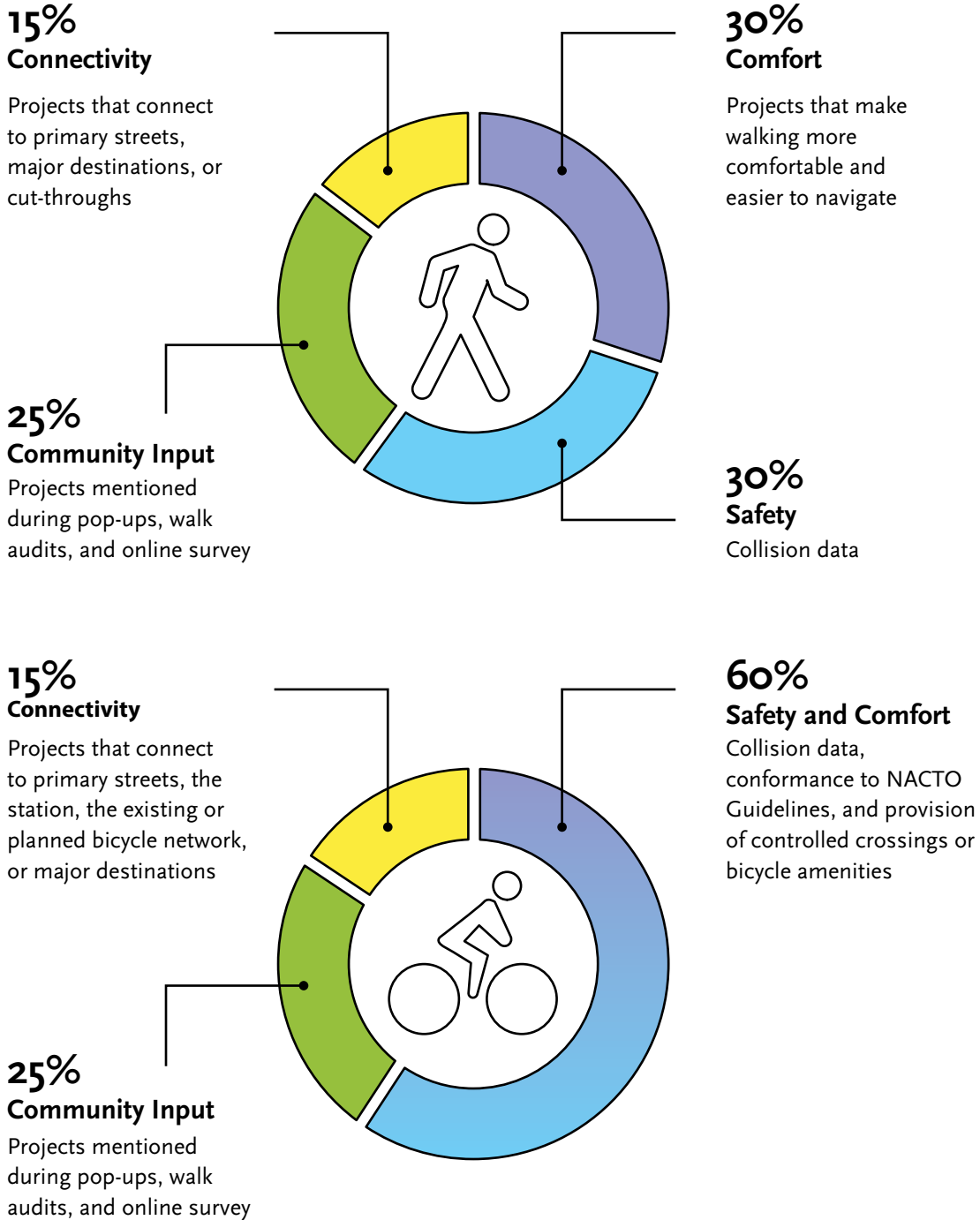
8. Project Scoring and Cost Estimates

Description: Projects are categorized by type and location, and are subsequently scored on a number of variables. The variables, for both pedestrian and wheel projects, may fall within weighted categories of safety, comfort, community input, and connectivity. An example of scoring variables for pedestrian projects and bicycle projects is provided below from the Purple Line Extension Sections 2&3 FLM Plan.

Individual projects may use different criteria or weighting as relevant to the conditions along the study corridor, but each would include, at minimum, the categories of safety, community input, and connectivity for walking and rolling to the station.

At this stage, Metro will develop rough order of magnitude (ROM) cost estimates for the projects with input from the local jurisdictions.

Product: Selected list of projects, matrix reflecting project weights and scores.



II. Key Work Products

The following deliverables are required at the completion of FLM Planning:

- > **Pathway Network** – map indicating primary and secondary pathways to the station and FLM project locations with the half-mile radius of the station
 - Update: Plan and/or Cross-section illustrations: Conceptual design illustrations demonstrating feasibility and potential ROW issues for FLM pathway projects
- > **Project List** – project list corresponding to the Pathway Network maps that includes additional detail about the project (e.g. description, extent, and location)
- > **Rough Order of Magnitude Cost Estimates** – cost estimates for all FLM projects using best cost estimating practices and recent cost examples
- > **Prioritized Projects List** – selected projects that have received local jurisdiction concurrence to advance to the next project phase. The method for prioritization will be refined after the completion of First/Last Mile Guidelines.

For next steps in engineering and implementation, refer to the Critical Actions to Advance as listed in Chapter 2, Section A, of the First/Last Mile Planning Guidelines.

III. Attachments

- > **A. First/Last Mile Safety Analysis Tool:** The updated safety analysis and approach presents a more detailed integration of safety data into the Existing Conditions step of FLM planning. The analysis will shed further light onto the contributing factors of unsafe traffic conditions in station areas, and will contribute to the continuity of data-based justifications for improvements throughout the planning process. <http://media.metro.net/2020/First-Last-Mile-Safety-Analysis-Tool.pdf>
- > **B. First/Last Mile Planning for Micromobility Study:** This study presents changes to the FLM planning process and to the FLM toolkit of improvements in order to best plan for the use of new shared, dockless electric micromobility devices as first/last mile modes. The methods included should be considered applicable to the Existing Conditions Analysis, Walk Audit, and Draft and Final Pathways Steps. <http://media.metro.net/2020/Micromobility-FLM.pdf>

Future addendums to the First/Last Mile Strategic Plan and other guiding FLM documents, addressing potential needs such as project feasibility analysis, should be added as the need arises, following input from the FLM, transit project, and consultant teams.

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Appendix G:

FLM Program Commitments by Transit Project

The following table lists completed and ongoing Metro transit projects, providing the applicability of FLM program commitments. Each project listed has an associated First/Last Mile Plan. The table also notes whether the transit project received grant/technical assistance and whether the 3% local contribution is applicable to the project. Note that FLM plans for existing stations for new lines or extensions generally do not qualify, but may be evaluated on a case-by-case basis.

| PROJECT | PROGRAM COMMITMENTS | | | NOTES |
|--|----------------------|-----------------------------|------------------------|-------------------|
| | First/Last Mile Plan | Grant/ Technical Assistance | 3% Contribution Credit | |
| New Rail Line | | | | |
| East San Fernando Valley Light Rail Transit Corridor | ✓ | ✓ | ✓ | FLM Plan complete |
| West Santa Ana Branch | ✓ | ✓ | ✓ | |
| Sepulveda Pass Transit Corridor | ✓ | ✓ | ✓ | |
| Rail Line Extension | | | | |
| D Line (Westside Purple Line Extension Section 2) | ✓ | ✓ | ✓ | FLM Plan complete |
| D Line (Westside Purple Line Extension Section 3) | ✓ | ✓ | ✓ | FLM Plan complete |
| L Line (Gold) Foothill 2B Extension | ✓ | ✓ | ✓ | FLM Plan complete |
| C Line (Green) Extension to Torrance | ✓ | ✓ | ✓ | |
| L Line (Gold) Eastside Extension | ✓ | ✓ | ✓ | |
| Crenshaw North Extension | ✓ | ✓ | ✓ | |
| Added/Relocated Station | | | | |
| Aviation/96th Street (Airport Metro Connector) Station | ✓ | ✓ | ✓ | |
| Added/Relocated Station/BRT Project | | | | |
| G Line (Orange) BRT Improvements | ✓ | ✓ | | FLM Plan complete |

| PROJECT | PROGRAM COMMITMENTS | | | NOTES |
|---|----------------------|-----------------------------|------------------------|--|
| | First/Last Mile Plan | Grant/ Technical Assistance | 3% Contribution Credit | |
| BRT Project | | | | |
| North Hollywood to Pasadena Corridor | ✓ | ✓ | | BRT project/FLM plan for selected stations |
| North San Fernando Valley Corridor* | ✓ | ✓ | | BRT project/FLM plan for selected stations |
| Under Construction at Time of Board Policy | | | | |
| Crenshaw/LAX Transit Corridor | ✓ | ✓ | see note | FLM Plan complete for stations in Inglewood Inglewood 3% agreement in place pre-Guidelines; \$6M commitment to FLM implementation |
| Regional Connector | ✓ | ✓ | | |
| D Line (Westside Purple Line Extension Section 1) | ✓ | ✓ | | |
| TBD | | | | |
| Vermont Transit Corridor | ✓ | ✓ | tbd | mode undetermined; 3% applicable if rail selected |

*The scope of the North San Fernando Valley Corridor project is currently under review and may result in a revision to the applicability of this project.

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Next stop: access to opportunity.

First/Last Mile Guidelines

Planning and Programming Committee

May 19, 2021



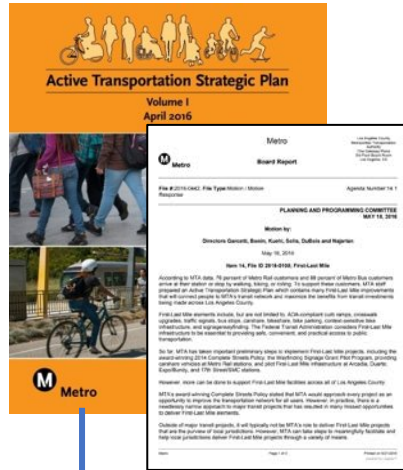
ADOPT the First/Last Mile (FLM) Guidelines

FLM Policy and Program Timeline



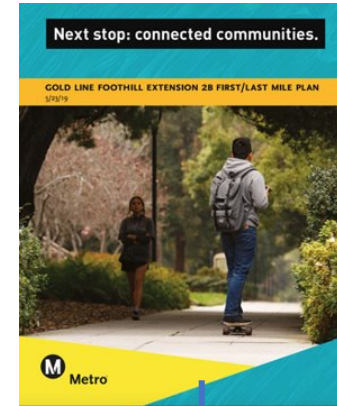
2014

- **First/Last Mile Strategic Plan**



2016

- **Active Transportation Strategic Plan**
- **FLM Board Motions**

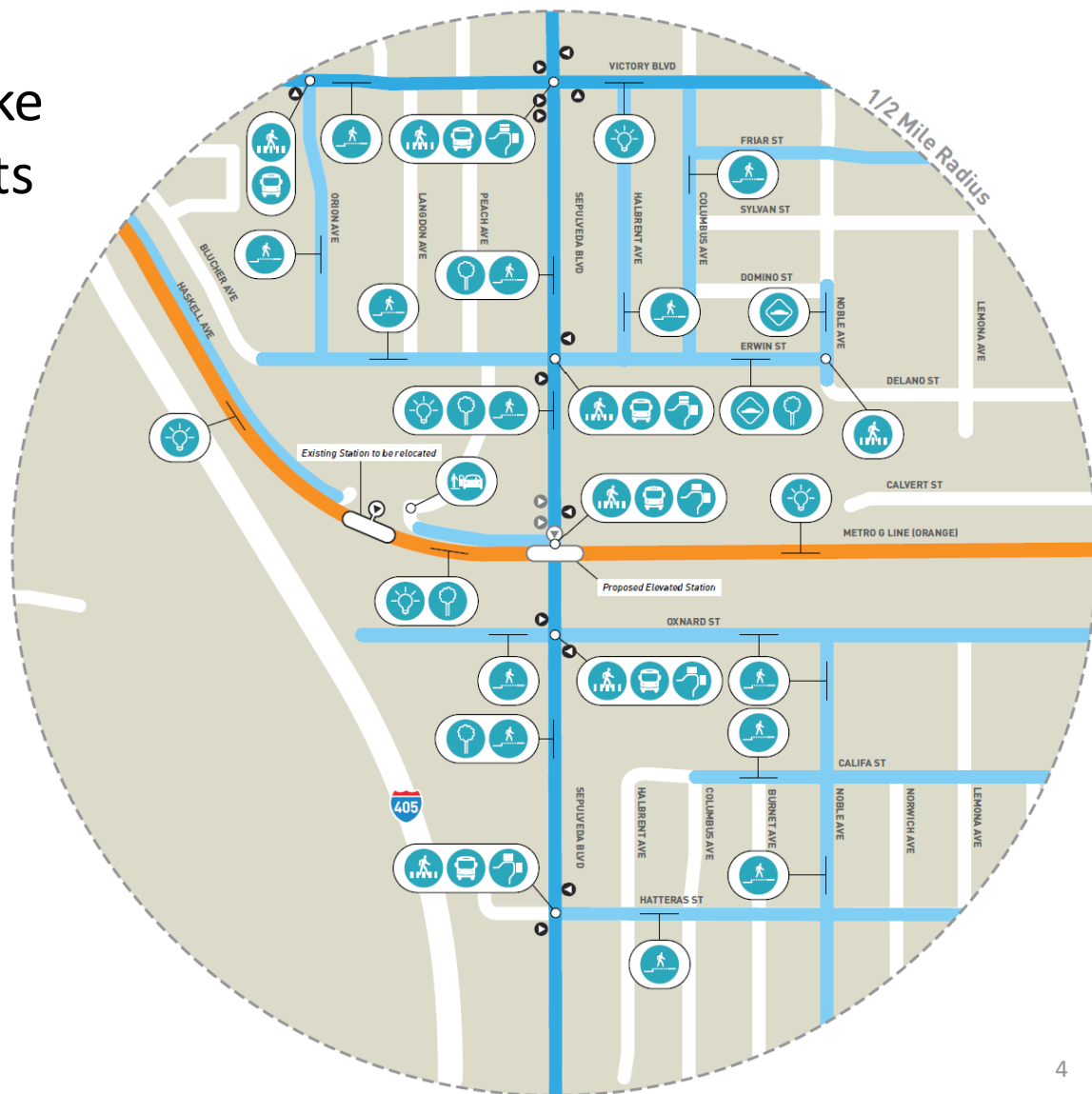


2017-2020

- **FLM Plans:**
 - Blue Line
 - AMC/Inglewood
 - Foothill 2B
 - PLE 2/3
 - ESFV
- **FLM Guidelines Development**

FLM Plans / Pathway Network

- Ped (1/2-mile) and bike (3-mile) improvements
- Improve safety and access to the station
- Pathway network
- Planning process and products

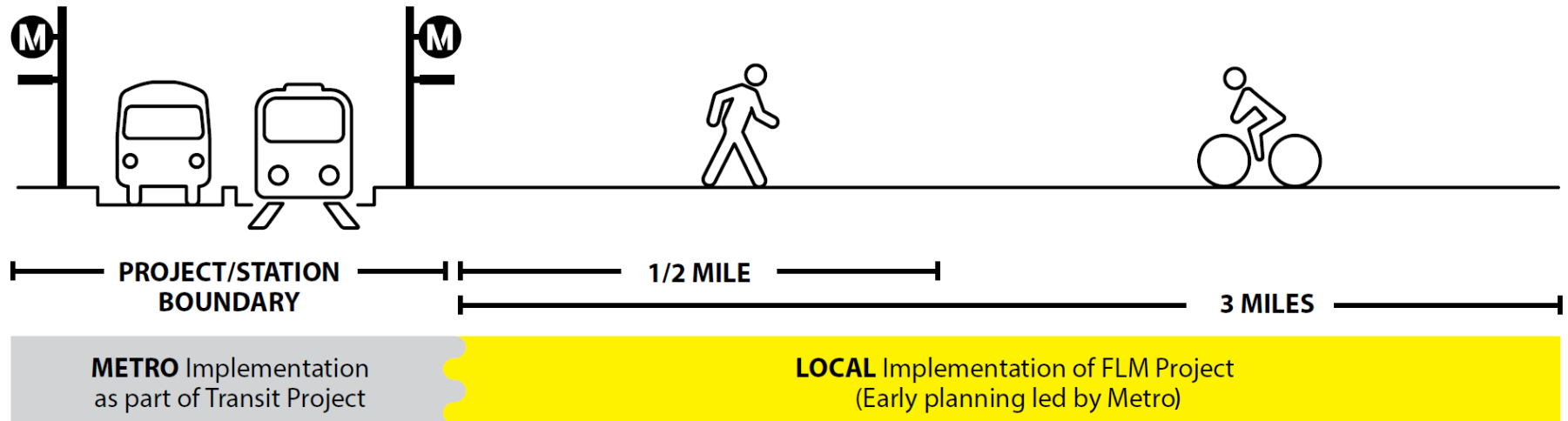


FLM Project: Phases and Roles

- Metro leads FLM planning work with local participation
- Metro "hands off" FLM post planning/environmental
- Local jurisdiction leads design and implementation



Project Definition & Boundary



* NOT TO SCALE

Metro Support for Implementation

- Facilitating 3% for high priority projects
- Maximize access to State (SB1/ATP) resources
 - ATP funded \$100m annually
 - Commit grant writing support
 - FLM planning phase emphasizes grant readiness
- Metro funding – priority for upcoming Metro Active Transport (MAT) cycles



**Board Report**

File #: 2021-0224, **File Type:** Contract

Agenda Number: 18.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021**

**SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT CONTRACT
MODIFICATION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. AE275020011497 for ExpressLanes Program Management Support services with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-405 to Central Avenue segment of the I-105 ExpressLanes project in the amount of \$18,788,594, inclusive of one optional task to provide post-PS&E support in the amount of \$1,413,641, increasing the Total Contract Value from \$14,147,001 to \$32,935,595.
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE275020011497 in the amount of \$2,000,000 increasing the total CMA amount from \$770,000 to \$2,770,000 to support potential additional services needed to complete the PS&E for the I-405 to Central Avenue segment of the I-105 ExpressLanes project.

ISSUE

Board action is requested to execute a contract modification to complete PS&E for the I-405 to Central Avenue segment of the I-105 ExpressLanes project to meet the funding and timeline requirements of the State Solutions for Congested Corridors Program (SCCP) grant the project received.

BACKGROUND

In June 2015, the Metro Board approved the Metro ExpressLanes Program Management Support Contract valued at \$7,700,000 to provide professional services in support of ExpressLanes project planning and development. Work conducted in this contract include preparation of the I-105 ExpressLanes Project Approval/Environmental Document (PA/ED) and I-105 Concept of Operations. This contract has a 25% Small Business Enterprise (SBE) participation goal and, as of March 2021, approximately 29% of funds spent have been paid to SBE firms.

In October 2019, the Board approved contract Modification No. 7 for \$5,677,001 to prepare additional geotechnical and structure reports and traffic modeling that were required to complete the PA/ED. In addition, this modification included preparation of 30% design, field surveys, and utility design and coordination.

In December 2020, the I-105 ExpressLanes project received a \$150 million SCCP grant from the California Transportation Commission (CTC). The SCCP grant requires the project to request a funding allocation from CTC by June 2023 and issue a Notice to Proceed (NTP) for construction by December 2023. To meet this deadline, the project must complete PS&E no later than Summer 2023 which would include 100% design of all project elements including roadway widenings, structures, signage, retaining walls, soundwalls, Roadside Toll Collection System (RTCS), and Intelligent Transportation Systems (ITS) elements including new ramp metering. The RTCS will be designed, constructed, operated, and maintained by a contractor that will be procured separately from PS&E.

DISCUSSION

The I-105 ExpressLanes project will construct dual ExpressLanes on the I-105 between I-405 and Studebaker Road in the City of Norwalk which is sixteen miles long. This project is included in the Measure M expenditure plan and has been allocated \$175 million. The I-105 ExpressLanes Final Environmental Impact Report/Environmental Assessment was signed by Caltrans on April 21, 2021. The next step in project development is to begin PS&E. Metro and Caltrans are currently working on the PS&E cooperative agreement, which staff expects to bring to the Board in June 2021 for consideration. The cooperative agreement is needed in addition to the recommended contract modification.

The SCCP grant which is limited to construction costs requires a construction NTP to be issued by December 2023. To meet the SCCP grant requirements and maximize the benefits of the grant, staff intends to apply the grant funding to construct the first segment of the project between I-405 and Central Avenue which is approximately seven miles long. This segment was chosen to be constructed first due to the fact that it is a high volume segment which directly connects to Los Angeles International Airport, no right of way acquisition is required and there are fewer structure widenings compared to the rest of the corridor. Furthermore, the construction cost is estimated to be approximately \$150 million so the entire SCCP grant can be applied to construct this segment.

It should be noted that staff is seeking a contract modification for PS&E only for the I-405 to Central Avenue segment of the project to meet SCCP grant requirements. For the remainder of the corridor between Central Avenue and Studebaker Road, the PS&E will be procured via an open solicitation. The length of the Central Avenue to Studebaker Road segment is approximately nine miles, so the majority of PS&E for the project will be prepared by a contractor selected via an open solicitation. Staff expects to release the Request for Proposals for PS&E for this segment in Summer 2021. Meanwhile, Congestion Reduction staff will continue to work with the Government Relations and Planning departments to identify additional grant opportunities for the project.

Completion of PS&E for the I-405 to Central Avenue segment is expected to take approximately 24 months. Therefore, if PS&E for this segment begins in June 2021 then it can be completed by June 2023. This should provide sufficient time to issue a construction NTP by December 2023. Staff

believes this is the best approach to minimizing the risk of losing the SCCP grant funds.

The proposed contract modification also includes an optional task for post-PS&E support for the construction phase of the project and additional surveys. The SBE commitment is \$6,555,304, inclusive of the optional task, which is approximately 34.9% of the contract modification value. This significantly exceeds the contract SBE goal of 25%.

If, in lieu of this action, Metro pursues an open solicitation for PS&E, the earliest a PS&E contractor could begin work is January 2022. However, given the time required to complete PS&E, the high level of coordination required between the PS&E and RTCS contractors as well as Caltrans and Metro, and the time needed to issue a construction NTP, there is significant risk that the construction NTP will not be issued by December 2023 if PS&E for the I-405 to Central Avenue segment does not begin until January 2022. If Metro does not issue a NTP for construction by December 2023, Metro could lose \$150 million in SCCP grant funding.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts result from these Board actions.

FINANCIAL IMPACT

The FY 2021-22 budget includes \$5,044,312 in Cost Center 2220 (Congestion Reduction), Project 475004 for I-105 ExpressLanes PS&E. Since this is a multi-year contract, the Cost Center Manager and Executive Officer, Congestion Reduction will be responsible for budgeting in future years.

Impact to Budget

The funding for this Project is from Measure M. As these funds are earmarked for the I-105 ExpressLanes project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The I-105 Express Lane project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed Express Lanes would increase regional highway capacity and improve the Level of Service for both the Express Lanes as well as the general purpose lanes. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed project would result in shorter trip time for both the Express Lane and the general purpose lanes. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. This project will require extensive collaboration with Caltrans, corridor cities, Los Angeles County, and regulatory agencies.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended contract modification. This alternative is not recommended, as this could jeopardize the \$150 million SCCP grant funding the project received.

NEXT STEPS

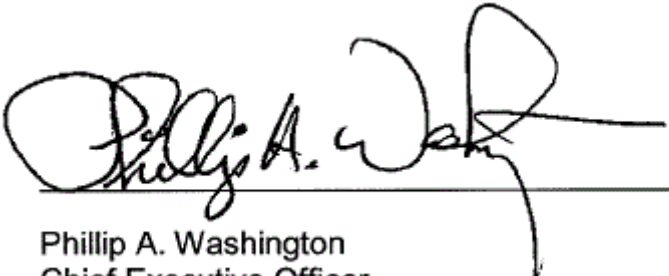
Upon Board approval, staff will execute the contract modification with WSP and issue a NTP to WSP to begin PS&E work.

ATTACHMENTS

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

Prepared by: Philbert Wong, Senior Manager, (213) 418-3137
Mark Linsenmayer, Deputy Executive Officer, (213) 922-5569
James Wei, Deputy Executive Officer, (213) 922-7528

Reviewed by: Shahrzad Amiri, Executive Officer, (213) 922-3061
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT/AE275020011497

| | | | |
|----|--|------------|--|
| 1. | Contract Number: AE275020011497 | | |
| 2. | Contractor: WSP USA, Inc. (formerly Parsons Brinckerhoff, Inc.) | | |
| 3. | Mod. Work Description: I-105 High Occupancy Toll Lanes Conversion preparation of final design plans, specifications, and estimates. | | |
| 4. | Contract Work Description: ExpressLanes Program Management Support | | |
| 5. | The following data is current as of: May 3, 2021 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 06/25/2015 | Contract Award Amount: \$7,700,000 |
| | Notice to Proceed (NTP): | 06/25/2015 | Total of Modifications Approved: \$6,447,001 |
| | Original Complete Date: | 09/13/2018 | Pending Modifications (including this action): \$18,788,594 |
| | Current Est. Complete Date: | 09/13/2023 | Current Contract Value (with this action): \$32,935,595 |
| 7. | Contract Administrator: Ernesto DeGuzman | | Telephone Number: (213) 922 - 7267 |
| 8. | Project Manager: Philbert Wong | | Telephone Number: (213) 418 - 3137 |

A. Procurement Background

This Board Action is to approve Modification No. 8 to Contract No. AE275020011497 issued to continue program management support services in support of Interstate 105 (I-105) High Occupancy Toll Lanes Conversion Final Design Plans, Specifications, and Estimates (PS & E) preparation. The work will cover the final design phase for the I-105 Express Lane corridor improvements between I-405 and Central Avenue.

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

On June 25, 2015, the Board awarded a 36-month firm fixed price Contract No. AE275020011497 to Parsons Brinckerhoff (now WSP USA, Inc.) for ExpressLanes Program Management Support Services for \$7,700,000 effective on September 14, 2015.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon a technical analysis, independent cost estimate (ICE), cost analysis, and fact finding of the work to be performed.

| Proposal Amount | Metro ICE | Negotiated Amount |
|------------------------|------------------|--------------------------|
| \$21,523,722 | \$15,456,000 | \$18,788,594 |

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT

AE275020011497

| Mod No. | Description | Status (Approved or Pending) | Date | \$ Amount |
|----------------|--|-------------------------------------|-------------|------------------------|
| 1 | Modification to Attachment A and Schedule 1 to Attachment A | Approved | 5/24/16 | \$0.00 |
| 2 | Modification to A.2, Schedule 1b to Attachment A.2, and extend Period of Performance | Approved | 2/3/17 | \$0.00 |
| 3 | Modification to add Schedule 1.c to Attachment A.2 | Approved | 4/17/17 | \$0.00 |
| 4 | Modification to increase contract value | Approved | 8/10/17 | \$165,865.18 |
| 5 | Modification to increase contract value | Approved | 10/18/17 | \$499,928.00 |
| 6 | Modification to increase contract value | Approved | 8/16/19 | \$104,206.82 |
| 7 | Modification for Interstate 105 ExpressLanes Project, 30% Design and PA/ED | Approved | 10/16/19 | \$5,677,001.00 |
| 8 | Modification for PS&E services for I-105 Segment A ExpressLanes Project | Pending | Pending | \$18,788,594.00 |
| | Modification Total: | | | \$25,235,595.00 |
| | Original Contract: | | | \$7,700,000.00 |
| | Total | | | \$32,935,595.00 |

DEOD SUMMARY

EXPRESSLANES PROGRAM MANAGEMENT SUPPORT
SERVICES/AE275020011497**A. Small Business Participation**

DEOD established a 25% Small Business Enterprise (SBE) goal for this Task Order contract for the participation of SBE certified firms. WSP USA made a 25% SBE overall commitment for this contract. The overall SBE participation is based on the cumulative value of all task orders issued.

To date, seven (7) task orders, and subsequent modifications, have been awarded. Based on payments reported, contract is 73.64% complete and the cumulative SBE participation of all task orders awarded is 29.18% which exceeds the commitment by 4.18%.

| | | | |
|----------------------------------|----------------|-------------------------------------|-------------------|
| Small Business Commitment | 25% SBE | Small Business Participation | 29.18% SBE |
|----------------------------------|----------------|-------------------------------------|-------------------|

| | SBE Subcontractors | % Committed | Current Participation¹ |
|-----|-----------------------------------|--------------------|--|
| 1. | AFSHA Consulting, Inc. | TBD | 1.77% |
| 2. | Arellano Associates | TBD | 0.11% |
| 3. | Diaz Yourman & Associates | TBD | 3.61% |
| 4. | Epic Land Solutions | TBD | 0.40% |
| 5. | FPL and Associates, Inc. | TBD | TBD |
| 6. | Galvin Preservation (GPA) | TBD | TBD |
| 7. | Intueor Consulting | TBD | 1.58% |
| 8. | Kal Krishnan Consulting | TBD | 0.12% |
| 9. | Noble Insight, Inc. | TBD | TBD |
| 10. | Redhill Group, Inc. | TBD | 0.15% |
| 11. | System Metrics Group, Inc. | TBD | 7.02% |
| 12. | Terry Hayes & Associates | TBD | TBD |
| 13. | VCS Environmental | TBD | 0.01% |
| 14. | Value Management Strategies, Inc. | TBD | 0.37% |
| 15. | WKE, Inc. | TBD | 14.04% |
| | Total | 25% | 29.18% |

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

File #: 2021-0167, **File Type:** Contract**Agenda Number:** 19.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 20, 2021****SUBJECT: FENCE REPAIR AND MAINTENANCE SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1788370008370, to Deco Fence Company, the lowest responsive and responsible bidder, to provide fence repair and maintenance services. The contract not-to-exceed amount is \$2,290,068 for the three-year base, and \$1,654,560 for the one, two-year option, for a combined not-to-exceed amount of \$3,944,628, effective July 1, 2021, subject to resolution of protests(s), if any.

ISSUE

The existing fencing repair and maintenance contract will expire on June 30, 2021. To ensure service continuity providing safe and timely fence repair and installation, a new contract award is required effective July 1, 2021.

BACKGROUND

On February 18, 2016, Metro Board of Directors awarded a five-year, firm fixed unit rate Contract No. OP4056400OP to APW Construction Inc., DBA Ace Fence Co., to provide fence repair and maintenance services for Metro Rail Rights-Of-Way (ROWs), facilities and parcel properties.

There are multiple types of fencing systems installed on the perimeters of Metro operational and non-operational railroad properties throughout Los Angeles County. Property fences are subject to damage due to vandalism, forced entries, vehicle accidents and natural disasters requiring repair on an as-needed basis.

As Metro continues to upgrade the existing infrastructure, expand its services to include new rail construction stations and facilities, and continuously refine Metro's safety requirements and procedures, timely response to fencing repair and maintenance is required.

Timely response to as-needed fencing repair and maintenance services is necessary to address emergencies, to prevent endangering lives, protect public properties by restricting access to Metro-owned facilities, and to secure other restricted areas.

DISCUSSION

Under this new contract, the contractor is required to meet Metro's security needs providing timely as-needed fencing repair and maintenance services to protect Metro's active railroad ROWs, electrified railroad yards and traction power substations, preventing the public from accessing these restricted areas and placing themselves at the risk of being hit by trains or electrocuted by a third rail or high-power electrical lines.

Fencing on other Metro rail operating properties and storage yards is necessary to restrict access to trespassers, mitigate illegal dumping, and protect Metro properties from theft and vandalism.

This contract solicitation is part of the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Deco Fence Company is a Metro certified SBE contractor and made 60% SBE commitment as the Prime, meeting the Small Business Prime Set-Aside requirements established for this solicitation.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the continuity of providing safe, timely and quality as-needed fencing repair and maintenance services system-wide.

FINANCIAL IMPACT

Subject to Board approval of the FY22 Budget, funding of \$763,356 is to be allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center Manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action are Proposition A/C, Measure R/M, and the Transportation Development Act. Use of these funding sources currently maximizes project funding allocations given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing as-needed fencing repair and maintenance services will ensure safe, timely, and quality services to prevent endangering lives, and protecting public properties by restricting access to Metro-owned facilities, and secure other restricted areas.

ALTERNATIVES CONSIDERED

Staff considered providing this service through in-house staff; however, this would require the hiring,

training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

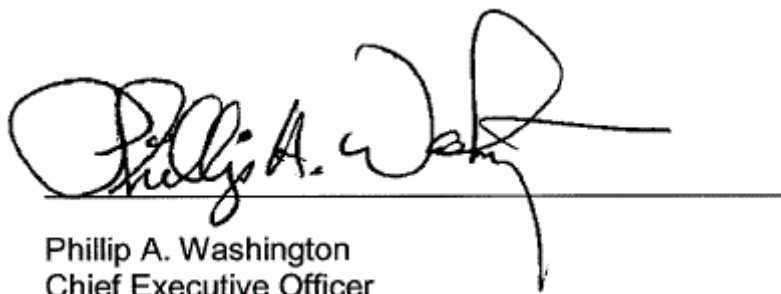
Upon approval by the Board, staff will execute Contract No. OP1788370008370, with Deco Fence Company, to provide the necessary as-needed fencing repair and maintenance services system-wide effective July 1, 2021.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Errol Taylor, Sr. Executive Officer, Maintenance & Engineering, (213) 922-3227
Lena Babayan, Deputy Executive Officer, Facilities Contracted Maintenance Services, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Contracted Maintenance Services, (213) 922-5932

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
FENCE REPAIR AND INSTALLATION / OP1788370008370**

| | | |
|----|---|--|
| 1. | Contract Number: OP1788370008370 | |
| 2. | Recommended Vendor: Deco Fence Company | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <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, 2020 | |
| | B. Advertised/Publicized: December 17, 2020 | |
| | C. Pre-proposal/Pre-Bid Conference: December 29, 2020 | |
| | D. Proposals/Bids Due: January 26, 2021 | |
| | E. Pre-Qualification Completed: February 26, 2021 | |
| | F. Conflict of Interest Form Submitted to Ethics: February 19, 2021 | |
| | G. Protest Period End Date: May 24, 2021 | |
| 5. | Solicitations Picked up/Downloaded: 22 | Bids Received: 2 |
| 6. | Contract Administrator: Rommel Hilario | Telephone Number: (213) 922-4654 |
| 7. | Project Manager: Alberto Garcia | Telephone Number: (213) 922-6760 |

A. Procurement Background

This Board Action is to approve the award of Contract No. OP1788370008370 to Deco Fence Company to provide masonry walls, wrought iron, steel picket, welded wire mesh, Cochrane Clear Vu, and chain link fence installation, maintenance, and repair services for all Metro owned rail right-of-way (ROWs), facilities and parcel properties. Board approval of contract awards are subject to resolution of any properly submitted protest.

On December 18, 2020, Invitation for Bids (IFB) No. OP70418-2 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. This IFB was issued under the Small Business Prime Program.

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

- Amendment No. 1, issued on January 7, 2021, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing wage information.

A virtual pre-bid conference was held on December 29, 2020. A total of 22 firms downloaded the IFB and were included in the planholder's list. There were seven questions received and responses were provided prior to the bid due date.

B. Evaluation of Bids

A total of two bids were received on January 26, 2021, from firms listed below in alphabetical order:

1. Deco Fence Co.
2. Izurieta Fence Company, Inc.

The bids were reviewed for responsiveness. Areas of responsiveness included meeting the minimum qualification requirements, such as years of experience in performing fence repair and installation services, and having the required California State Contractors licenses to perform the scope of services. Both firms were determined to be responsive and qualified to perform the required services based on the IFB requirements.

C. Cost/Price Analysis

The bid price from Deco Fence Company has been determined to be fair and reasonable based upon price analysis, independent cost estimate (ICE), and technical analysis.

| BIDDER | BID AMOUNT | METRO ICE | AWARD AMOUNT |
|------------------------------|-------------------|------------------|---------------------|
| Deco Fence Company | \$3,944,628 | \$4,281,840 | \$3,944,628 |
| Izurieta Fence Company, Inc. | \$4,246,200 | | |

D. Background on Recommended Contractor

Deco Fence Company

The recommended firm, Deco Fence Company (Deco Fence), located in Riverside, California, was founded in 2019. It provides residential and commercial fence repair and installation services and supplies fencing materials. Deco Fence is a Metro certified SBE firm.

The Deco Fence team includes AZ Construction, Inc., dba Ace Fence Company, and Commercial Fence Co., Inc., a licensed masonry contractor.

DEOD SUMMARY

FENCE REPAIR AND INSTALLATION SERVICES / OP1788370008370

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 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.

Deco Fence Company, an SBE Prime, is performing 60% of the work with their own workforce. Deco Fence Company listed two (2) non-SBE firms, Ace Fence Company and Commercial Fence as subcontractors on this project.

| | SBE Firm Name | SBE % Committed |
|----|----------------------------|------------------------|
| 1. | Deco Fence Company (Prime) | 60% |
| | Total Commitment | 60% |

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).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0169, File Type: Contract

Agenda Number: 20.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MAY 20, 2021

SUBJECT: TRANSMISSION INTEGRAL COOLER

ACTION: CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA73599-2000 to Muncie Transit Supply, the lowest responsive and responsible bidder for transmission coolers. The Contract one-year base amount is \$969,414 inclusive of sales tax, and the one-year option amount is \$998,497, inclusive of sales tax, for a total contract amount of \$1,967,911, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of transmission integral coolers which are required for maintaining the safe and reliable operation of the bus fleet. Award of this contract will ensure that Bus Maintenance has adequate inventory to repair and maintain buses according to Metro maintenance standards.

BACKGROUND

The component usage reports from Material Management revealed that approximately 215 transmission coolers are issued annually to Bus Maintenance to support replacement of these components during transmission rebuild programs or for replacement of transmission coolers that crack, warp, or sustain other damage during normal operation. The transmission coolers are installed by Metro Mechanics at the Central Maintenance Shops and at all bus operating divisions. Buses cannot operate without properly functioning transmission coolers.

DISCUSSION

A transmission cooler transfers heat generated in an automatic transmission to the radiator, where it is dissipated to atmosphere. Transmission coolers that crack, warp, or sustain other damage need to be replaced. The integral coolers in this procurement are mounted onto transmissions in nine-hundred buses that are part of Metro's bus fleet.

The contract to be awarded is a "requirements type" agreement in which Metro commits to order only

from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order all of the transmission coolers that may be currently anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) DBE goal for this solicitation. The purchased transmission coolers are installed by Metro Mechanics.

Transmission coolers will be purchased and maintained in inventory and managed by Material Management. As transmission coolers are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Facility have an adequate inventory to maintain the equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

The funding of \$969,414 for these transmission coolers is included in the FY22 budget request under account 50441, Parts - Revenue Vehicle in the Central Maintenance and multiple bus operating division cost centers. Funding is subject to Board approval.

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

Impact to Budget

Subject to board approval, the preliminary source of funds for this action are Proposition A/C, Measure R/M, and the Transportation Development Act. Use of these funding sources currently maximizes project funding allocations given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of transmission coolers supports **Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.** The transmission coolers will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure transmission coolers on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for transmission coolers will be fulfilled under the provisions of the contract.

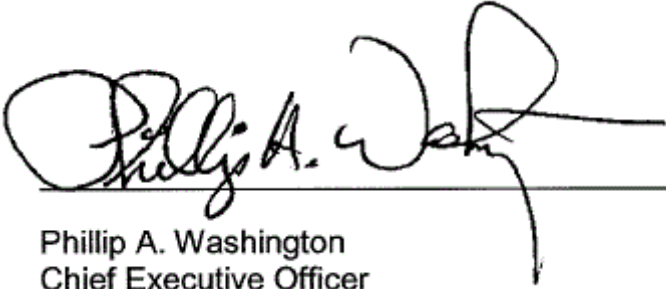
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

Reviewed by: Debra Avila, Chief, Vendor/Contract Management (213) 418-3051
James T. Gallagher, Chief Operations Officer (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY
TRANSMISSION INTEGRAL COOLER
CONTRACT NO. MA73599-2000

| | | |
|----|---|--|
| 1. | Contract Number: MA73599-2000 | |
| 2. | Recommended Vendor: Muncie Transit Supply, 3720 S. Muncie Street, Muncie, IN 47302 | |
| 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: 12/21/20 | |
| | B. Advertised/Publicized: 1/2/21 | |
| | C. Pre-proposal/Pre-Bid Conference: N/A | |
| | D. Proposals/Bids Due: 2/18/21 | |
| | E. Pre-Qualification Completed: 3/12/21 | |
| | F. Conflict of Interest Form Submitted to Ethics: 3/1/21 | |
| | G. Protest Period End Date: 5/24/21 | |
| 5. | Solicitations Picked up/Downloaded: 8 | Bids/Proposals Received: 3 |
| 6. | Contract Administrator: Tanya Allen | Telephone Number: 213/922-1018 |
| 7. | Project Manager: Alex DiNuzzo | Telephone Number: 213/922-5860 |

A. Procurement Background

This Board Action is to approve Contract No. MA73599-2000 for the procurement of Transmission Integral Cooler. Board approval of contract awards are subject to resolution of any properly submitted protest.

An Invitation of Bid (IFB) No. MA73599-2 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendment was issued during the solicitation phase of this IFB.

A total of three (3) bids were received on February 18, 2021:

1. Valley Power Supply
2. Muncie Transit Supply
3. The Aftermarket Parts Company

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. There were two bids that were deemed responsive and responsible to the IFB requirements. A third bid was received however, Valley Power Supply, the apparent low bidder, was deemed non-responsive in meeting the mandatory 2% DBE goal requirements.

The recommended firm, Muncie Transit Supply, the lowest responsive and responsible bidder was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Muncie Transit Supply has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE), historical purchases and selection of the lowest responsive and responsible bidder.

| Bidders Name | Bid Amount | Metro ICE |
|-------------------------------|-------------------|------------------|
| Muncie Transit Supply | \$1,967,910.51 | \$1,599,202 |
| The Aftermarket Parts Company | \$2,129,419.13 | |

D. Background on Recommended Contractor

The recommended firm, Muncie Transit Supply is located in Muncie, IN has been in business for Sixty-Eight (68) years. Muncie Transit Supply provided similar products for Metro and other agencies including Metropolitan Bus Authority in New York, County of Hawaii Mass Transit, Riverside Transit Agency, and Greater Portland Transit District and numerous other transit proprietries that are available upon request. Muncie Transit Supply has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

TRANSMISSION INTEGRAL COOLER / MA73599-2000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery, Indefinite Quantity (IDIQ) solicitation. Muncie Transit Supply made a 2% DBE commitment.

In response to a specific Task Order request, Muncie Transit Supply will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on cumulative DBE participation of all Task Orders awarded.

| | | | |
|----------------------------|---------------|----------------------------------|---------------|
| Small Business Goal | 2% DBE | Small Business Commitment | 2% DBE |
|----------------------------|---------------|----------------------------------|---------------|

| | DBE Subcontractors | Ethnicity | % Committed |
|-------------------------|---------------------------|-------------------|--------------------|
| 1. | Say Cargo Express | Hispanic American | TBD |
| Total Commitment | | | TBD |

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0245, **File Type:** Program

Agenda Number: 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 20, 2021**

SUBJECT: BETTER BUS PROGRAM FUNDING AND IMPLEMENTATION STRATEGY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

The following actions are recommended:

1. ADOPT the Better Bus Program as a major component of Metro’s portfolio of improvements.
2. APPROVE the Better Bus investments Plan and pursue the five-year funding and implementation strategy (Included as Attachment B), including additional staffing, and report progress to the Operations, Safety, and Customer Experience Committee every six months.
3. APPROVE the inclusion of Better Bus program investments and expenditures in each annual budget and in future updates to the Short Range Transportation Plan and Long Range Transportation Plan.
4. APPROVE, by mid-year, the addition of 14 new project FTEs, in Operations (5), Communications and Government Relations (7), and Grants Management, Planning and Programming (2), to the FY22 staffing budget, dedicated exclusively to the funding and implementation of the Better Bus Program.

ISSUE

At the January 28th Regular Board Meeting, Metro’s CEO informed the Board that he had directed the Countywide Planning Department, Operations Department, and Office of Management and Budget to work with the Chief of Staff and Executive Officers for Equity and Race and Customer Experience to develop a multi-year financial plan to implement the Better Bus Program. Metro reported to the Board on the Better Bus Program in April 2021. This report builds upon the April informational report that was received and filed by the Operations, Safety, and Customer Experience Committee, and establishes a process for future, biannual reports to the Board.

As described below and in Attachment B, the Better Bus implementation and funding strategy is an

ambitious framework to drive systemwide and long-term investment in bus performance, ridership, and customer experience improvements. It is recommended that Metro staff will report back to the Operations, Safety, and Customer Experience Committee every six months on updates to the funding and implementation strategy, informed by funding and staffing needs, changes in individual project scopes, the success of Better Bus pilot programs, new funding opportunities and grants programs, allocation of flexible funding, and other considerations.

BACKGROUND

Better Bus, a new agency-wide effort coordinated by the Customer Experience unit in the Office of the CEO, seeks to highlight and address bus rider needs by making improvements to bus services and stops. The purpose of Better Bus is to align Metro efforts and elevate investments to improve bus speed, ease, safety, and comfort. Metro aims to transform the bus riding journeys in Los Angeles County by providing dignified experiences for the three-fourths of Metro riders that take the bus, who are largely from Equity Focus Communities (EFCs) and living under the poverty line, nine of 10 of whom are persons of color.

Better Bus is about addressing needs and disparities, as well as justly serving and prioritizing people who are critical to the future well-being of Los Angeles County. Many riders are also essential workers, serving much-needed roles such as public service, caregiving, maintenance, and other frontline roles that are the foundation of Los Angeles' recovery out of the pandemic. We all rely on essential workers and therefore, we all rely on buses.

This report documents the unfunded and funded portions of the Better Bus Program and sets an ambitious agenda for the types of investments the agency will make over the next five years to meet the needs of bus riders.

DISCUSSION

Staff envisions Better Bus as an ongoing improvement program that is meant to ensure that Metro staff is continually collaborating to incorporate and prioritize bus customer experiences in the annual budget and long-term planning processes, such as the Long Range Transportation Plan, as well as ongoing grant-seeking efforts and the shaping of federal and state legislative policy. In the early phases of the program, staff will prepare standards and design plans that will prepare Better Bus capital initiatives to be "shovel ready," as funding becomes available.

As discussed in the April 2021 Receive and File Report (2021-0194), the total projected cost to implement Better Bus over five years (FY22-26, funded and unfunded, not including staff positions identified later in the report) is estimated at \$2.1 billion. Of this amount, \$1.08 billion is unfunded during FY23-26, and \$783.9 million will be included in baseline bus operations from FY23-26 (see Table 1).

Table 1: Overview of Proposed Funding for Better Bus and NextGen Service Restoration

| Total Projected Cost | FY22 Proposed Funding | Projected FY23-26 Unfunded Total | Total Projected Cost |
|---|------------------------|----------------------------------|----------------------|
| Better Bus Incremental Proposed Investment | \$50.6 million | \$1.08 billion | |
| Service Restoration to 7.0 RSH (per Motion 27.1)* | \$165 million | \$783.9 million** | |
| <i>Total Incremental Projected Cost</i> | <i>\$216.6 million</i> | <i>\$1.9 billion</i> | <i>\$2.1 billion</i> |

* reflects only Operations Department cost increase from FY21

**per Motion 27.1, FY23-26 costs to maintain 7.0 million annual RSH are assumed to be funded as part of the baseline bus operations, to be approved as part of each fiscal year's budget process

Staff have realized some success in securing grants to support components of the Better Bus vision. As an example, the agency recently received a grant through the Federal Transit Administration for security lighting at bus stops (\$858,000, in addition to a 25% local match), and an SB1 Local Partnership Program grant to install bus speed improvements along the NextGen Tier I corridors (\$25 million with a \$25 million local match). The Better Bus Program adoption and implementation will position Metro to quickly capitalize on other funding opportunities that arise in the future.

Key Elements of the Better Bus Program

Key components of the Better Bus list of improvements (Attachment B) include bus stop improvement pilots and the NextGen Speed and Reliability Capital Program.

Better Bus Stop Local Partnership Pilot Program

The Better Bus team is exploring opportunities to address the urgent, unmet needs of riders at bus stops for shade, as well as lighting, seating, and real-time information displays. Only 24% of bus stops served by Metro have transit shelters, which has profound social equity and health implications. The Better Bus team is beginning the conversation with the 88 local jurisdictions in the county, as well as the County Department of Public Works, which oversees bus stops in unincorporated areas, to determine possible approaches to simplify and expedite shelter placement and other improvements at bus stops county-wide.

Additional bus stop partnership strategies that Metro is pursuing include:

- Expanding data and technical support for local jurisdictions during important decision-making processes that affect bus customers. For example, Metro is working with the City of Los Angeles as they re-bid their Sidewalk and Transit Amenities Program. The City is adopting a five-part criteria developed by Metro for determining the first-year rollout plans, which outline the highest priority stops for shelter installation. The criteria prioritize stops based on:
 1. High heat
 2. Equity Focus Communities
 3. High ridership

4. Access to key destinations and social services
5. Long wait times

These priority criteria will be used countywide to help local jurisdictions make data-driven decisions on where to site shelters, as well as other bus stop improvements.

- Partnerships with local jurisdictions and LA County to jointly seek grants and inform local, state, and federal legislative policy.
- Developing a standard kit-of-parts for bus stop furniture (including such features as an enhanced signpost, bench, shelter, trash can, real-time displays, and other amenities) that local jurisdictions can opt-in to purchase and place to provide consistency and dignified waiting experiences county-wide.
- As a pilot program, offering limited-time, targeted partnership incentives to help local jurisdictions leverage funds to cover the upfront costs for shelters and other amenities to meet a goal of providing shade at 60% of bus stops across the county by 2026. Additionally, Metro is currently testing low-cost solar and real-time information displays that, if successful, can be installed more broadly to meet riders' needs across the system. For example, Metro could offer to match a portion of capital costs with the agreement that local jurisdictions pay the balance, in addition to installation and ongoing maintenance costs. This could also be used to incentivize streamlining of local approval processes so that improvements can be installed more quickly. Costs included in Attachment B reflect a possible incentive model.
- Exploration of a potential procurement strategy to allow local jurisdictions to benefit from optimal pricing through joint purchasing for shelters and other bus stop amenities that will improve the rider experiences.

NextGen Speed and Reliability Capital Program

As a part of the board-adopted NextGen Bus Plan, Metro staff developed the NextGen Transit First Plan, a program to create priority infrastructure along corridors with the highest-frequency service (Tier I & II) to minimize delay and maximize service frequency and reliability. This effort is overseen by the speed and reliability team in the Operations Department at Metro, which has begun rolling out bus lanes and other capital improvements in partnership with the City of LA, such as Transit Signal Priority, signal retiming, bus bulbs, and stop relocations. However, there is a need to expand and expedite this work, with an aggressive target to complete all Tier I & II corridors (50 corridors in total) by 2026. The cost of this program is roughly \$800 million over the next five years. Similar to the Bus Stop Improvement Pilot Program, there may be components of this funding strategy that could require cost-sharing with local jurisdictions.

FY22 Proposed Budget for Better Bus

The proposed Better Bus FY22 budget (Attachment B) of \$216.6 million includes incremental costs to restore 7.0 million revenues service hours (RSH) by September 2021 (per Motion 27.1) and \$50.6 million in seed funding for pilot programs (see Table 1), which includes board-directed public safety

and homelessness funding that will be guided by the Customer Experience unit in the OCEO (per Motion 26.2). Additionally, two positions have been included in the FY22 budget proposal to cover the expanded leadership demands and program scopes for Better Bus and Customer Experience.

As a part of the Board-adopted 2020 Customer Experience Plan, the Better Bus team is launching a series of bus-specific pilot programs, beginning in FY22, to test innovative approaches to address customer pain points, including:

- Bus Reliability: a Rescue Ride Pilot Program to help bus riders delayed by a missed run or passup by quickly offering free ride-hail service, and a Bus Headway Management Pilot Program to test how Metro could operationalize a headway-based (rather than schedule-based) dispatch model for high-frequency routes (NextGen Tiers I and II) to shorten wait times, balance loads and reduce crowding.
- Cleanliness on-board buses and at stops/stations: enhanced equipment for on-call pressure-washing of bus stops and zones in instances of unsanitary conditions affecting health and safety, and to test a bus mid-line cleaning pilot where service attendants provide midday interior cleaning while buses are between trips at two high-volume terminals.
- Delay advisories: a Digital Rider Alert System, a robust system to enable riders to receive customized service and emergency alerts through text messages and other channels, and to provide an easy way for riders to communicate with Metro.

FY23-26 Unfunded Needs

Beyond FY22, the Better Bus Team has identified opportunities for potential funding of Better Bus investments through competitive grants and other funds.

Full implementation of Better Bus is contingent on funding availability. Many of the investments included in the Better Bus Program are also priorities of local jurisdictions and subregions, such as bus priority infrastructure and more shelters at bus stops. Metro looks to subregions and local jurisdictions to help define funding opportunities that could be explored to advance these shared goals, such as the discretionary multi-year subregional highway funds, dependent on the subregion's interest and ordinances.

This funding strategy does not yet include potential new or additive funding that may arise from a multi-year surface transportation authorization bill that will replace the FAST Act, implementation of the Biden Administration's proposed American Jobs Plan, or new State-level budget legislation. In concert with the County of Los Angeles, the City of Los Angeles, and other local municipal governments across Los Angeles County, the Board has directed Metro to continue advocating for financial resources that can be made available for operational and capital improvements. The Board's prioritization of Better Bus related investments (including bus stop shelters and customer amenities, homeless support funding) will further help Grants Management, Planning and Programming staff to direct these resources from local, state and federal sources to advance these improvements. Should additional capital funding arise from a future federal surface transportation authorization bill or the Biden Administration's infrastructure plan, this could result in funding specifically for the Better Bus improvements and reduce or eliminate the impact on competing needs.

The Better Bus investments in Attachment B are estimates, both for the amount needed and the year

expended. In particular, the timing of the proposed bus stop improvement program is dependent on the participation by municipalities and the type of investment that is pursued. Should the municipalities forgo participation in this program or take longer than expected to identify investments, the amount of funding needed over the next four years could be lower. However, the estimates included in this funding strategy are intentionally ambitious so that we can accelerate improvements for bus riders as quickly as possible.

Better Bus Program Additional Staffing Requirements

As with any major construction project, the success of Better Bus is heavily dependent on the allocation of adequate financial and staffing resources to deliver the full scope of investments. Staff resources to-date have largely drawn from employees who are assigned to many other tasks, fitting in Better Bus work as they have time available. Better Bus will require dedicated, full time staff, above and beyond the current FY21 and proposed FY22 FTE levels, to realize the vision of this program. The recommended action requests approval to add the first 14 of these FTEs at mid-year FY22.

Currently, the Bus Speed Engineering Technical and External Affairs Working Groups only have staffing capacity to deliver a few bus lanes per year. At this rate, it will take more than a decade to deliver all 50 corridors of bus lanes proposed in NextGen. In order to accelerate this effort, additional staffing resources working concurrently in multiple teams will be required to work with communities and deliver these speed and reliability benefits in the five-year time frame of this Better Bus Program. These teams will comprise Service Planning and Development staff in Operations to conduct the technical analysis and design work and Communications staff to do outreach and engagement with all interested and affected stakeholders, including the general public. In addition, the Better Bus Program will require staff in Grants Management, Planning and Programming who are dedicated exclusively to the pursuit of funding for the Better Bus Program and the bus system at-large. Details of the functions and allocations of additional FTEs needed beginning in FY22 are listed below.

Operations (Service Planning) - Total of five (5) FTEs to:

- manage the BRT quick build projects per Motion 16: BRT Vision & Principles and coordinate the NextGen speed and reliability program with other Measure M BRT projects.
- manage the ongoing NextGen bus lane program, design and implementation of bus bulb outs and other street and sidewalk treatments, stop relocations, design and implementation of queue jumpers and other transit priority treatments including City of LA and Countywide signal priority optimization programs for bus and rail, and layover optimization.
- liaise between service planning and other Operations groups, as well as the Better Bus and Customer Experience teams, responsible for coordinating and integrating BRT projects with NextGen, and implementation of All Door Boarding.

Community Relations & Government Relations - Total of seven (7) FTEs to:

- oversee the overall strategy for countywide bus improvements, coordination with elected officials, local jurisdictions, etc.
- conduct day-to-day management of multiple outreach and engagement efforts on bus service and stop improvements countywide
- support planning/outreach and construction/mitigation for capital programs associated with Better Bus

- serve as Metro's liaison to the public, elected officials, and private entities; communicates the benefits of Better Bus
- perform entry-level work for the scheduling, tracking, and production of Metro's outreach and engagement program countywide
- Support state and federal outreach, coordination and advocacy efforts

Grants Management, Planning and Programming - Total of two (2) FTEs to:

- identify and pursue funding to advance the Better Bus program
- conduct Federal and State Legislative Analyses on all Programming, Competitive and Discretionary Grants opportunities aligned with Better Bus activities
- develop and submit applications for Federal and State discretionary grant opportunities aligned with Better Bus activities
- provide multi-year funding plans for the Better Bus program, including cost benefit analyses for all grants strategies, to support bus-related grants applications
- manage all grants activities within Federal and State programs, focused on enhanced oversight and management of bus and operations related grants
- prepare and advance the fleet electrification and replacement funding plan
- liaise with Operations and Community/Government Relations on all outreach with external stakeholders for support of grants applications for bus improvements.

Beginning in FY23 and continuing through the life of the Better Bus Program, the Stops & Zones Department in Operations will require an additional seven (7) FTEs to focus on evaluating and cleaning, as well as installation and maintenance of lighting and amenities at nearly 13,000 bus stops in LA County. As this work gets underway, an additional two (2) Customer Experience FTEs will be needed to manage and oversee the full portfolio of concurrent Better Bus work. Two (2) additional FTEs will also be needed in Planning for countywide grants management and Los Angeles County Transportation Improvement Program (TIP) activities related to the Better Bus and bus system funding. Additional staffing needs for future fiscal years will be brought to the Operations, Safety, and Customer Experience Committee as part of the biannual reports to the Board.

DETERMINATION OF SAFETY IMPACT

The adoption of the Better Bus Program has no immediate impact on safety. However, the funding strategy includes many investments that are focused on improving safety and security for Metro bus riders.

FINANCIAL IMPACT

Funds required in the next fiscal year have been proposed in the FY2022 budget, subject to adoption by the Board.

At the April 2021 Operations, Safety, and Customer Experience Committee meeting, the Board requested the inclusion of a line item in the Annual Budget for the Better Bus Program. Staff have

recommended that the list of Better Bus Program investments for each fiscal year be included as part of the Customer Experience summary in the Annual Budget report.

Impact to Budget

The sources of funds for the recommended actions are local and other funds that are eligible at the time of expenditure.

Multiyear Impact

To deliver the fully envisioned \$2.1 billion investment proposed, the estimated additional non-labor funding needed to implement Better Bus is \$1.08 billion over FY23 to FY26. Attachment B provides line item detail, along with potential existing sources for the funding. This excludes amounts already in the proposed FY22 budget and components assumed as part of the baseline operations funding (e.g., bus service restoration to 7.0 million revenue service hours by September 2021, per Motion 27.1). The actual amount of funding needed may differ, as much of the estimated cost and schedule in Attachment B is preliminary. The cost incurred by Metro may also differ depending on the amount funded by local jurisdictions for assets that they will own and or control.

Some of the funding for Better Bus may come from existing local, state, and federal sources, including operations-eligible funding and capital funding that is currently programmed for other uses, as Better Bus was not included in the Board-adopted September 2020 Long Range Transportation Plan (which allocated Metro funding to all Board-approved projects and programs). There are currently no new or existing sources of funding that have been identified for Better Bus in the Long Range Transportation Plan. This could result in additional debt financing for those investments and/or a reallocation of available resources.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's 10-year strategic plan, Vision 2028 calls for Metro to "invest in a world class bus system that is reliable, convenient and attractive to more users for more trips" (Goal 1.2). Central to this goal is a vision for a "smooth trip" which includes both high-quality service features, such as faster and more reliable service, but also improved customer experience along the complete trip journey, from planning one's trip, accessing the transit stop, and arriving at one's destination on time (Goal 2). Better Bus is paramount to achieving both of these goals.

ALTERNATIVES CONSIDERED

The Board could elect to adopt the Better Bus Program without directing staff to pursue the five-year funding and implementation strategy. This is not recommended as the recommended funding and implementation strategy and biannual reporting increase transparency of Metro's investments in a high-quality bus system and place these investments on equal footing with other Board approved and adopted capital and operating projects and programs.

The Board could elect to reject the Better Bus Program. This is not recommended as the Better Bus Program is a direct way to improve trip experiences for the vast majority of Metro's systemwide riders who rely on the bus every day, who are largely persons of color, living in poverty, and currently, mostly essential workers.

NEXT STEPS

The Better Bus team will aggressively seek funding and staffing resources to implement the Better Bus Program and report progress to the Board every six months. The next report is planned for October 2021.

Attachment A -April Board Receive and File Informational Report on the Better Bus Program (File #2021-0194)

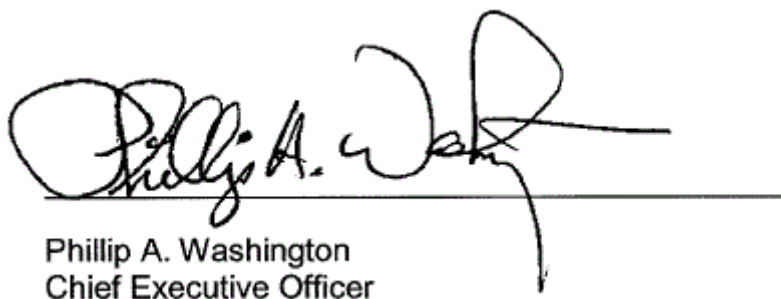
Attachment B - Better Bus Program Funding and Implementation Strategy FY22-FY26

Prepared by: Cassie Halls, Senior Transportation Planner, Customer Experience (213) 922-2757

Aaron Weinstein, EO, Customer Experience (213) 922-3028

Reviewed by: Nadine Lee, Chief of Staff (213) 922-7950

Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #: 2021-0194, **File Type:** Informational Report**Agenda Number:** 27.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 15, 2021****SUBJECT: BETTER BUS PROGRAM****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on Metro's new Better Bus program, a Customer Experience initiative to improve service for our bus customers.

ISSUE

Metro is launching a new initiative, the Better Bus Program, to transform the bus riding experience in Los Angeles County to provide dignified experiences for the 75 percent of Metro riders who take the bus each day. This report describes the rationale for creating the program, the key focus areas, the current work plan, and next steps for advancing the program.

INTRODUCTION

Better Bus, a new agency-wide effort coordinated by the Customer Experience unit in the Office of the CEO, seeks to highlight and address bus rider needs by making improvements to bus services and stops. The purpose of Better Bus is to align Metro's collective efforts around elevating investments that improve bus speed, ease, safety and comfort. Metro aims to transform the bus riding journeys in Los Angeles County by providing dignified experiences for the three-fourths of Metro riders that take the bus.

Better Bus gives special attention to bus riders, guided by our board-adopted Equity Platform, which calls for "an equality of outcome" and not just equal treatment of our riders. For example, where rail riders largely have shelter, lighting, seating at all train stations, most bus riders lack access to these basic amenities at stops (only 24% of stops served by Metro have shelter). Better Bus works toward providing dignified trip experiences for all riders, by addressing the greatest inequities first, which are largely felt by our bus riders.

Currently, the half-a-million daily riders on our bus system disproportionately represent Equity Focus Communities (communities Metro defines as high-need based on income, race, and car ownership), with significant numbers of essential workers and people in economic distress. Even prior to the COVID pandemic-driven service cuts, bus riders sometimes experienced pain points such as unreliable and slow buses, long wait times, insufficient delay or service advisory information, uninviting bus stops, concerns about

homelessness, concerns about personal security, and cleanliness at bus stops and onboard. These aspects of service need to be improved to provide a dignified customer experience and advance social and racial equity for Metro customers.

Providing high-quality trip experiences for bus riders is more imperative now than ever before. During the pandemic, the Metro's bus system retained more riders than other public transit modes. The bus is a lifeline for riders and non-riders alike, as it is critical to the functioning of LA County's health and economic systems. Bus ridership has continued to recover since early 2020, and as of March 2021, hovers at just around half of pre-pandemic levels. Metro buses continue to transport just under 500,000 riders each day, compared to around 120,000 riders on rail. There are more daily bus riders during the pandemic than on rail on a typical pre-pandemic day.

This report outlines key components of the Better Bus Program and how they relate to existing Metro plans and programs that seek to improve bus service, most notably NextGen and the 2020 Customer Experience Plan. This report also sets a broad vision for implementing Better Bus through the development of a comprehensive, multi-year funding plan.

Metro works to provide high-quality bus service to the residents of LA County through the everyday efforts of front-line employees, operations and maintenance staff, and projects such as the NextGen Bus Plan. However, despite this abundant attention, there has never been a consolidation of Metro's bus efforts into one unified program. The goal of Better Bus is to provide a framework for improving all aspects of the bus rider experience that will allow for ridership growth, equity, and increased effectiveness of the bus in delivering mobility and access to opportunity for all. The Better Bus Program also advocates for greater investment in all aspects of the bus system.

The COVID-19 pandemic has thrown into sharp relief the importance of bus as the workhorse of the public transit system in Los Angeles. Even prior to the COVID pandemic, nearly three-fourths of Metro's systemwide ridership was on bus, and many essential workers continue to travel by bus. In California, an estimated 36% of residents who commute by transit work in essential industries, and half of these commuters are service workers in the most critical sectors, including healthcare, food service, public safety, transportation and government services (2015-2019 ACS data).

Improving the bus is also key to Metro's commitment to racial justice, particularly during the pandemic, as racial inequities have been exacerbated by the parallel health and economic crises. Based on comparisons of Fall 2019 and Fall 2020 bus rider surveys, bus riders who have continued to ride during the pandemic are largely Latino (70%, up from 66% prior to the pandemic) and Black (18%, up from 15%), 15% of riders have at least one disability, and the median household income of bus riders is about \$18,000 (compared to about \$28,000 for rail riders).

The Better Bus Program incorporates the work contained in the NextGen Bus Plan and ties closely with several initiatives in the Customer Experience Plan. The first phase of the NextGen Bus Plan was rolled out in December 2020, and subsequent phases will be completed in 2021. NextGen is restructuring the bus network to be more relevant to today's travel patterns, provide more frequent service on key corridors, particularly off-peak, and improve the speed of service via supportive infrastructure such as the new 5th and 6th Street bus-only lanes in Downtown LA. Metro recognizes, however, that more needs to be done to realize a high quality bus system, including more frequent service, improved on-time performance, bus stop seating, shelter and lighting, better security, improved cleanliness, and reliable real-time information. Better Bus will advance the work on these additional aspects of service quality beyond what was contemplated in NextGen.

The Board-adopted Customer Experience (CX) Plan focuses on providing dignified trip experiences for all

riders while emphasizing the need to prioritize bus-related improvements, to reflect the large majority of Metro’s riders who take the bus. The CX Plan set the stage for the launch of the Better Bus Program by outlining 38 bus-specific recommendations that are planned or underway, led by various departments across Metro that are a part of the Better Bus Team. Better Bus is housed in the Office of the CEO and led by the Customer Experience Executive Officer, and the initiative enjoys active participation from all corners of the agency.

DISCUSSION

Bus Customer Pain Points

The Better Bus Program focuses first and foremost on bus customer pain points and seeks to develop solutions that are responsive to these issues. Staff has completed an annual Customer Experience Survey that will guide decision-making and investments in Metro transit service. From the results of this annual survey, Better Bus will focus on the pain points identified as target issues for current and lapsed bus riders, detailed in Table 1. Target issues are those that customers rate low but are most important to their trip experiences.

Table 1: Bus Results from 2020 Customer Experience Survey

| Target Issues | Other Pain Points |
|--|--|
| <ul style="list-style-type: none"> • Delay advisories • Bus interior cleanliness/graffiti • Bus stop cleanliness/graffiti • Bus stop seating • Rule enforcement • Security • Rider concerns about homelessness on the bus | <ul style="list-style-type: none"> • On time performance • Speed/travel time • Bus Frequency • Sexual harassment • Racial/ethnic harassment |

Some pain points may receive lower or higher ratings among particular groups of riders. For example, safety from sexual harassment is lower among young women and especially among riders who are gender non-binary. Another example, bus on-time performance, frequency, and speed receive fairly high scores from current riders. However, as these are all important components of travel time competitiveness with driving, they are among the top reasons that potential riders choose not to ride Metro buses.

The customer input from the 2020 Customer Experience survey and past Metro surveys and studies has been central to the vision, workplan, and performance metrics of Better Bus. Bus riders have consistently experienced particular pain points and have shared their feedback with Metro for some time. The bullets below summarize feedback received through a variety of past surveys and public outreach efforts:

- **Vision 2028.** The Customer Satisfaction Survey conducted in 2017 for the Vision 2028 strategic planning process showed that speed, frequency, and reliability are top issues. Also, concerns over security on board and at bus stops also serve as major barriers to riding the bus.
- **NextGen Bus Study and Plan.** Metro staff began this project in February 2018 and received a total of 16,300 comments about how to improve bus service. When fully implemented, NextGen will help address the factors listed as concerns of “all riders” in the first column of Table 2: travel speed, frequency, and reliability. However, many of the documented customer needs extend beyond what is being addressed through the NextGen Bus Plan implementation. Among current, former, and infrequent riders/non-riders, staff identified key pain points for each customer group, also shown in Table 2. These include bus stop safety, first/last mile connections, on-board comfort, and other

experiential aspects of riding the bus. NextGen found that the waiting experience (at bus stops) can be as important as the on-board experience for bus riders.

Table 2: Findings from NextGen Outreach and Engagement

| | All Riders | Current Riders | Former Riders | Infrequent/Non-Riders |
|-----------------|--------------|----------------|--|---|
| Key Pain Points | Travel Speed | More service | Security (women, certain geographies) | Information (non-riders) |
| | Frequency | Fares | First/Last Mile (elderly, higher income) | First/Last Mile (women, youth, elderly) |
| | Reliability | Information | Comfort (odor, crowding) | Comfort (odor, crowding) |

- Understanding How Women Travel Study.** In 2019, Metro completed a study titled *Understanding How Women Travel* guided by the agency’s Women and Girls Governing Council. This study team surveyed current and previous riders, as well as non-riders, and analyzed gender data currently collected by the agency. The study found that women, who make up more than half of current bus riders, are largely impacted by concerns over personal security, service reliability, and rider amenities at bus stops and on board:
 - Personal security (all transit users and non-riders):** Based on a stated preference survey of current and previous Metro riders, as well as non-riders, concern over personal security is the largest barrier to riding transit for women. Just 13% of current female riders feel safe waiting for transit after dark (compared to 30% of male riders).
 - Bus reliability:** The top three complaints filed by female Metro bus riders are all related to reliability: bus pass-ups, no shows, late buses, and unreliable or absent real-time information. Considering that women are more likely to trip chain than men, service reliability becomes increasingly important.
 - Bus customer facilities:** Nearly 60% of female riders with children bring their kids on transit, yet many women express difficulty in riding Metro with children and strollers. Only 39% of women feel that there is adequate space on board for the items they need to carry.

This feedback underscores the need to focus more attention on our bus system going forward. Hence, Better Bus seeks to address these pain points and more. By doing so, Better Bus will dramatically improve service and attract more riders to the system.

Better Bus Work Plan

Better Bus was first established in 2019 as an ongoing, inter-departmental forum for staff to collaborate on bus-focused improvements. The initiative consists of an Executive Team and topical working groups. The Better Bus vision and early actions, detailed in Table 3, center on the core needs of Metro’s bus riders, evidenced by the various surveys and studies detailed above. To address these pain points, staff structured a work plan around three key focus areas: speed and service quality, ease, and safety and comfort. These three areas of focus are core to improving the customer experience for Metro bus riders and merit taking a comprehensive approach to realize a Better Bus system.

Table 3: Better Bus Vision and Early Actions

| Category | Vision | Working Group | Proposed Early Actions (FY21-22) – subject to funding | Lead Department |
|------------------------------------|---|---|--|---|
| Speed & Service Quality | <ul style="list-style-type: none"> • Travel time is competitive • Wait time is minimal • Bus is on time | NextGen Joint Bus Speed Working Group (with LADOT) | <ul style="list-style-type: none"> • Securing approvals for 2-3 new bus lanes • Transit signal priority on all Tier I corridors • Bus stop and zone improvements • NextGen frequency improvements • Exploring policy changes and permitting agreements with local jurisdictions | Service Planning and Analysis (Operations) |
| Ease | <ul style="list-style-type: none"> • Easy to pay and validate fare • Affordable • Trip planning is easy and real-time information is accurate • Accessing bus stop is convenient from home, and key destinations are easy to access from bus stops • The transfer experience is easy between | Real-Time Arrival Information, Better Bus Customer and Community Engagement | <ul style="list-style-type: none"> • Procure enhanced prediction engine to improve real-time data accuracy • Improve data feed for Transit App • SMS alert system and route-by-route scorecard • Coordination with the Fareless System Initiative to offer free rides for qualifying customers to make it easier and more affordable for more people to ride | ITS, Marketing (Communications), TAP (Finance & Budget) |

| | | | | |
|-----------------------------|---|---|---|--|
| | modes and agencies | | | |
| Safety & Comfort | <ul style="list-style-type: none"> Riding the bus feels safe Crowding on board is at a comfortable level The waiting experience, and boarding and alighting the bus, is comfortable for people of all abilities Riders and operators are following mask requirements* | Better Bus Stops, On-board security and cleanliness | <ul style="list-style-type: none"> Pilot tests of new features at bus stops Develop regional standards for bus stops Launch Flexible Dispatch Pilot to improve bus security Install vinyl seats on buses Pilot tests of midday layover cleaning of bus interiors and enhanced bus stop cleaning Exploring partnerships with local jurisdictions and municipal operators | Stops and Zones (Operations); System Security & Law Enforcement; Environmental Compliance and Sustainability; Vehicle and Equipment Acquisition (Operations); Office of Civil Rights and Inclusion |

*temporary measure during COVID

The Better Bus Team acknowledges the range and scope of work needed to holistically improve the bus system, particularly given the increasing demands on limited resources. For this reason, the Team established the following guidelines in developing the work plan. As the program evolves, these guidelines will remain.

- **Prioritize highest-impact investments.** Better Bus focuses first on the top customer pain points to guide investments. Additionally, Better Bus will prioritize improvements for Equity Focus Communities and vulnerable riders, including riders with disabilities, the elderly and women and girls.
- **Package a vision for a better bus experience.** Metro will work hand-in-hand with local and regional partners to communicate a vision for improving the bus system that emphasizes creative and nimble approaches to improve the experience of current riders as quickly as possible. Metro will be leveraging local, regional and federal opportunities to prioritize bus investments and collaborate on achieving shared goals. Better Bus will also look to national and international best practices for inspiration.
- **Develop an ongoing dialogue with riders.** The program will solicit feedback on an ongoing basis and open a two-way dialogue with riders. The Better Bus team is developing an online tool that allows riders to gain access to critical information for their trip, including delay advisories and providing opportunities to weigh in on how to make their trips better. The team will also be engaging customers and community partners through rider listening initiatives, which could take the form of focus groups or telephone surveys.

The Better Bus Program takes an incremental approach, starting with innovative, lower cost, and scalable solutions wherever possible. For example, Better Bus is launching a series of pilot programs by mid-2021 to test improvements, such as e-paper signs, lighting and other customer amenities at select bus stops. Better Bus also looks beyond these pilots at long-term, enterprise-wide improvements that will require systems change and ongoing funding sources. For example, only about a quarter of bus stops served by Metro have shelter, and providing shade at the remaining bus stops will require larger investment and new partnership models with cities. This change will not happen overnight, but the Better Bus Program will formalize the effort to ensure long term investment for our riders.

The Better Bus Program is supported by the CX Plan, which sets deadlines and assigns responsible

departments for each of its 38 bus improvement recommendations. A full menu of proposed Better Bus investments through FY26 is included as Attachment A and denotes initiatives not previously captured in NextGen or the CX Plan. In addition, the Better Bus team has also identified 37 performance metrics that will be used to measure progress in completing each of the recommendations.

Better Bus Funding and Implementation

At the January 28th Regular Board Meeting Metro's CEO directed the Planning Department and Office of Management and Budget to work with the Chief of Staff and Executive Officers for Equity and Race and Customer Experience to develop a comprehensive multi-year financial plan for Better Bus.

The total projected investment for the Better Bus Program through FY26 is \$1.88 billion (Attachment A). Many of the line items within the Better Bus work plan are unfunded or partly funded. Some were approved by the Board through the FY21 mid-year budget adjustment and are already being pursued. The Better Bus Team has requested funding for several items in the FY22 budget as well. Per CEO direction in January, Metro will develop a funding strategy for the unfunded components.

With Metro's fiscal constraints, which have been exacerbated by the COVID-19 pandemic, funding Better Bus improvements will require creativity, resourcefulness, and tradeoffs. The pandemic has significantly reduced bus ridership and fare revenue, and the sales taxes that provide the bulk of Metro's operating subsidy are also lower than anticipated. The lower revenue has increased our operating shortfall. Federal stimulus funding helps address the shortfall, but when it ends, Metro will need to identify other sources of funding. The Better Bus Team, with the support of the Planning Department and OMB, will present options that have the potential to fund the Better Bus program during the May Board meeting.

Better Bus staff will be prioritizing projects based on four qualitative criteria (each rated Low/Medium/High):

1. Equity
2. Customer Priority (as determined by the annual customer experience survey results),
3. Project continuation (for example, for pilot projects that need funding to continue), and,
4. Cost/benefit.

Funding of Incremental Improvements (FY21-22): Progress

Several Better Bus pilot programs received funding (totaling \$2.3 million) to get started via the FY21 midyear Customer Experience program, including:

- Homelessness: Limited emergency short term shelter (hotel vouchers) and regular statistically valid counts on bus and rail.
- Flexible Dispatch Pilot: enables Metro to respond to issues on the system with appropriate staff, such as homeless outreach or law enforcement as the situation demands.
- TransitWatch marketing campaign: Digital advertising campaign to increase TransitWatch app and text message use to help customers feel safe.
- Digital Rider Alert system: A robust system to enable riders to receive customized service and emergency alerts through text messages and other channels.
- Rescue Ride: A pilot program that quickly identifies customers impacted by a missed run or pass-up in real-time and offers them a free ride code for an on-demand shared ride service to get them where they need to go.
- Cleanliness: Acceleration of vinyl seat installations on bus fleets and power washing equipment for Metro Stops & Zones for a bus stop cleaning pilot.

Metro's Environmental Compliance and Sustainability Department (ECSD), has been working on several climate impact reduction projects that strengthen the execution of future Better Bus related projects. The

outcomes of the ECSD work allowed the Better Bus Team to: 1) develop priority criteria for shelter placements and other bus stop improvements, and 2) complete a conceptual design of a bus stop pole that can accommodate additional improvements, such as solar lighting, real-time information, shade/cooling options and seating for customers. These efforts align with the execution of climate impact-reduction strategies contained in the 10-year sustainability strategic plan, *Moving Beyond Sustainability*. Additional ECSD resources and efforts could potentially be leveraged alongside future grants to develop and execute bus stop improvement pilots, especially in Equity Focus Communities and high-heat areas.

Staff also continue to apply for, and secure, grants to support the Board-approved components of the Better Bus vision, including a SB1 grant that Metro received to install bus speed improvements along the NextGen Tier I corridors (\$25 million with 50% local match). The Board has also directed staff to use \$24.3 million of FY21 mid-year funds to support preparation to restore bus service to a 7.0 million Revenue Service Hour level by September 2021.

FY22 Proposed Funding

As shown in Attachment A, the below Better Bus elements (totaling \$208.5 million) have been included in the FY22 budget, which will be presented to the Board for approval in May 2021.

- Additional staffing to cover expanding scopes for the Better Bus and Customer Experience programs to conduct annual customer experience surveys and to develop a comprehensive LA28 Mobility Concept Plan per Board motion 42, to prepare for the World Cup and Olympics.
- NextGen Speed and Reliability Improvements
- Programs to address homelessness
- Flexible dispatch pilot
- TransitWatch marketing
- Call Point Security Program
- Bus stop cleaning enhancements
- Bus interior mid-day layover cleaning pilot
- Bus stop improvement pilots with shelter, solar lighting, real-time displays, and other customer features
- Acceleration of vinyl seat installations
- Digital Rider Alert System
- Surprise and Delight Program: arts, music, and customer giveaways to surprise and delight customers, per Board motion 45.1

Long-Term Investments (FY23-26) Progress

Beyond FY22, the Better Bus Team is developing a multi-year capital and operating plan for Better Bus (FY23-FY26) and applying criteria to prioritize high-impact investments. Metro's Planning Department is currently identifying opportunities for potential funding of Better Bus investments through grants and where there might be other funds that can address the needs of the Better Bus program, while addressing Metro's expected growing operating shortfall.

The Better Bus Team is working with OMB, Planning, and Government Relations to identify funding sources and policies that could accelerate the implementation of the program by:

- Aligning State and Federal legislative agenda to the goals of Better Bus with specific requests for financial resources for homeless supportive services and for bus shelters to address rising heat and racial inequalities.
- Providing input on the Automated Bus Lane Enforcement (ABLE) pilot program enabling legislation (AB 917, Bloom), that would help address bus reliability issues sometimes faced by our riders by keeping bus lanes clear.
- Developing a list of grants that could support Better Bus improvements, understanding that

Metro already receives and/or programs virtually all available transit-eligible grants to ongoing operations, essential state-of-good-repair, and the voter-approved expansion of transit service.

- Identifying, for Board consideration, tradeoffs for repurposing existing funds.

Full implementation of Better Bus is contingent on funding availability. Many of these improvements, such as customer features at bus stops, will require regional collaboration and cost-sharing.

FINANCIAL IMPACT

At the direction of the CEO, Planning and OMB are developing a funding strategy for the Better Bus program improvements over a five-year time frame. The funding strategy is expected for the May Board cycle.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's 10-year strategic plan, Vision 2028 calls for Metro to "invest in a world class bus system that is reliable, convenient and attractive to more users for more trips" (Goal 1.2). Central to this goal is a vision for "smooth trip" which includes both high-quality service features, such as faster and more reliable service, but also improved customer experience along the complete trip journey, from planning one's trip, accessing the transit stop, and arriving at one's destination on time (Goal 2). Better Bus is central to achieving both of these goals.

NEXT STEPS

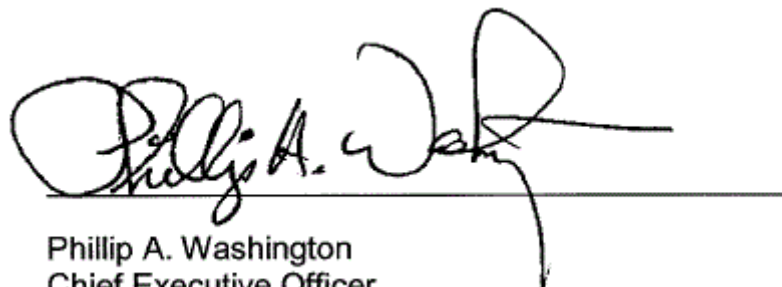
Metro plans to publicly launch Better Bus and start a round of public engagement and outreach in 2021. Many of the early action items outlined in this report (Table 3) will begin in mid-2021.

Staff continues to develop the funding strategy for Better Bus and will update the Board in May.

Attachment A - Better Bus Program Menu of Potential Investments FY22-FY26

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

Better Bus Funding and Implementation Strategy FY22-FY26

| | Category | Project/Initiative | FY22 Proposed Funding | Unfunded FY23-FY26 Estimated Cost | Primary Target | Secondary Target(s) |
|----|--------------------------------------|--|-----------------------|-----------------------------------|--|---|
| 1 | Multiple | Customer Experience Bus-Related Pilots - including Rescue Ride, Automated Bus Lane Enforcement, Bus Stop Cleaning Pilot, Bus Mid-Line Interior Cleaning at Layovers, Digital Rider Alert System, Surprise and Delight Seed Funds, Flexible Dispatch Program, TransitWatch Marketing. <i>EXPANDED beyond 2020 CX Plan</i> | \$ 2,906,653 | \$ 13,416,836 | Most pilots being considered for funding through operating funds. Future funding needs above the \$13.4M is TBD based on success of pilots. | Making specific requests for financial resources for Better Bus / CX Pilot programs from State and Federal government |
| 2 | Safety & Comfort | Programs to Address Homelessness. Customer Experience Initiatives to be guided by the Public Safety Advisory Committee related to homelessness, including systemwide initiatives (leaving out rail-specific programs in Motion 26.2) <i>EXPANDED beyond 2020 CX Plan</i> | \$ 33,250,000 | \$ 166,794,318 | In concert with the County of Los Angeles, the City of Los Angeles and other local municipal governments across Los Angeles County, making specific requests for financial resources for homeless supportive services from local, state and federal government | Operating funds |
| 3 | Safety & Comfort | Bus Stop Shelter Incentive Pilot Program "Shade for All." Cost reflects capital costs (without maintenance or installation costs, which would be the responsibility of the city) of 25% share for 3,700 shelters with initial goal to reach 60% coverage goal. First year (\$7.8M) in FY23 would determine if viable model. <i>Expanded beyond 2020 CX Plan</i> | \$ - | \$ 23,326,250 | Existing CMAQ funding for Metro's 25% share | |
| 4 | Safety & Comfort | Bus Stop Lighting Pilot Program. FY22 reflects 5307 grant funding with 25% Metro match for pedestrian lighting partnership with BSL, and \$100K for solar light tests. Lower-cost, post mounted model currently in POC, and \$1M would be spent on a pilot of approx. 300 units in FY23 to determine if a viable model. Cost reflect 100% share at 5,600 stops to reach target of 50% of bus stops with lighting. Only includes capital costs. <i>EXPANDED beyond 2020 CX Plan</i> | \$ 1,172,500 | \$ 20,208,833 | 5307 1% Transit Enhancement Fund | Homeland Security Grant Program |
| 5 | Safety & Comfort | Bus Stop Real-time Info Improvement Pilot Program. Installation of E-Paper Displays and Text-To-Speech at Bus Stops. Cost reflect 100% share at 500 bus stops spread over three years. First year (\$1.3M) in FY23 would determine if viable model. <i>EXPANDED beyond 2020 CX Plan</i> | \$ - | \$ 4,125,000 | FTA AIM Grant | 5307 1% Transit Enhancement Fund |
| 6 | Safety & Comfort | Acceleration of Vinyl Seat Installs. Replace fabric seats with easier-to-clean vinyl to improve ability to clean and sanitize buses and improve passenger comfort. Cost projected for 1,000 buses. <i>EXPANDED beyond 2020 CX Plan</i> | \$ 1,016,037 | \$ 2,250,420 | Prioritize in SGR funding / CX Initiative with operating funds | Bus and Bus Facilities Grant |
| 7 | Safety & Comfort | Call Point Security Program. Blue light boxes recommended by Women and Girls Governing Council to improve security on BRT and the rail system, per Motion 26.2. Pursuing external grant. <i>EXPANDED beyond 2020 CX Plan</i> | \$ 5,000,000 | \$ 7,579,000 | Homeland Security Grant Program | 5307 1% Transit Enhancement Fund |
| 8 | Safety & Comfort | Station Evaluation Program - Quarterly inspection of 144 Metro stations and transit centers | \$ 250,000 | \$ 1,051,010 | Using operating funds currently | |
| 9 | Speed (NextGen Capital Improvements) | Bus Priority Lane Expansion on Tier 1 Lines. \$25M via SB1 awarded for FY22-24. Would expand pace from 5 corridors a year to 10 corridors a year. | \$ 3,500,000 | \$ 84,298,858 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 10 | Speed (NextGen Capital Improvements) | Spot Improvements (signal retiming, etc.) | \$ - | \$ 31,020,201 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 11 | Speed (NextGen Capital Improvements) | Bulb outs for Tier 1 & 2 Corridors to speed up service and make room for bus stop shelters and other improvements. | \$ - | \$ 416,323,213 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 12 | Speed (NextGen Capital Improvements) | Layover Optimization (10 per year) to improve efficiency | \$ 400,000 | \$ 130,101,004 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 13 | Speed (NextGen Capital Improvements) | Relocating Bus Stops Nearside to Farside to improve safety and speed (100 stops/year) | \$ 100,000 | \$ 26,020,201 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 14 | Speed (NextGen Capital Improvements) | Transit Signal Priority Field Implementation for Tier 1 & 2 Corridors | \$ 3,000,000 | \$ 84,298,858 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 15 | Speed (NextGen Capital Improvements) | City of LA Transit Signal Priority Software Upgrade to improve speed. Cost sharing. | TBD | TBD | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 16 | Speed (NextGen Capital Improvements) | All-door boarding expansion. Pending Fareless System Initiative decision. | \$ - | \$ 29,000,000 | Partially funded through SB1 Local Partnership Program grant. | For expansion, existing or debt financed Prop C 25% |
| 17 | Speed | Additional NextGen Frequency Improvements. Bus frequency improvements. Feasibility and timing TBD. | \$ - | TBD | Operating funds | |
| 18 | Speed | Labor Budget to keep Cancelled Assignments under 1%. Order of magnitude cost to shift average bus OAR from 1.18-1.20 to 1.25 to avoid missed bus runs. This is scalable to various OAR levels. Due to NextGen service changes, costs associated will be reassessed in FY22 midyear. <i>Included in 2020 CX Plan.</i> | \$ - | TBD | Operating funds | |
| 19 | Ease | ATMS 2 - Replacement of aging information systems involved in delivering real time information to modernize functionality and improve reliability. Costs are inclusive of both bus and rail. Note: total project is expected to be approximately \$100M (including unshown needs after FY26). | \$ - | \$ 41,216,080 | Considering FY22 midyear request for operating funds. Olympics federal funding request for capital. P3 model. | Prioritize in SGR. |
| | | | \$ 50,595,190 | \$ 1,081,030,081 | | |

Recommended Actions

1. ADOPT Better Bus Program
2. APPROVE Better Bus Investments Plan; pursue five-year funding/implementation strategy; report progress every six months
3. APPROVE Better Bus investments and expenditures in each annual budget and in future updates to Short Range and Long Range Transportation Plans
4. APPROVE, by mid-year, 14 new project FTEs dedicated exclusively to the Better Bus Program



Background on Better Bus Program

- **Unifies Metro bus-related efforts** to improve bus speed, ease, safety, and comfort
- **Sets into action the Vision 2028 goal** to transform bus riding journeys in LA County
- **Addresses the mobility needs of today's riders**, largely essential workers and people of color living in poverty
- **Establishes ongoing bus improvement program** with six-month report-outs on funding and implementation progress



Speed



Ease



Safety & Comfort

FY22 Proposed Budget for Better Bus

- **\$165 million to restore 7.0 million RSH** by September 2021 (Motion 27.1)
- **\$50.6 million for pilot programs**, including:
 - on-board, midday bus interior cleaning pilot.
 - equipment for enhanced pressure washing at bus stops.
 - Digital Rider Alert System: delay advisories and emergency messages by text message and other channels.



FY23-26 Unfunded Needs

\$784M to maintain 7.0 million RSH - assumed to be funded as a part of baseline bus operations, per motion 27.1

Projected over the next four years, \$1.08B in unfunded needs include:

- **\$801M to expedite expansion of the NextGen Speed and Reliability program** (bus lanes, bulb-outs, signal priority) from 2-3 to 10 corridors a year
- **\$167M in programs to address homelessness** (includes costs associated with bus and rail)
- **\$48M in demonstration projects at bus stops**, to incentivize the placement of shelters, real-time information, lighting, and accessibility improvements

Bus Customer Experience: Speed

- **Bus speeds** consistently slowing over the past 25 years (average speed is about 10 mph)
- **Bus lanes and other improvements** can enhance performance and customer experience, increase ridership

Better Bus proposed funding: \$801M for bus lanes, signal preemption, bulb-outs, and other speed and reliability improvements.



Photo credit: StreetsblogLA

Bus Customer Experience: Safety & Comfort



Photo credit: Grist

- **A lack of shade and seating** is a major pain point for current and lapsed Metro riders
- Currently only **24% of bus stops** served by Metro have a transit shelter
- Metro to deepen local partnerships to achieve **60% of stops with shelter by 2026**

Better Bus proposed funding:
\$23M for pilot shelter incentive program

Bus Customer Experience: Safety & Comfort

- **Homelessness** is a crisis for many people
- It also impacts customer experience
- **Cleanliness** is also an important issue for bus riders

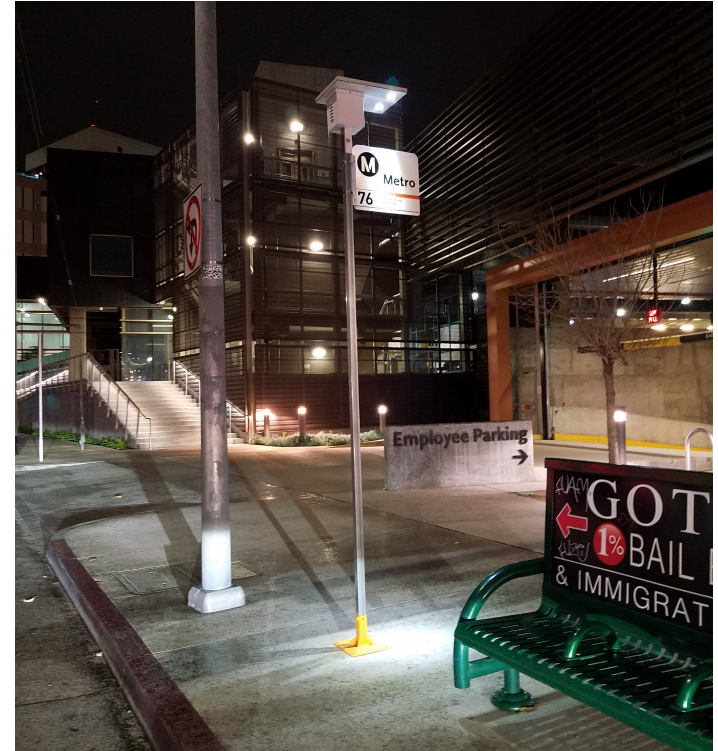
Better Bus proposed funding: \$167M for programs to address homelessness and pilot test layover cleaning



Bus Customer Experience: Ease

- **Women, seniors and people with disabilities** can experience daily barriers to accessing the bus system
- **Piloting new improvements at bus stops**, such as text-to-speech buttons, lighting, tactile markers, etc. to address unmet needs

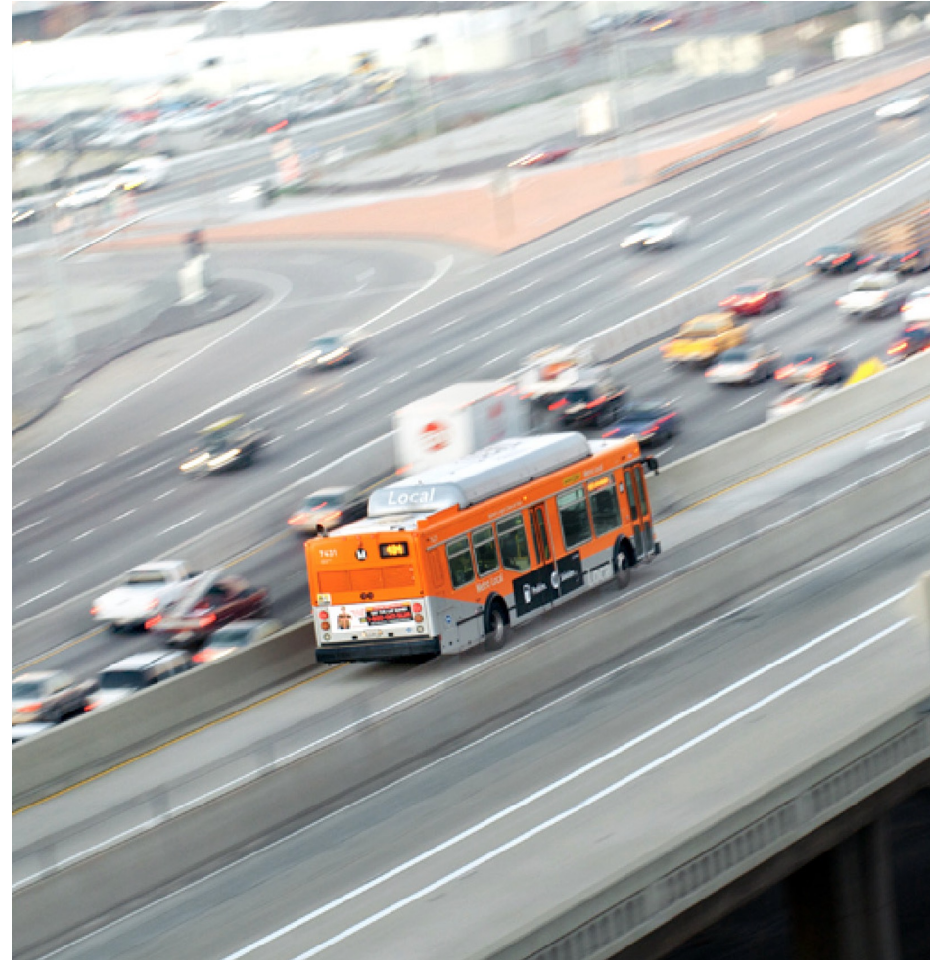
Better Bus proposed funding: \$24M for demonstration projects



Test of a solar lights at a Metro bus stop. Lighting can improve safety as well as detectability of the stop for individuals with low vision.

Potential New Funding Opportunities

- Prop C 25% Funds
- CMAQ
- Reprogrammed highway funds*
- American Jobs Plan
- Multi-year Surface Transportation Authorization
- State-level budget legislation
- Advertising

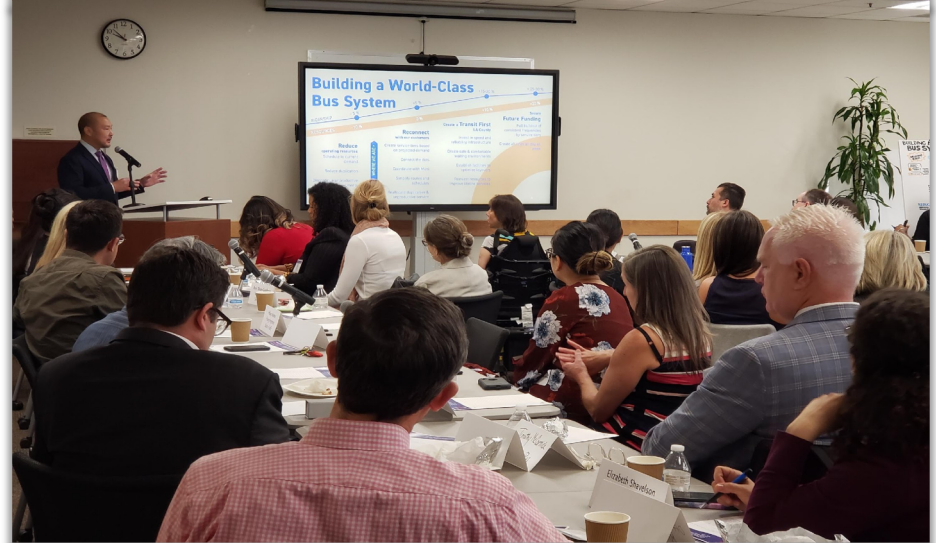


*within ordinances and based on collaboration with subregions

Dedicated Staffing Needs

Total of 14 new project FTE by FY22 midyear:

- Operations (5 FTE) and Communications (7 FTE) for Speed and Reliability Program and Better Bus Stop Local Partnership Program
- Grants Management (2 FTE) to oversee funding and grant-seeking for the Better Bus Program



Summary

Better Bus will transform bus riding journeys for today's riders.

Better Bus will directly benefit Equity Focus Communities, which are critical to the well-being of Los Angeles County.



*We rely on essential workers.
Therefore, we rely on buses.*

Thank you.



Metro

**Board Report**

File #: 2021-0101, **File Type:** Contract**Agenda Number:** 30.

**CONSTRUCTION COMMITTEE
MAY 20, 2021****SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - GEOTECHNICAL
EXPLORATION****ACTION: AUTHORIZE CONTRACT MODIFICATION FOR GEOTECHNICAL EXPLORATION
ALONG VAN NUYS BLVD (OXNARD ST TO SAN FERNANDO RD)****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 18 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for geotechnical exploration along Van Nuys Blvd. (Oxnard St. to San Fernando Rd.), in the amount of \$987,531 increasing the total Contract value from \$71,062,041 to \$72,049,572.

BACKGROUND

The East San Fernando Valley (ESFV) Light Rail Transit Project (Project) is a light rail system that will extend north from the Van Nuys Metro Orange Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles with 14 at-grade stations. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From there, the tracks will transition onto existing Metro right-of-way and follow a shared corridor with Metrolink and freight for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

On June 28, 2018, the Metro Board approved the Locally Preferred Alternative (LPA) as Alternative 4: Light Rail Transit (LRT). The Final Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) were presented to the Metro Board in December 2020. At that time, the Board certified the document followed by a Record of Decision (ROD) in January 2021 by the FTA.

ISSUE

The recommended Contract Modification includes geotechnical exploration along Van Nuys Blvd. based upon the Metro approved Subsurface Exploration and Testing Plan that includes geotechnical field borings, pavement corings, laboratory testing and documenting within a geotechnical data report and geotechnical design reports. Gannett Fleming, Inc., the ESFV Engineering Consultant for Metro, will conduct this exploration work as part of their Phase 1 work to advance the design for incorporation into the design build procurement documents.

Geotechnical exploration will provide additional information to address a major risk in any new rail project. The design of Project components, such as track, station platforms, maintenance facility, walls and pavement improvements, require geotechnical input in addition to the evaluation of the impacts on existing structures along the proposed alignment. This approach has proven to be a lesson learned and best practice on Metro projects. This action will greatly assist in mitigating risk.

DISCUSSION

In 2019, Metro awarded to Gannett Fleming, Inc. a cost plus fixed fee (CPFF) contract for Architecture Engineer (AE) services to advance the design for incorporation into the design build procurement documents (Phase 1), support during the solicitation process (Phase 2) and design support during construction (Phase 3) for the Project. As part of Phase 1 scope of work, Gannett Fleming assembled existing geotechnical data for the Project and compiled this information into a Geotechnical Planning Report that Metro reviewed and approved. Based upon this report, Gannett Fleming prepared a detailed Subsurface Exploration and Testing Plan outlining the required locations and quantity of geotechnical field borings, pavement corings, and laboratory testing to support the design of the Project components; Metro reviewed and approved this Plan. The geotechnical investigation is based upon this Plan and will consist of field investigation work at specific locations along Van Nuys Blvd.

For this geotechnical investigation work, the locations and quantities do not warrant the necessity to segment the work as done on previous contract modifications as this work is isolated to specific locations located throughout the 6.7 miles of Van Nuys Blvd. Therefore, this contract modification can be managed with this approach.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

This Project is funded on a fiscal year basis under Project number 865521 East San Fernando Valley Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services and \$45.2M is included in the FY21 Adopted Budget. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

Impact to Budget

Sources of funds for the recommended actions are Measure M 35% and State Grants. There is no impact to Operations eligible funding. No other funds were considered.

ALTERNATIVES CONSIDERED

The Metro Board could decide not to approve this contract modification. Staff does not recommend this alternative because this geotechnical investigation work is necessary for Gannett Fleming to develop a thorough design and procurement documents that the Design Build contractors may rely on and thus reduce risk.

NEXT STEPS

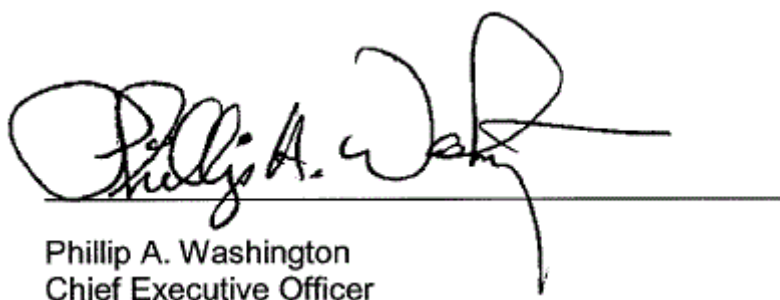
Upon Metro Board adoption, staff will complete negotiations and execute the contract modifications.

ATTACHMENTS

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

Prepared by: Monica Born, Deputy Executive Officer, Program Management, (213) 418-3097
Rick Meade, Senior Executive Officer, (213) 922-7917

Reviewed by: Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449
Debra Avila, Chief Vendor / Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

| | | | |
|----|--|---------------------------------|---|
| 1. | Contract Number: AE58083E0129 | | |
| 2. | Contractor: Gannett Fleming, Inc. | | |
| 3. | Work Description: Perform geotechnical subsurface investigation at specific locations along Van Nuys Blvd. from Oxnard St. to San Fernando Rd. that have been identified by the Subsurface Exploration and Testing Plan, for the East San Fernando Valley Transit Corridor Project. | | |
| 4. | Contract Work Description: Engineering design and oversight services for the ESFV Transit Corridor Project. This action is for Scope of Services required under part of Task 2.2.9.2 Subsurface Exploration and Documentation Phase 1 development of Preliminary Engineering (PE) design. | | |
| 5. | The following data is current as of: 4/22/21 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 7/25/19 | Contract Award Amount: \$61,974,852 |
| | Notice to Proceed (NTP): | 8/15/19 (Contract Execution) | Total of Modifications Approved: \$9,087,189 |
| | Original Complete Date: | 8/15/28 | Pending Modifications (including this action): \$987,531 |
| | Current Est. Complete Date: | 8/15/28 | Current Contract Value (with this action): \$72,049,572 |
| 7. | Contract Administrator: Diana Sogomonyan | | Telephone Number: (213) 922-7243 |
| 8. | Project Manager: Monica Born | | Telephone Number: (213) 418-3097 |

A. Procurement Background

On July 25, 2019, the Board of Directors approved award of Contract No. AE58083E0129 to Gannett Fleming, Inc. in support of the East San Fernando Valley Transit Corridor Project, a proposed light rail system that will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Consultant's Scope of Services consists of three phases: Preliminary Engineering (PE); Solicitation Support (SS); and Design Support During Construction Services (DSDC). The Period of Performance for the Contract is nine (9) years from execution date of the contract.

Sixteen (16) Contract Modifications (MODs) and one (1) Contract Change Order (CO) (now superseded) has been approved and issued to date. One (1) Contract Modification is in progress, consisting of this action. This action is to authorize the Chief Executive Officer (CEO) to execute Modification No. 18 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit

Corridor Project, for geotechnical exploration along Van Nuys Blvd. (Oxnard St. to San Fernando Rd.).

This Scope of Services is part of Consultant's Phase 1 Preliminary Engineering work; however, completion of the field geotechnical subsurface investigation was contingent upon completion of the Subsurface Exploration and Testing Plan (tasks identified under Scope of Services subsections 2.2.9.1 and 2.2.9.2 of the Contract), and therefore, was not included in the Contract amount at time of award. This field work was only to be priced when more information was available upon the completion of the Subsurface Exploration and Testing Plan. Consultant can only begin with the work for geotechnical exploration upon Metro's issuance of a contract Modification for the costs and a written authorization to proceed.

The Consultant will implement the Subsurface Exploration and Testing Plan reviewed and approved by Metro as follows:

1. Conduct field borings at the station platforms, tracks, Overhead Contact System (OCS) poles, a portion of the maintenance facility, retaining walls and the sound wall. A Geotechnical Data Report will be developed to document the field borings and laboratory testing, and Geotechnical Design Reports for specific design elements.
2. Conduct pavement corings at the street crossings along Van Nuys Blvd. from Oxnard St. to San Fernando Rd., including streets that will cross Van Nuys Blvd. and those that will become right-in/right-out after the Project is implemented. A Pavement Report will be developed to document the corings and laboratory testing, along with the recommendations for specific design elements.

The information from the geotechnical subsurface investigation will be incorporated into the Design Build procurement documents to mitigate risks.

The Contract Modifications will be processed in accordance with Metro's Acquisition Policy. Contract No. AE58083E0129 is a Cost Reimbursable Fixed Fee Contract (CPFF).

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended cost for the Contract Modifications is determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations. The Contract Modification will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

| MOD NO. | PROPOSAL | INDEPENDENT COST ESTIMATE | FINAL NEGOTIATED |
|----------------|-----------------|--------------------------------------|-----------------------------|
| 18 | \$1,425,499 | \$812,058 | \$987,531 |

CONTRACT MODIFICATION/CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

| Mod./ CO No. | Description | Status | Date | \$ Amount | Board Approved CMA |
|-----------------|--|----------|----------|--------------|--------------------------|
| N/A | Initial Award | | 7/25/19 | \$61,974,852 | \$12,394,970 |
| MOD 1 | Contract Conforming and Clarifications | Approved | 11/12/19 | \$0.00 | |
| MOD 2 | Underground Utility Detection Services along Van Nuys Blvd. | Canceled | 5/28/20 | \$0.00 | |
| MOD 3 | Geotechnical Test Plan and Hazardous Material Work Plan | Approved | 8/24/20 | \$53,164 | \$12,341,806 |
| MOD 4 | Underground Utility Detection Services Along Van Nuys Blvd. – Segment A | Approved | 10/14/20 | \$437,646 | \$11,904,160 |
| MOD 5 | Underground Utility Detection Services Along Van Nuys Blvd. – Segment B | Approved | 11/5/20 | \$481,156 | \$11,423,004 |
| MOD 6 | Underground Utility Detection Services Along Van Nuys Blvd. – Segment C | Approved | 11/5/20 | \$358,665 | \$11,064,339 |
| MOD 7 | Underground Utility Detection Services Along Van Nuys Blvd. – Segment D | Approved | 11/5/20 | \$74,079 | \$10,990,260 |
| MOD 8 | Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment A | Approved | 11/5/20 | \$159,832 | \$10,830,428 |
| MOD 9 | Utility Investigation - Potholing and Slot Trenching for Segment A | Approved | 11/23/20 | \$1,691,789 | \$10,450,393 |
| MOD 10 | Coordination With Third Party Utility Owners to Assess Utility Conflicts | Approved | 4/12/21 | \$734,547 | \$9,715,846 |
| MOD 11 | Preliminary Engineering of Composite Utility Rearrangement Plans | Approved | 2/23/21 | \$738,979 | \$8,976,867 |
| MOD 12 | Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment B | Approved | 3/23/21 | \$150,153 | \$8,826,714 |

| | | | | | |
|--------|---|------------|---------|---------------------|--------------------|
| MOD 13 | Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment C | Approved | 3/23/21 | \$140,163 | \$8,686,551 |
| MOD 14 | Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment D | Approved | 4/6/21 | \$101,777 | \$8,584,774 |
| MOD 15 | Utility Investigation - Potholing and Slot Trenching for Segment B | Approved | 2/25/21 | \$1,772,143 | \$8,584,774 |
| MOD 16 | Utility Investigation - Potholing and Slot Trenching for Segment C | Approved | 2/25/21 | \$1,565,506 | \$8,584,774 |
| MOD 17 | Utility Investigation - Potholing and Slot Trenching for Segment D | Approved | 3/1/21 | \$627,590 | \$8,584,774 |
| CO 1 | Coordination With Third Party Utility Owners to Assess Utility Conflicts (See Mod 10) | Superseded | 11/4/20 | \$0.00 | \$8,584,774 |
| | Subtotal Approved Changes: | | | \$9,087,189 | |
| MOD 18 | Geotechnical Subsurface Investigation | Pending | TBD | \$987,531 | \$8,584,774 |
| | Subtotal Pending Changes: | | | \$987,531 | |
| | CMA Authorized by the Board and Remaining Approved Changes | | | \$9,087,189 | \$8,584,774 |
| | Pending Modifications: | | | \$987,531 | |
| | Original Contract: | | | \$61,974,852 | |
| | This Board Action: | | | \$987,531 | |
| | Revised Contract Total (Approved Changes +This Board Action): | | | \$72,049,572 | |

DEOD SUMMARY

**EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT/
CONTRACT NO. AE58083E0129**

A. Small Business Participation

Gannett Fleming made a 25.29% Small Business Enterprise (SBE) commitment and a 5.54% Disabled Veteran Business Enterprise (DVBE) commitment for the contract. Based on payments, the contract is 27% complete and the current SBE participation is 10.94% and the current DVBE participation is 3.01%, representing a 14.35% SBE shortfall and a 2.53% DVBE shortfall. Gannett indicated that a delay in the submittal of a major deliverable, impacted activities for SBEs in year 1 but has forecasted to include the remaining work to SBEs in year 2. Metro will review Gannett's progress in meeting its commitment at 50% completion and will request a formal shortfall mitigation plan, if warranted.

The Diversity & Economic Opportunity Department (DEOD) will work in conjunction with the Project Manager and Contract Administrator to ensure that maximum SBE/DVBE participation is achieved by Gannett Fleming. Accordingly, these teams have been provided access to Metro's web-based tracking system to ensure that all parties are actively monitoring Small Business progress.

| | | | |
|----------------------------------|----------------------------------|-------------------------------------|----------------------------------|
| Small Business Commitment | 25.29% SBE 5.54% DVBE | Small Business Participation | 10.94% SBE 3.01% DVBE |
|----------------------------------|----------------------------------|-------------------------------------|----------------------------------|

| | SBE Subcontractors | % Committed | Current Participation¹ |
|-----|--|--------------------|--|
| 1. | BA, Inc. | 1.66% | 0.00% |
| 2. | Diaz Consultants, Inc, dba Diaz Yourman & Associates | 1.44% | 0.79% |
| 3. | FPL & Associates, Inc. | 5.96% | 3.08% |
| 4. | Here Design Studio, LLC (Here LA) | 0.60% | 0.00% |
| 5. | Lenax Construction Services, Inc. (LENAX) | 0.29% | 0.00% |
| 6. | PacRim Engineering, Inc. | 2.18% | 0.00% |
| 7. | Ramos Consulting Services, Inc. | 8.27% | 4.13% |
| 8. | Sanchez/Kamps Associates Design dba SKA Design | 0.59% | 0.00% |
| 9. | Zephyr UAS, Inc. | 4.30% | 2.94% |
| 10. | Cross-Spectrum Acoustics Inc. | ADDED | 0.00% |
| | Total | 25.29% | 10.94% |

| | DVBE Subcontractors | % Committed | Current Participation¹ |
|----|----------------------------|--------------------|--|
| 1. | Casamar Group, LLC | 5.54% | 1.86% |
| 2. | E-NOR Innovations, Inc. | ADDED | 1.15% |
| | Total | 5.54% | 3.01% |

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

File #: 2021-0222, **File Type:** Informational Report**Agenda Number:** 31.

**CONSTRUCTION COMMITTEE
MAY 20, 2021****SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

AMENDING the Life-of-Project (LOP) budget by \$150,000,000 for the Westside Purple Line Extension Section 1 Project (Project) from \$2,978,879,593 to \$3,128,879,593 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

As outlined at the August 2020 Board meeting, Section 1 is being constructed in complex and extremely challenging geologic conditions that include subsurface gases (methane and hydrogen sulfide) and asphalt saturated ground, or “tar sands” in the areas surrounding the La Brea Tar Pits. The presence of these soil conditions previously prevented tunneling in this area until more technological advanced tunneling methods were developed. Metro tunneling specialists worked with federal representatives to have legislation changed in 2006, so that subway alternatives could be considered.

In addition to the above natural geologic challenges, Section 1 also faced man made underground obstacles. Old, abandoned oil wells were located along the alignment. Since their precise locations were not known, additional investigations and efforts were implemented to insure there were no incidents involving the Tunnel Boring Machines (TBMs) and these wells. Such an incident could cause damage to the TBMs or an unplanned release from the oil wells. Horizontal Directional Drilling (HDD) in combination with the use of a Magnetometer (a first of its kind of operation) was implemented to search for the abandoned oil wells and any other metal objects (anomalies) that may be in or very close to the tunnel alignment. Section 1 did find both abandoned oil wells and other metal objects that would have impacted the tunneling operations. The tunnel alignment was shifted ten feet at one location to avoid an assumed oil well. Anomalies were also discovered in both tunnel alignments at the intersection of Wilshire/San Vicente. These anomalies were safely removed with no injuries to the miners or major impacts to the traffic flow on the surface. More details of the Wilshire/San Vicente anomaly mitigation efforts, including cost impacts and schedule impacts to the

Project follow in this report.

The Project has entered the seventh year of its 10 year expected duration and is 69% complete as of March 31, 2021.

As was reported and addressed at the August 2020 Board meeting, the Project has experienced higher than expected differing site conditions, an increase in third party and safety requirements, and changes in scope related items. These conditions and additional requirements were known to impact the LOP budget, but what wasn't known in August 2020 were the impacts that these same issues would have on the Project schedule. Also, what impacts any future new risks may have on the Project schedule and LOP budget.

One differing site condition that has significantly impacted the Project in terms of cost and schedule over the past year has been the Wilshire/San Vicente anomaly. Potential oil well locations close to the tunnel alignment were identified in the Project documents by a circular zone within a 200 foot radius without an exact known or verified location. The Wilshire/San Vicente intersection was one of these locations and as required by contract, the contractor was to provide an investigation to determine if any oil wells existed.

The zone closest to the Wilshire/San Vicente intersection was cleared by Horizontal Directional Drilling (HDD). However, during the clearance of the tunnel alignment for oil wells by the HDD method, an anomaly was discovered just outside the potential oil well zone. Five vertical magnetometer readings were also taken north and south of each tunnel alignment in the general area of the anomaly. Upon review of the horizontal and vertical magnetometer data, unknown potential anomalies were identified by the contractor. The anomalies were shown at tunnel depth (55 ft to 75 ft), potentially near or in the tunnel alignments. There is no method to pinpoint the exact anomaly location without major open cut excavation from the surface. Given the location, an open cut excavation was not feasible.

The remedial method chosen to mitigate this unforeseen condition was to install a chemical grout block surrounding each tunnel (45 feet in length) so that in the event an anomaly is encountered while tunneling, it would be feasible to remove it by hand mining from outside the tunnel boring machine (TBM) while keeping the surrounding ground stable. While the chemical grout blocks were being installed, the two TBMs remained parked east of the Wilshire/San Vicente intersection.

To address the impacts that the anomaly is having on ongoing construction and the Project schedule, staff recommends a total LOP budget increase of \$150 million. This increase will fund newly identified contract changes associated with the anomaly, address new issues and risks, and provide additional contingency as shown in Attachment C.

BACKGROUND

Section 1 of the nine-mile Westside Purple Line Extension Project is the first of three sections that

has been designed and is currently under construction as part of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Measure R Program. Section 1 extends the existing Purple Line by 3.92 miles beginning at the Wilshire/Western Station. From this station, the twin tunnel alignment travels westerly within the existing Wilshire Boulevard right-of-way with station locations at the intersections of Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. All three of the station boxes are located within the Wilshire Boulevard right-of-way with station portals extending to off-street entrances. Two of the stations, Wilshire/La Brea and Wilshire/Fairfax, are within the jurisdiction of the City of Los Angeles and the Wilshire/La Cienega Station is within the City of Beverly Hills jurisdiction.

On July 24, 2014, the Board authorized an LOP budget of \$2,773,879,593 for the Project and authorized the Chief Executive Officer to award a 107-month design/build contract (C1045), subject to the resolution of timely protests, to Skanska, Traylor and Shea (STS). The contract was awarded on November 4, 2014 and the Notice to Proceed was issued on January 12, 2015.

Metro procured and awarded three contracts for advance utility relocations within the construction limits of each of the three future stations and constructed an exploratory shaft adjacent to the future Wilshire/Fairfax Station to observe ground conditions, all prior to the award of Contract C1045.

Metro also procured and awarded a design/build contract to provide the final design and construction of a new Maintenance-of-Way (MOW) and Non-Revenue Vehicle (NRV) Building at the south end of the existing Division 20 Yard (Location 64). On February 26, 2016, the Board authorized an increase to the LOP budget, in the amount of \$5 million, for an alternative design for the site placement of the Division 20 MOW and NRV Building.

On August 20, 2020, the Board authorized an increase to the LOP budget in an amount of \$200 million to address higher than expected differing site conditions, an increase in third party and safety requirements, and changes in scope related items. The Wilshire/San Vicente anomaly was identified as a potential change to the Project at that time, but the extent of the scope of work needed to safely tunnel through the intersection, and the risk that it would have to the Project schedule were not fully known.

DISCUSSION

When the LOP budget was increased by \$200 million in August 2020, the project cost contingency was increased to \$170 million. The amount included allocated contingency to cover anticipated contract modifications to be issued by Metro as required. The Wilshire/San Vicente anomaly was acknowledged as a potential change to the Project in the LOP budget increase request, but the impacts associated with the anomaly to on-going/follow-on construction and the Project schedule are more profound than estimated. As a result, it is projected that the current contingency balance is insufficient to carry the Project through to revenue service, considering the outstanding pending

changes, potential changes, and remaining issues that need to be concluded on the Project.

The Federal Transit Administration (FTA) will conduct a formal risk assessment of the Project after tunnel mining through the anomaly is complete. This milestone was achieved in late March 2021. The Board will be briefed of the results of FTA's risk assessment.

STS has submitted claims concerning impacts on its ability to complete the Project early, impacts to the tunneling operations between Wilshire/La Brea and Wilshire/Fairfax Stations, and impacts to steel fabrication and delivery. Metro has disputed these claims and they will be subject to the dispute resolution process (subject to the Board's approval). Since Metro is disputing these claims, the requested amount in this Board Report does not include any amounts for these claims.

Also, not included in this request are change requests related to COVID-19. Under the force majeure clause of the contract, compensation is not granted during a pandemic, only extensions of time to the contract are allowable.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funds required for fiscal year 2022 have been requested through the fiscal year 2022 budget development, anticipated to be adopted at the May 2021 Board meeting. Until then, fiscal year 2021 budget provides the necessary funds, under Project 865518 Westside Purple Line Extension Section 1, and in Cost Center 8510 (Construction Project Management).

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are local and other funds that are eligible at the time of expenditure.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$150,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, shorter segment, and has determined these are not feasible. The source of funds to address the LOP increase is Measure R Transit Capital (35%). The Measure R in the Expenditure Plan that is allocated to the Project and other components of the subway is already fully utilized. Measure R expended on the Crenshaw/LAX will be used instead, and this amount will be exchanged with Proposition A 35% funds. Proposition A and C cannot be expended on the Project. Metro staff will concurrently work with the subregions to provide the required 120 day written notification and seek formal approval from the governing body for use of the subregional equity program as a reimbursement or funding source for future expenditures. Should the subregion not approve the use of the funds, Metro staff will return to the Board with an update on the funding sources and a fiscal impact analysis of the use of these funds for the project.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. Attachment B provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding and the Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the project is located and not have a region-wide impact.

The Policy defines a cascading list of actions that can be taken. Because the Project is so far along, actions such as value engineering or changes in scope are no longer feasible. Additional funding is the only option.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose to not move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule.

NEXT STEPS

Upon approval by the Board, the LOP budget will be amended accordingly per the Recommendation.

ATTACHMENTS

Attachment A - Funding/Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

Attachment C - Projected Breakdown of Cost Allocation for \$150 million

Prepared by:

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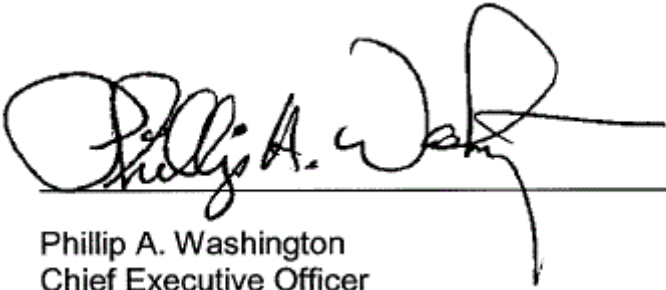
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Phillip A. Washington
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Westside Purple Line Extension Section 1 Project
Funding/Expenditure Plan
(Dollars in Millions)

| Capital Project 865518 | Prior | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Total | % of Total |
|--|----------------|--------------|--------------|--------------|--------------|-------------|-------------|----------------|-------------------|
| Uses of Funds | | | | | | | | | |
| Construction | 1,278.1 | 210.3 | 321.5 | 223.7 | 50.9 | 8.8 | - | 2,093.3 | 66.9% |
| Right-of-Way | 184.4 | 4.0 | 7.4 | 2.4 | 2.4 | 2.4 | - | 203.0 | 6.5% |
| Vehicles | 24.5 | 6.0 | 44.5 | 33.2 | - | - | - | 108.3 | 3.5% |
| Professional Services | 392.1 | 48.3 | 50.8 | 42.7 | 43.7 | 34.5 | 4.4 | 616.5 | 19.7% |
| Project Contingency | - | - | 22.0 | 30.7 | 14.0 | 1.7 | - | 68.4 | 2.2% |
| Subtotal Capital Project | 1,879.2 | 268.6 | 446.4 | 332.7 | 110.9 | 47.4 | 4.4 | 3,089.5 | 98.7% |
| Environmental/Planning | 39.4 | - | - | - | - | - | - | 39.4 | 1.3% |
| Total Project Cost | 1,918.5 | 268.6 | 446.4 | 332.7 | 110.9 | 47.4 | 4.4 | 3,128.9 | 100.0% |
| Sources of Funds | | | | | | | | | |
| Federal 5309 New Starts | 665.0 | 100.0 | 290.8 | 194.2 | - | - | - | 1,250.0 | 40.0% |
| Additional Federal 5309 New Starts | - | - | - | 20.1 | 46.3 | - | - | 66.4 | 2.1% |
| Federal CMAQ | 12.2 | - | - | - | - | - | - | 12.2 | 0.4% |
| Federal Section 5339 Alternatives Analysis | 0.5 | - | - | - | - | - | - | 0.5 | 0.0% |
| STIP Regional Improvement Program | 2.6 | - | - | - | - | - | - | 2.6 | 0.1% |
| Measure R - TIFIA Loan | 749.3 | - | - | - | - | - | - | 749.3 | 23.9% |
| Measure R 35% | 436.8 | 168.6 | 150.6 | 137.8 | 15.6 | - | - | 909.4 | 29.1% |
| Measure R 35% from Crenshaw | - | - | - | - | 34.5 | 44.7 | 4.4 | 83.6 | 2.7% |
| City of Los Angeles | 1.3 | - | 5.0 | 38.7 | 27.6 | 2.7 | - | 75.3 | 2.4% |
| State Capital Project Loans - Others* | 50.9 | - | - | (58.1) | (13.1) | - | - | (20.4) | -0.7% |
| Total Project Funding | 1,918.6 | 268.6 | 446.4 | 332.7 | 110.9 | 47.4 | 4.4 | 3,128.9 | 100.0% |

*Including TDA and Fund 3562

ATTACHMENT B

Westside Purple Line Extension Section 1 Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in June 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Westside Purple Line Extension Section 1 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board in August 2020 at \$2,978,879,593. The Project is subject to the Policy analysis now due to a proposed \$150,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

The Project cost increase is due primarily to the discovery and removal of an anomaly. Any attempt to identify and negotiate agreeable reductions to the scope may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to

impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure M and Measure R funding and is currently allocated \$1,660,466,475 of the total \$4,074,000,000 of funding that is identified in the Measure R sales tax ordinance Expenditure Plan.

The Project is located primarily in the Central City Area, with a relatively small section in the Westside Cities subregion (as defined in the Policy, as amended), and has station locations in the cities of Los Angeles and Beverly Hills. Local funding resources from both the subregions and cities could be considered for the cost increase.

Funding Within the Corridor

The Project is within the same subregion as Expo Phase 1 and shares the corridor with Expo Phase 2. The Expo Projects had unused funds totaling an estimated \$229,582,693 from the combined life of project budget, and \$200,000,000 of the Expo funds were made available to the Project in August 2020 (Board item # 2020-0351). No other surplus or otherwise available funding has been identified from other Metro projects on the same corridor.

Subregional Programs and Local Agency Contributions

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The subregions could allocate a portion of the funding for the Project, which requires notice to and approval by the subregions. The Measure M Expenditure Plan includes \$235 million for the Central City Area SEP and \$160 million for the Westside Cities SEP. The SEP funds are programmed beginning in FY 2043 in the Long Range Transportation Plan Financial Forecast due to limited financial capacity. Staff has previously recommended that the South Bay and Central City Area subregions allocate a portion of the SEP to address a \$90 million cost increase on the Crenshaw/LAX Transit Project. Per Board action in May 2020 (Motion 38.1 # 2020-0356), staff is developing, in partnership with all Board offices, a uniform process by which subregions can elect to use SEP funding. Staff is also pursuing a reimbursement process that will utilize SEP funding to address an \$11.9 million shortfall on the Eastside Light Rail Access (Gold Line) project (Board item # 2020-0931).

Local Agency Contributions

The cities with Project stations are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance. The cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the Project cost increase.

Measure M, as well as Measure R and Propositions A and C, provide “local return” funding to Los Angeles and Beverly Hills. The cities will receive an estimated \$3.23 billion of local return (Los Angeles \$3.2 billion, Beverly Hills \$27 million) over the ten year period FY 2021 to FY 2030 that is eligible for transit use and could contribute a

portion to the Project (not adjusted for any negative impact to countywide sales tax due to the current global pandemic). However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Foothill Extension to Pomona did not support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The FTA has previously granted the Project \$1.25 billion through a New Starts grant and the USDOT has provided funding through a \$856 million TIFIA loan. The March 2021 federal American Rescue Plan Act increased the New Starts grant by \$66,428,844. This funding can partially address the impact of the cost increase. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

Value Engineering

The Project cost increase is due primarily to the discovery and removal of an anomaly. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

The cities and subregions have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in section "Subregional Programs and Local Agency Contributions."

The cities also receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available unless the cities choose to terminate an existing project, and all other projects are moving through their respective development process.

Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are programmed for other uses in Metro's financial forecast, during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding are limited due to the restriction on the use of Proposition A and C for the Project and include General Fund and Lease Revenues. These countywide sources are not sufficient to address the cost increase.

State and Federal Funding (Formula)

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. The most recent RIP funding was allocated to projects submitted in Metro's 2020 RTIP and the next cycle of the LPP is planned to be used on the \$801 million Division 20 project. However, the 2020 federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) allocated funding to the State, and the State decided to allocate a portion of the funding through the RIP. Metro expects a \$38 million increase in its RIP share. Per concurrent Board action in April 2021 (Board item # 2021-0114), Metro staff propose that this funding is allocated to the East San Fernando Valley project.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro also receives an allocation of funds from the "Highway Infrastructure Program," which is a federal formula grant created in 2018 for uses that include the construction of highways, bridges, tunnels, transit capital, and ITS; operational improvements; highway and transit safety improvements; and pedestrian and bicycle projects, among others. Funding from the CMAQ, STBG, and the Highway Infrastructure Program grant will be programmed in the pending 2021 Short Range Transportation Plan. The initial apportionments (FFY 2018 \$25,835,214, FFY 2019 \$36,399,992) from the Highway Infrastructure Program are only eligible for highway projects and will be allocated to those entering construction. Per concurrent Board action in April 2021 (Board item # 2021-0114), Metro staff propose that this funding is allocated to Metro highway projects.

Recommendation

Metro staff recommends the use of \$66,428,844 of additional New Starts and \$83,571,156 of Measure R Transit 35% for the proposed \$150,000,000 LOP budget increase. The Project and other components of the subway are currently allocated a maximum amount of Measure R allowed in the Expenditure Plan. Therefore, we are recommending the swapping of Proposition A 35% funds with Measure R 35% on the Crenshaw/LAX Project. This is done to address the ordinance restrictions on the amount of Measure R funding by project and the use of Prop A and C on new subway projects. The following table shows the proposed transfers of Measure R and Prop A and C funds.

Strategy to Address Westside Purple Line Extension Section 1 Funding Gap

| (\$ in millions) | Measure R 35% | Proposition C 25% | Proposition A 35% | Total |
|---|--------------------------|------------------------------|------------------------------|--------------|
| Westside Purple Line Extension | \$ 83.57 | | | \$ 83.57 |
| Crenshaw/LAX LRT | \$ (83.57) | | \$ 83.57 | \$ - |
| Additional SRTP Shortfall | | | \$ (83.57) | \$ (83.57) |
| Balance | \$ - | \$ - | \$ - | \$ - |

Metro staff will concurrently work with the Central City Area and Westside Cities subregions to provide the required 120 day written notification and seek formal approval from the governing body for use of the subregional equity program as a reimbursement or funding source for future expenditures. Should the subregion not approve the use of the funds, Metro staff will return to the Board with an update on the alternative potential funding source, comprised entirely of Proposition A 35% swapped with Measure R 35%, and a fiscal impact analysis of the use of these funds for the project.

ATTACHMENT C

Westside Purple Line Extension Section 1 Project Projected Breakdown of Cost Allocation for \$150 million

| Amount | Description |
|----------------------|--|
| 80,000,000 | <p>Construction Tunnels, Stations, Trackwork, Systems and Systems Integration Testing (D/B Contract C1045)</p> |
| 41,000,000 | <p>Professional Services</p> <p>All Other Professional Services</p> <ul style="list-style-type: none"> o Metro Staff at Gateway and at multiple field offices who perform oversight in various disciplines. o Engineering - STS D/B Contract C1045: Design engineering during construction. o EMSS - WSP: Engineering management support services providing design review support and assessment of engineering issues during construction. o CMSS - WEST: Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support. o DSDC - SecoTrans: Systems design support during construction. o PMSS - KKCS/Triunity: Project management support services including project controls estimating and scheduling. o Claim Support Services - Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor. o Legal Services: County Counsel and procured legal services to assist project management. o Community Relations: Consultant companies provide assistance in support of construction along the Westside Purple line Extension Section 1 Project alignment. o Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements. o Auditing Services: Consultant companies conduct audits of main professional services and construction contracts. o QA Test Lab Services: Consultant companies provide materials verification testing and inspections services. |
| 29,000,000 | <p>Unallocated Project Contingency Amount not yet allocated to a specific line item but is required for anticipated unknown cost increases.</p> |
| \$150,000,000 | Total Increase |

**Board Report**

File #: 2021-0250, **File Type:** Contract**Agenda Number:** 32.

**CONSTRUCTION COMMITTEE
MAY 20, 2021****SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE:

- A. An increase in authorized funding for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), for pending and future Contract Work Orders to provide Program Management Support Services (PMSS) in an amount not-to-exceed \$10,296,886, increasing the current authorized funding limit for the base contract from \$63,347,705 to \$73,644,591 through FY22;
- B. The exercise of the two-year option in the amount not-to-exceed \$27,461,365, increasing the authorized funding limit from \$73,644,591 to \$101,105,956 for FY23 and FY24; and
- C. The CEO or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board authorized contract funding amount.

ISSUE

In June 2017, the Board approved awarding a five-year cost reimbursable fixed fee Contract No. AE35279, plus one two-year option, to KTJV, a DBE Prime Joint Venture, for Program Management Support Services for not-to-exceed \$90,809,070. This created the largest small business led consultant services contract at Metro. The Board action provided initial funding not-to-exceed \$24,970,960 through the end of FY19 as part of a multiyear contract with an anticipated five-year base contract value of \$63,347,705 plus \$27,461,365 for one two-year option, for a combined total amount not-to-exceed \$90,809,070 for seven years.

In April 2019, the Board approved two additional years of funding increasing the total not-to-exceed amount to \$51,306,204 for the first four years of the contract. In May 2020, the Board approved an increase authorized funding of the Contract by \$12,041,501, for a new funding limit not-to-exceed \$63,347,705. To date, staff has awarded CWO/Modifications totaling \$60,697,276 and has \$2,650,429 of the authorized funding remaining. Attachment B lists the PMSS contract CWO/Modifications executed to date. Each of the CWOs are funded from the associated projects'

budget within the limits of Board authorization. Use of the Contract has exceeded staff expectation due in part to Board directed acceleration of projects. Additional funding authorization is now required to facilitate extending current work orders through FY22. With only 4% in current authorization remaining uncommitted, this additional funding authorization is required to execute work order period of performance extensions beyond June 2021.

As a result of the financial impacts to Metro due to COVID-19, in FY21 Metro staff has evaluated opportunities to reduce consultant support across all projects and are proposing a decrease in the current rate of consultant spending on the PMSS contract in comparison to prior years. We have a balance of \$2,650,429 and are now seeking to increase authorized funding of the base Contract by \$10,296,886. Therefore, the funding limit will not exceed \$73,644,591 for the base contract through FY22.

In addition, for ongoing future project support Metro wants to ensure continuity of the professional services. Therefore, we request authorization to exercise the two-year option in the amount not-to-exceed \$27,461,365, for total authorized Contract funding not-to-exceed \$101,105,956. Extending the contract duration to include the option period is beneficial to ensure consistent, reliable consultant services without interruption through the conclusion of the PMSS contract.

DISCUSSION

Metro is continuing to undertake the largest transportation construction program in the nation. This creates an unprecedented challenge to project delivery. Recognizing that staffing is a key factor in project delivery, Program Management is committed to developing strengths in its capacity and capability to ensure the multi-billion-dollar capital program can be successfully managed. Attachment E lists the projects that the Contract currently supports and those we anticipate it will support over the duration of the PMSS contract.

Metro staff works with KTJV to scale staff up or down depending on Metro's transit, highway, regional rail and other capital improvement program needs. With the volume of work that accompanies Metro's fast-paced Capital program, the PMSS Contract utilization to assist Program Management in securing enough qualified, flexible resources across a broad spectrum of disciplines in a timely manner needed to manage and support delivery of Board approved projects has increased significantly. Therefore, as the needs of the projects increase to allow Metro efficient and effective staff augmentation and technical expertise, the needs of the authorized funding increase as well.

Scope

To support the aggressive project implementation schedule for delivering Metro's Capital Program, close coordination and expertise across multiple disciplines are required in the following eight key functions: project management, program management, project delivery development support, project control, estimating, configuration management, project management and other technical training, and Project Management Information System (PMIS) support services. In addition, the scope has allowed for contract administration and small business contract compliance support assisting Vendor/Contract Management (V/CM) to efficiently provide sufficient staffing needed to perform V/CM support

activities.

Combining all the above functions together into one contract has allowed for a better coordinated and more efficient allocation of resources for Metro than would be possible under a series of separate contracts. To date, the PMSS contract has succeeded in fulfilling the consultant staffing demand on a program-wide level on various multiple transit, regional rail, highway, and other capital improvement projects.

Contract funds are authorized by issuing separate CWOs for various projects using labor classifications and rates set forth in the contract, with funding solely supported through the Life of Project budget. This method of contracting results in more efficient cost and schedule management, since CWOs and modifications to existing CWOs are negotiated and issued as additional work is identified. For each CWO or modification, Metro prepares a scope of work and an estimate of hours, and KTJV subsequently provides a proposal. Metro and KTJV will fact-find and negotiate the hours if there is a discrepancy. After agreement, the CWO is issued and the work proceeds.

Consultant Services

To date, KTJV has completed and is continuing staff augmentation assignments on major transit construction projects, miscellaneous capital project, security and safety projects, rail and bus facility improvements, wayside systems, soundwalls, Regional Rail, Highway, and Environmental projects; Metro Gateway staff augmentation for program-wide support; specialty assignments such as constructability review, risk assessment support, procedure writing and training, Project Management Information System (PMIS), Lessons Learned/Best Management Practices implementation, WIN LA, DBE Compliance Monitoring Support Services, DBE Commercially Useful Functions, and P3 capability development support; and other projects as necessary (see Attachments B and E). KTJV has been responsive and works with Metro staff to provide the qualified resources necessary for Program Management to meet the aggressive implementation schedule for delivering Metro's Capital Program. Metro DEOD assigned a 30% DBE commitment for this Contract. KTJV proposed a 73.31% DBE commitment making this Contract the largest small business led consultant services contract at Metro. KTJV will continue working with Metro by prioritizing DBE participation on future contract work orders to meet the committed 73.31% DBE utilization through the end of the Contract.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The not-to-exceed award value is based on the anticipated level of services. Each individual CWOs will be funded from the associated projects' budget, within the limits of Board authorization. The project managers, cost managers and Chief Program Management Officer will be accountable for budgeting the cost in future years, including cost associated with exercising the option.

Impact to Budget

There will be no additional impact beyond the approved annual budget or respective project's authorized LOP amounts, where applicable. Most of the projects are funded with multiple sources of funds: federal and state grants, federal loans, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by providing program-wide support services to assist in delivering multiple capital projects on time and on budget while increasing opportunities for small business development and innovation.

ALTERNATIVES CONSIDERED

The Board may elect to discontinue using KTJV for PMSS. Staff does not recommend this alternative as the Program Management capital projects are in various degrees of completion and the loss of staff would cause these projects to be significantly impacted.

Another alternative would be to hire Metro staff to perform the required services. This alternative is also not recommended since the intent of the PMSS is to augment Metro staff in terms of technical expertise and availability of personnel. PMSS are typically required on a periodic or short-term basis to accommodate for peak workloads or specific tasks over the life of the projects. Further, for some projects, the specific technical expertise required may not be available within the ranks of Metro staff, whereas the KTJV consultant can provide the technical expertise on an as-needed basis.

NEXT STEPS

Upon Board approval, staff will continue to issue Contract Work Orders, as needed.


ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Work Order/Modification Log
- Attachment C - DEOD Summary
- Attachment D - Current Support Provided by Project Category
- Attachment E - Current and Anticipated List of Projects

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Reviewed by:

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PROGRAM MANAGEMENT SUPPORT SERVICES (PMSS)

| | | | |
|----|--|-----------------|---|
| 1. | Contract Number: AE35279 | | |
| 2. | Contractor: Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV) | | |
| 3. | Mod. Work Description: Funding for additional Contract Work Orders for projects listed in Attachment D – Anticipated List of Projects | | |
| 4. | Contract Work Description: Program Management Support Services (PMSS) | | |
| 5. | The following data is current as of: March 4, 2021 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | June 22, 2017 | Original authorized funding limit: \$24,970,960.00 |
| | Contract Executed Date: | August 18, 2017 | Total of Contract Work Orders and Modifications Approved: \$60,697,276.05 |
| | Original Completion Date: | August 18, 2022 | Proposed and Pending Contract Work Orders and Modifications (including this action): \$40,408,679.95 |
| | Current Est. Completion Date (with this action): | August 18, 2024 | Total authorized funding limit (with this action): \$101,105,956.00 |
| 7. | Contract Administrator: Robert Romanowski | | Telephone Number: (213) 922-2633 |
| 8. | Project Manager: Mayumi Lyon | | Telephone Number: (213) 922-4020 |

A. Procurement Background

On June 22, 2017, the Board approved award of Contract No. AE35279 to Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV) for five years with funding approval through FY2019 in the amount of \$24,970,960.00, for the Scope of Services included in the Program Management Support Services (PMSS) Contract.

On April 25, 2019, the Board approved additional funding, increasing the total not-to-exceed amount to \$51,306,204 for the Work.

On May 28, 2020, the Board approved additional funding, increasing the total not-to-exceed amount to \$63,347,705 for the Work.

Attachment B shows that Forty-Seven Contract Work Orders and their Modifications have been issued to date to authorize and/or delete work, totaling \$60,697,276.95.

This Board Action is to approve an increase to the total authorized funding for Contract No. AE35279 basic term plus exercise a 2-year option in support of additional Program Management Support Services (PMSS) needs through FY24.

B. Cost/Price Analysis

All direct labor rates as modified by the annual economic price adjustment and the negotiated fixed fee factor for this cost reimbursable plus fixed fee contract remain unchanged from the original contract.

A fair and reasonable price for all future Contract Work Orders will be determined based upon fact finding, scope definition, technical evaluation, cost analysis, and negotiations before issuing work to the Consultant. Contract Work Orders will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

CONTRACT WORK ORDER (CWO)/MODIFICATION LOG

ATTACHMENT B

| Project | CWO # | Description / Working Title | Total Contract Value | Date Executed | PoP Ends |
|--------------------------|--------------------------------|---|----------------------|---------------|------------|
| Program Control Admin. | 1 | Program-wide Management Support: Metro requires Program Management Support Services (PMSS) in support of delivering Metro's transit, highway, regional rail, and other capital improvement projects on-time and within budget. The Consultant shall allocate technical expertise and proper resources in a timely manner, manage the contract budget, prepare forms and submittals as required, in addition to control, monitor, report on all costs, expenditures, schedule, and understand the contract requirements. | \$645,684.71 | 8/31/2017 | 6/30/2018 |
| | 1.1 | Program-wide Management Support - Modify to Add Risk Assessment Advisor: This modification adds James Zack Consulting, LLC to the CWO. | \$16,350.00 | 11/15/2017 | 6/30/2018 |
| | 1.2 | Program-wide Management Support - Modify City of Los Angeles Guidelines for LA Metro Projects: Program Management requires additional personnel with different technical expertise be added to perform priority policies and procedures. | \$57,629.36 | 1/23/2018 | 6/30/2018 |
| | 1.3 | Program-wide Management Support - Extend PoP for FY19 (SOW same as original) | \$724,833.00 | 6/20/2018 | 6/30/2019 |
| | 1.4 | Vehicle Lease for DEO, Cost Estimating: Metro requires a vehicle lease for DEO, Cost Estimating for travel to the Integrated Project Management Offices (IPMOs) and other work-related locations with a not to exceed yearly mileage of 12,000 miles. | \$9,303.00 | 8/24/2018 | 8/18/2019 |
| | 1.5 | Add Facilitator/ Instructor for Program Management Leadership Team Workshop: facilitate a leadership team workshop of up to 30 Executive and Deputy Executive level attendees; create draft curriculum focused on themes of communication/trust, provide all handouts, presentations to conduct and facilitate the workshop; staff interviews; Final Workshop curriculum; workshop on October 19, 2018; post workshop meeting debrief to discuss consultant recommendations. | \$24,164.51 | 10/9/2018 | 6/30/2019 |
| | 1.6 | Vehicles: three 24-month vehicle leases for New Blue projects and two 24-month vehicle leases for Soundwall 11 for travel to work-related locations with a not to exceed yearly mileage of 12,000 miles per vehicle. Metro staff may only use the vehicle for project use. The eligible costs including monthly costs for the lease, insurance, registration, and vehicle safety equipment and allocation for fuel and maintenance were included in the calculated NTE final value. | \$135,884.50 | 10/9/2018 | 10/30/2020 |
| | 1.7 | Parking: Modify to add monthly parking passes for each vehicle added in MOD 6. Three 24-month parking passes for New Blue projects and two 24-month parking passes for Soundwall 11. Include one-time fee for the parking card for each vehicle. | \$10,230.00 | 11/15/2018 | 10/30/2020 |
| | 1.8 | Program - wide Management Support - Extend PoP for FY20 (SOW same as original) | \$762,538.00 | 8/5/2019 | 6/30/2020 |
| | 1.9 | Vehicle lease extension for Cost Estimating | \$8,867.00 | 10/29/2020 | 9/30/2020 |
| | 1.10 | Sr. Program Management Analyst support for Project Control tasks such as coordinating meetings, tracking contract budgets, creating and dispersing reports, etc. | \$95,405.00 | 10/18/2020 | 6/30/2020 |
| | 1.11 | Continued PMSS through FY21 | \$477,218.00 | 7/9/2020 | 6/30/2021 |
| 1.12 | Vehicle Lease Extension - FY21 | \$75,277.00 | 1/21/2021 | 10/31/2022 | |
| ESOC | 2 | Constructability Evaluation and Risk Assessment Review: The Contractor shall perform a Constructability Evaluation and Risk Assessment relating to the Emergency Security Operation Center (ESOC) Project, particularly as it relates to transferred risks. | \$114,797.62 | 9/18/2017 | 11/17/2017 |
| | 2.1 | Constructability Evaluation and Risk Assessment Review Mod 001 - Review of Cost Estimate: Contractor shall perform a Constructability Evaluation and Risk Assessment relating to the Emergency Security Operation Center Project, particularly as it relates to transferred risks. Modification No.1 to the subject CWO is required to add estimate review scope. | \$19,205.95 | 10/27/2017 | 11/17/2017 |
| | 2.2 | Constructability Evaluation and Risk Assessment Review Mod 002 - Time Extension through December 17, 2017. The scope of services, as detailed in CWO-002, remains unchanged and there is no increase to the contract value. | \$0.00 | 11/15/2017 | 1/31/2018 |
| | 2.3 | Constructability Evaluation and Risk Assessment Review Mod 003 - ODC's - Travel and Time Extension: Modify Contract Work Order AE35279-002 to add Other Direct Costs (ODCs) -Travel, for previously approved personnel of Consultant to attend one review meeting with Metro staff. Extend Period of Performance for Contract Work Order AE35279-002 from December 17, 2017 to January 31, 2018 | \$1,631.00 | 12/8/2017 | 1/31/2018 |
| | 2.4 | Constructability Evaluation and Risk Assessment Review Mod 004 - Time Extension through March 31, 2018. The scope of services, as detailed in CWO-002, remains unchanged and there is no increase to the contract value. | \$0.00 | 1/30/2018 | 3/31/2018 |
| | 2.5 | Constructability Evaluation and Risk Assessment Review Mod 005 - Time Extension through June 30, 2018. The scope of services remains unchanged and there is no increase to the contract value. | \$0.00 | 3/13/2018 | 6/30/2018 |
| | 2.6 | CWO Closeout | (\$12,847.75) | 3/18/2020 | 3/30/2020 |
| Project Delivery Support | 3 | Project Delivery Development Support - Overall advice and assistance are required on federal and project implementation issues that arise on Metro's major capital, including assistance on National Environmental Policy Act (NEPA) issues and documents, and litigation issues involving or affecting Metro projects. | \$300,000.00 | 9/12/2017 | 6/30/2018 |
| | 3.1 | Project Delivery Development Support - Modified Direct Rate Ranges: Remove the fixed "Rate Per Hour" for the Project Delivery & Contract Development Technical Advisor and replace it with a "Direct Rate Range". | \$0.00 | 10/26/2017 | 10/26/2017 |
| | 3.2 | Project Delivery Development Support - Extend PoP for FY19: continuation of support services for FY19; overall advice and assistance required on federal and project implementation issues that arise on Metro major capital projects including NEPA, full funding grant agreement, and litigation affecting the projects. | \$224,561.00 | 6/29/2018 | 6/30/2019 |
| | 3.3 | Overall Advice and assistance are required on federal and project implementation issues that arise on Metro's major capital, including assistance on National Environmental Policy Act (NEPA) issues and documents, full funding grant agreement - Program Control, WPLE 2, WPLE 3 | \$116,880.00 | 6/28/2019 | 6/30/2020 |
| | 3.4 | Addition of support services for Capital investment grants as outlined in the original SOW & deletion of work for Construction Administration | (\$1.00) | 5/7/2020 | 7/31/2020 |
| | 3.5 | PoP extension of Project Delivery Development support | \$0.00 | 6/29/2020 | 7/31/2021 |
| Crenshaw LAX SWY | 4 | Cost Estimating Support Services for Crenshaw/LAX and SW Yard Projects: Metro requires program control support services for Crenshaw/LAX and Division 16 Southwestern Yard Maintenance Projects; services to assist Metro to perform estimating functions: support development of budgets for the projects, support design optimization and constructability of the projects, and support procurement and administration of both project contracts. | \$1,057,745.06 | 9/15/2017 | 6/30/2018 |
| | 4.1 | Crenshaw/LAX & Southwestern Yard Projects: Metro requires construction management support/Sr. Configuration Management Analyst on Division 16 Southwestern Yard Maintenance Project to be added to the program control support services scope. | \$121,907.44 | 11/13/2017 | 6/30/2018 |
| | 4.2 | Cost Estimating Support Services for Crenshaw/LAX and SW Yard Projects - Add Personnel: Metro requires additional Sr. Cost Estimator to support Crenshaw/LAX and Division 16 Southwestern Yard Maintenance Projects and has designated an existing Sr. Cost Estimator with increased complexity of tasks justifying a rate increase. | \$148,972.69 | 12/22/2017 | 6/30/2018 |
| | 4.3 | Crenshaw/LAX & Southwestern Yard Projects - Scheduling Support: addition of an experienced scheduler to perform schedule analysis tasks. | \$27,093.33 | 2/1/2018 | 6/30/2018 |
| | 4.4 | Cost Estimating Support Services for Crenshaw/LAX and SW Yard Projects - Additional estimating personnel including Sr. Estimator and Cost Estimating Manager to support existing scope; funding already in existence through original CWO. | \$0.00 | 5/4/2018 | 6/30/2018 |

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| Crenshaw LAX SWY | 4.5 | Crenshaw/LAX & Southwestern Yard Projects - Program Control Support Services - Extend Period of Performance: continuation of support services through FY19. | \$1,804,836.00 | 6/25/2018 | 6/30/2019 |
| | 4.6 | Add experienced scheduling support services for Crenshaw/LAX project to perform schedule analysis tasks. | \$218,069.00 | 9/5/2018 | 6/30/2019 |
| | 4.7 | Add Sr. Configuration Management Analyst: addition of an experienced Sr. Configuration Management Analyst to perform schedule analysis tasks. | \$68,268.00 | 9/5/2018 | 6/30/2019 |
| | 4.8 | FY20 continuation of cost estimating, configuration management, and cost/schedule staff and addition of new cost estimating staff. | \$1,716,859.00 | 6/17/2019 | 6/30/2020 |
| | 4.9 | Additional cost schedule analyst staff support services for Crenshaw and Eastside Light Rail Access | \$70,633.00 | 3/3/2020 | 7/31/2020 |
| | 4.10 | Reducing Southwestern Yard services under CWO 4 and increasing services for Crenshaw/LAX. | \$348,054.35 | 6/30/2020 | 6/30/2021 |
| | 4.11 | Add Sr. Scheduler Support Services to Crenshaw | \$31,974.00 | 10/26/2020 | 6/30/2021 |
| PMIS | 5 | Project Management Information System (PMIS) Ongoing Support: Contractor shall provide technical expertise to perform ongoing PMIS supporting, including hosting and on-going technical and implementation support as required to support existing systems. | \$451,825.10 | 9/29/2017 | 6/30/2018 |
| | 5.1 | PMIS Ongoing Support - Travel ODC's: Modify Contract Work Order AE35279-005 to add Other Direct Costs (ODCs) - Travel for previously approved personnel of listed subconsultant, Stellar Services. | \$20,376.00 | 12/5/2017 | 6/30/2018 |
| | 5.2 | PMIS Ongoing Support - The required ongoing support for PMIS remains unchanged. | \$102,439.27 | 2/5/2018 | 6/30/2018 |
| | 5.3 | PMIS Ongoing Support - Extend Period of Performance: ongoing PMIS supporting, including hosting and on-going technical and implementation support as required to support existing systems. | \$599,106.00 | 6/20/2018 | 6/30/2019 |
| | 5.4 | PMIS Ongoing Support - Revise Stellar scope of work to include programming support and troubleshooting for the new Oracle Primavera Unifier application. Support is required to assist in system design and testing for cost forecasting functionality development that will eventually replace the EcoSys application. | \$74,826.00 | 1/18/2019 | 6/30/2019 |
| | 5.5 | PMIS Ongoing Support - Extend Period of Performance: ongoing PMIS supporting, including hosting and on-going technical and implementation support as required to support existing systems. | \$1,925,894.00 | 7/31/2019 | 7/31/2020 |
| | 5.6 | PMIS FY20 Oracle Unifier system requires system enhancements specific to Metro's application. | \$402,779.00 | 2/12/2020 | 6/30/2020 |
| | 5.7.1 | PMIS FY21 Systems Ongoing Support | \$1,822,376.00 | 7/30/2020 | 6/30/2021 |
| | 5.7.2 | PMIS FY21 Systems Ongoing Support: I-5 | \$100,000.00 | 11/3/2020 | 6/30/2021 |
| | 5.8 | PoP extension through 7/30 | \$0.00 | 7/2/2020 | 7/30/2020 |
| 5.9 | Brio Solution and Electronic signatures | \$44,241.00 | 12/14/2020 | 7/30/2021 | |
| WPLE 1 | 6 | WPLE 1 Project requires scheduling, cost engineering, and estimating support services. | \$919,952.06 | 9/19/2017 | 6/30/2018 |
| | 6.1 | PoP Extension for FY2019: SOW in original. | \$722,326.00 | 6/21/2018 | 6/30/2019 |
| | 6.2 | Substitute Sr. Cost Estimator at a lower rate. | (\$18,551.58) | 11/13/2018 | 6/30/2019 |
| | 6.3 | Continuation of cost estimating services and addition of cost/schedule analyst support for FY20. | \$1,363,051.00 | 6/10/2019 | 6/30/2020 |
| WPLE 2 | 6.4 | WPLE 1 - Continuation of PMSS through FY21 | \$652,039.00 | 7/1/2020 | 6/30/2021 |
| | 7 | WPLE 2 Project requires scheduling, cost engineering, and estimating support services. | \$627,112.16 | 9/19/2017 | 6/30/2018 |
| | 7.1 | Substitute Personnel: Consultant shall substitute one Sr. Cost Estimator with one Sr. Cost Estimator provided by its approved, listed Subconsultant to support Westside Purple Line Section 2. | (\$7,637.35) | 12/27/2017 | 6/30/2018 |
| | 7.2 | Eliminate Sr. Cost/Schedule Analyst Position: Based on the current Project needs, the Sr. Cost/Schedule Analyst Position is no longer required. | (\$234,501.26) | 1/29/2018 | 6/30/2018 |
| | 7.3 | PoP Extension for FY2019: continuation of cost estimating support services for FY19. | \$504,336.00 | 6/29/2018 | 6/30/2019 |
| Environmental | 7.4 | PoP Extension for FY2019: continuation of cost estimating support services for FY20. | \$1,096,360.00 | 7/9/2019 | 6/30/2020 |
| | 7.5 | WPLE 2 - Continuation of PMSS through FY21 | \$251,152.00 | 7/1/1930 | 6/30/2021 |
| | 8 | The Environmental Compliance and Sustainability Program requires support services, including project controls and estimating support. | \$457,408.18 | 9/13/2017 | 6/30/2018 |
| | 8.1 | Consultant to add more personnel that were inadvertently omitted from the list of approved personnel of approved, listed subconsultant, Lenax Construction | \$0.00 | 11/20/2017 | 6/30/2018 |
| | 8.2 | Additional personnel inadvertently omitted from the list of approved personnel of approved, listed subconsultant, Lenax Construction Services, Inc. | \$0.00 | 12/13/2017 | 6/30/2018 |
| | 8.3 | Extend PoP into FY2019: continued support services including project controls and estimating services as previously detailed in original CWO 8. | \$630,051.00 | 6/20/2018 | 6/30/2019 |
| | 8.4 | Substitute Personnel at different rates | (\$41,041.95) | 2/11/2019 | 6/30/2019 |
| | 8.5 | Environmental compliance and Sustainability strategic team alignment workshop | \$10,435.00 | 3/28/2010 | 6/30/2019 |
| | 8.6 | Extend PoP into FY2020: continued support services including project controls and estimating service. | \$194,044.00 | 6/27/2019 | 6/30/2020 |
| | 8.7 | Additional funding for estimating services for Environmental compliance in FY20 | \$99,384.00 | 12/23/2019 | 6/30/2020 |
| Regional Connector | 9 | Regional Connector Transit Project requires program control support services, specifically, estimating support. | \$368,983.64 | 9/19/2017 | 6/30/2018 |
| | 9.1 | PoP Extension for FY19: Regional Connector Project requires program control support services, specifically, estimating support, as previously outlined in CWO No.9. | \$50,396.00 | 6/8/2018 | 6/30/2019 |
| | 9.2 | Additional Sr Cost Estimator for four months. | \$77,257.00 | 9/6/2018 | 12/31/2018 |
| | 9.3 | Addition of project scheduling and cost engineering support services. | \$179,912.00 | 12/7/2018 | 6/30/2019 |
| | 9.4 | Continuation of the cost estimating services with no cost increase through FY19. | \$0.00 | 3/8/2019 | 6/30/2019 |
| | 9.5 | Addition of program control and estimating support for FY20 services. | \$917,271.00 | 6/25/2019 | 6/30/2020 |
| DBE Contract Compliance | 9.6 | Regional Connector PMSS cont through FY21 | \$671,719.00 | 7/1/2020 | 6/30/2021 |
| | 10 | PMIS Unifier Prototype: Current Contract Management 14 of the Project Management Information System is obsolete. Immediate analysis is needed to conduct initial assessments of the system needs and enhancements required to replace the current CM14 and EcoSvs cost system. | \$245,165.16 | 9/21/2017 | 12/31/2017 |
| | 11 | Contract Compliance Support Services/Diversity & Economic Opportunity Department (DEOD) requires contract compliance monitoring support services consistent with the Department of Transportation (DOT) 49 Code of Federal Regulations (CFR) Part 26 and Metro's Disadvantaged Business Enterprise (DBE) program, Small Business Enterprise (SBE) program and/or Disabled Veterans Business Enterprise (DVBE) program. | \$634,678.54 | 10/13/2017 | 6/30/2018 |
| | 11.1 | Addition of Personnel - No Cost: add personnel to provide interim support as required. | \$0.00 | 2/28/2018 | 6/30/2018 |
| | 11.2 | PoP Extension through August 31, 2018. There is no increase to the contract value. | \$0.00 | 6/6/2018 | 8/31/2018 |
| | 11.3 | Addition of Personnel: add personnel to provide interim support as required; Senior Contract Compliance Officers to provide contract compliance monitoring support services consistent with the Department of Transportation (DOT) 49 Code of Federal Regulations (CFR) Part 26 and Metro's Disadvantaged Business Enterprise (DBE) Program. | \$1,117,360.00 | 9/6/2018 | 6/30/2019 |
| | 11.4 | Add Replacement Staff (Credit Mod.): add approved replacement personnel at a lower rate in the direct labor categories of Senior Contract Compliance Officer. | (\$9,449.00) | 12/12/2018 | 6/30/2019 |
| | 11.5 | DEOD is utilizing Sr. Consultant Compliance Officer consultant services to provide contract compliance monitoring support services consistent with the DOT 49 CFR Part 26. | \$1,544,380.00 | 8/1/2019 | 7/31/2020 |
| | 11.6 | Addition of consultant staff to provide interim compliance monitoring support on various non-mega projects. | \$82,358.00 | 3/30/2020 | 7/31/2020 |
| | 11.7.1 | DBE Contract Compliance Consulting Services - Regional, Crenshaw, WPLE 1, 2, 3 | \$1,176,154.00 | 8/4/2020 | 6/30/2021 |
| 11.7.2 | DBE Contract Compliance Consulting Services - SCRIP | \$126,054.00 | 8/31/2020 | 6/30/2021 | |

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| PMIS Enhancement Implementation | 12 | PMIS Enhancement Implementation: Current Contract Management 14 of the Project Management Information System is obsolete. Implementation support is needed to conduct the enhancements, required to replace the current CM14 and EcoSys cost system. Implementation consists of three project phases. | \$1,919,948.74 | 11/30/2017 | 12/31/2018 |
| | 12.1 | Additional PMIS Implementation Support and Solution Architect: full-time position shall assist in the process transition from use of EcoSys for cost reporting to Oracle Primavera Unifier. | \$235,827.00 | 12/4/2018 | 6/30/2019 |
| | 12.2 | POP Extension and Additional Work: support extended outreach to business process support groups and projects during design to solicit engagement and acceptance and provide additional pilot testing/training; allowance for design changes that are likely to result from the extended outreach; change includes more comprehensive support efforts during the initial go live period for training, technical support, and minor design changes. | \$379,785.00 | 1/3/2019 | 6/30/2019 |
| | 12.3 | PMIS Unifier Implementation Additional Pilot Testing: Consultant shall perform extended outreach sessions; extended Pilot Testing Period; re-development of business processes; redesign configuration management business processes from prior process used in CM14 to streamline processes and obtain staff buy-in; ongoing support for post go-live period; redesign Cost Engineer cost forecasting business processes and reporting. | \$499,224.00 | 2/26/2019 | 6/30/2019 |
| | 12.4 | PMIS Unifier Implementation additional data migration testing. | \$149,997.44 | 5/8/2019 | 6/30/2019 |
| | 12.5 | PMIS Unifier Implementation additional data migration testing - PoP extension. | \$0.00 | 6/27/2019 | 9/30/2019 |
| | 12.6 | Closeout of CWO 12 and modifications. | (\$17,766.44) | 1/31/2020 | 1/31/2020 |
| Construction Market Analysis | 13 | Contractor to conduct a construction market analysis to assess key factors of the Los Angeles area construction market. | \$266,134.23 | 11/15/2017 | 4/30/2018 |
| | 13.1 | PMSS Los Angeles Construction Market Analysis - POP Extension: This Modification extends the period of performance through June 30, 2018. | \$0.00 | 5/7/2018 | 6/31/2018 |
| | 13.2 | CWO Closeout of any balance not spent | (\$3,922.64) | 6/5/2020 | 6/5/2020 |
| WSAB | 14 | West Santa Ana Branch (WSAB) P3 Technical Advisory Support - Metro requires technical advisory in support of evaluation of various P3 project delivery alternatives and subsequent development of a procurement package for a P3 contractor for the WSAB Light Rail Project. | \$203,546.08 | 12/28/2017 | 3/15/2018 |
| | 14.1 | No-Cost Time Extension: extend period of performance for continued technical advisory support of evaluation of various P3 project delivery alternatives and subsequent development of a procurement package for a P3 contractor for the WSAB Light Rail Project through June 30, 2018. | \$0.00 | 2/28/2018 | 6/30/2018 |
| | 14.2 | Add expertise with Project Meetings: Program Management requires additional personnel with different technical expertise be added to provide technical support required on the WSAB, specifically with a project workshop. | \$4,465.00 | 3/15/2018 | 6/30/2018 |
| | 14.3 | Add expertise with Project Meetings - Program Management requires additional personnel with different technical expertise be added to provide partnering/workshop facilitation support required on the WSAB Project. | \$6,857.06 | 4/20/2018 | 6/30/2018 |
| | 14.4 | Extend PoP: continuation of P3 technical advisory support through FY19. | \$1,548,668.00 | 7/10/2018 | 6/30/2019 |
| | 14.5 | Add Personnel: additional Sr. Configuration Management Analyst and Sr. Cost Estimator personnel with different technical expertise. | \$80,930.00 | 9/17/2018 | 6/30/2019 |
| | 14.6 | Add Personnel: Additional Project Delivery and Contract Development Advisor | \$119,677.00 | 11/5/2018 | 6/30/2019 |
| | 14.7 | P3 Performance Requirements Development - To support the WSAB P3 procurement, Metro needs to develop a set of comprehensive performance requirements and solicitation technical packages that will be used during all phases of the P3. Contractor shall provide technical resources, knowledge, and expertise to assist with the development of the performance requirements. For the technical packages Metro expects mid to senior level type project managers who are subject matter experts in their respective disciplines. This falls under the Project Delivery and Contract Development/Compliance function of the PMSS contract. Provide additional Sr. Cost Estimator to maintain schedule for the P3 solicitation package. | \$1,561,563.15 | 1/3/2019 | 6/30/2019 |
| | 14.8 | Modify CWO 14, and Mods 2, 3, 4, and 7: Closeout CWO 14, Modifications 2 and 3. The modification of these documents is a reduction of \$44,055.06. Reduction of hours in CWO 14, Mods 4 and 7 in the combined amount of \$955,944.57 = \$1M total. | (\$1,000,000.00) | 3/8/2019 | 3/8/2019 |
| | 14.9 | WSAB P3 Technical Advisory Support - Extend Period of Performance: continuation of project delivery and contract development support through FY20. | \$0.00 | 6/25/2019 | 7/31/2019 |
| | 14.10 | Support WSAB P3 procurement, develop comprehensive performance requirements and solicitation technical packages; provide technical resources, knowledge, and expertise under the Project Delivery and Contract Development/Compliance function. | \$4,092,522.00 | 7/31/2019 | 7/31/2020 |
| | 14.11 | Modify CWO 14, and its Modifications to add Project Management support, reduce the Contract Value by \$1,500,000, and extend the PoP through December 31, 2020. | (\$1,500,000.00) | 4/1/2020 | 12/31/2020 |
| 14.12 | Extend PoP: continuation of WSAB services through FY21 | \$0.00 | 1/4/2021 | 6/30/2021 | |
| Patsaouras Busway Station | 15 | PMSS on Bus & Rail Capital and Soundwall Projects: Metro requires program control support services in accordance with the scope of work on Bus and Rail capital, and Soundwall projects. | \$96,072.21 | 12/13/2017 | 6/30/2018 |
| | 15.1 | PMSS on Bus & Rail Capital and Soundwall Projects - PoP Extension: Metro requires continued program control support services on Bus and Rail Capital, and Soundwall Projects, as previously outlined in CWO No.15. | \$133,588.00 | 6/6/2018 | 6/30/2019 |
| | 15.2 | Extension of PoP through FY20. | \$392,608.00 | 6/27/2019 | 7/31/2020 |
| | 15.3 | Project Manager services necessary for providing oversight support in design review, construction oversight reporting, preparing technical documents, various office related support services. | \$126,051.00 | 3/11/2020 | 7/31/2020 |
| | 15.4 | PoP Extension through FY21. | \$0.00 | 8/5/2020 | 6/30/2021 |
| | 15.5 | PMSS on Soundwall 11 Project - Increase Budget for FY21. | \$75,331.00 | 8/26/2020 | 6/30/2021 |
| 1405 Closeout | 16 | I-405 Widening Project Closeout Support: Metro requires project close-out support in accordance with the scope of work on the 1-405 project. | \$391,957.37 | 12/27/2017 | 12/31/2018 |
| | 16.1 | Continue I-405 Widening Project Closeout Support through 3/2019. | \$206,241.00 | 10/4/2019 | 3/31/2019 |
| | 16.2 | Continue I-405 Widening Project Closeout Support through 12/2019. | \$274,951.00 | 3/15/2019 | 12/31/2019 |
| | 16.3 | Continue I-405 Widening Project Closeout Support through 12/2020. | \$95,098.00 | 1/9/2020 | 12/31/2020 |
| | 16.4 | Extension of PoP through FY21. | \$0.00 | 2/2/2021 | 6/30/2021 |
| | 16.5 | Extension of PoP through FY21. | \$0.00 | 2/2/2021 | 6/30/2021 |
| WPLE 3 | 17 | PMSS Project Management Support WPLE3: Metro requires project support services in accordance with the scope of work on Westside Purple Line Extension Section 3 Project. | \$286,495.87 | 1/18/2018 | 6/30/2018 |
| | 17.1 | PMSS Project Management Support WPLE3 - Extend Pop into FY19: continuation of support services for FY19. | \$781,400.00 | 6/29/2018 | 6/30/2019 |
| | 17.2 | Add Sr. Cost Estimator and Sr. Configuration Mgmt Analyst for WPLE. | \$258,335.00 | 2/14/2019 | 6/30/2020 |
| | 17.3 | Continuation of services for cost estimating, cost/schedule analyst, and configuration management analyst through FY20. | \$1,168,236.00 | 8/22/2019 | 6/30/2020 |
| | 17.4 | Addition of a cost estimator through FY20. | \$104,905.00 | 11/7/2019 | 6/30/2020 |
| | 17.5 | WPLE 3 - continue PMSS services through FY21. | \$835,887.00 | 6/30/2020 | 6/30/2021 |
| WIN LA | 17.6 | Addition of a Sr. Configuration Management Analyst. | \$98,048.00 | 2/9/2021 | 6/30/2021 |
| | 18 | PMSS - WIN/LA FY 2018: Metro requires technical support for the development and implementation of the Workforce Initiative Now. | \$111,514.88 | 1/29/2018 | 6/30/2018 |
| | 18.1 | PMSS - WIN/LA FY19 - Extend POP - cont. technical support for WinLA development in FY19. | \$173,096.67 | 6/21/2018 | 6/30/2019 |
| | 18.2 | PMSS - WIN/LA FY20 - Staff replacement. | \$0.00 | 1/14/2019 | 6/30/2019 |
| | 18.3 | Extend POP - continued technical support for the development of WinLA in FY20. | \$10,380.00 | 6/25/2019 | 9/30/2019 |
| 18.4 | PMSS - WIN LA CWO Closeout. | (\$3,096.54) | 3/11/2020 | 3/11/2020 | |

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| Capital Improvement/SGR Projects | 19 | Project Management Support for State of Good Repair (SGR) and Other Capital Projects: Metro requires project support services on State of Good Repair and Other Capital Projects. | \$112,974.65 | 2/8/2018 | 6/30/2018 |
| | 19.1 | Project Management Support for SGR and Other Capital Projects - PoP Extension for FY19: Modification also revises CWO 19 to include project support services to Project 205115, MBI Track & Systems, which was not part of the original CWO. | \$307,665.00 | 6/5/2018 | 6/30/2019 |
| | 19.2 | Extension of support services on SGR and other Capital projects. | \$179,319.00 | 6/27/2019 | 12/31/2019 |
| | 19.3 | Project Management Support for SGR and Other Capital Projects - PoP Extension. | \$0.00 | 2/11/2020 | 7/31/2020 |
| Risk Mgmt Support Services | 20 | Risk Management Support Services: assist the Metro Risk Manager in the facilitation of cost and schedule risk analysis of major capital projects, including federal and non-federal funded projects, work with project control staff to ensure the requirements of the Metro Risk Management procedure are being implemented correctly, work with project control staff in developing and managing project risk registers as required by Metro, record and analyze risk trends, and develop the risk sections of PMP. | \$99,436.00 | 9/21/2018 | 6/30/2019 |
| | 20.1 | Extension of Risk Management support services. | \$98,039.00 | 6/27/2019 | 6/30/2020 |
| | 20.2 | Reduction of services. | (\$132,391.98) | 2/11/2020 | 7/31/2020 |
| | 20.3 | Additional Risk Management services through FY21 | \$29,946.00 | 2/17/2021 | 6/30/2021 |
| | 20.4 | PoP extension only | \$0.00 | 7/30/2020 | 6/30/2021 |
| Schedule Claims Support | 21 | Schedule Claims Avoidance Support Services - Regional Connector Project requires schedule claims avoidance support specifically in the areas of analysis of early completion schedules, and recommendations for possible resolution of current and actual claims. | \$50,205.05 | 10/12/2018 | 12/31/2019 |
| | 21.1 | Close-out of CWO021 | (\$8,230.97) | 9/3/2020 | 9/3/2020 |
| Regional Rail | 22 | Regional Rail: project management controls services in support of the Metro Regional Rail Program to prepare project controls deliverables. | \$95,595.00 | 9/24/2018 | 6/30/2019 |
| | 22.1 | Extend PoP of existing scope of work through September 30, 2019. | \$0.00 | 6/27/2019 | 9/30/2019 |
| | 22.2 | Regional Rail CWO Closeout. | (\$83,212.71) | 3/3/2020 | 3/3/2020 |
| New Blue | 23 | Program Management Support Services (PMSS) for New Blue Projects - provide Cost Estimating, Scheduling and Configuration Management support services for Construction Contracts. | \$640,047.00 | 9/24/2018 | 6/30/2019 |
| | 23.1 | Extension of PoP through FY20. | \$1,444,762.00 | 6/24/2019 | 6/30/2020 |
| | 23.2 | Add a cost estimator position within the current approved CWO budget. | \$0.00 | 8/28/2019 | 6/30/2020 |
| | 23.3 | Reduction in services for New Blue CWO. | (\$963,174.00) | 4/7/2020 | 12/31/2020 |
| | 23.4 | PoP extension only. | \$0.00 | 1/4/2021 | 6/30/2021 |
| | 23.5 | Willowbrook Rosa Park increase LOE. | \$529,285.00 | 2/1/2021 | 6/30/2021 |
| Eastside Access | 24 | PMSS for Eastside Access Improvement Project: provide technical resources, knowledge, and expertise to perform the following project manager tasks, which include but are not limited to: coordinate design meetings, provide quality control review on design submittals, communicate and coordinate with Metro design consultants, prepare monthly project status reports, review and update project design schedule, prepare monthly FT A status reports. | \$237,268.00 | 9/25/2018 | 12/31/2019 |
| | 24.1 | Extension of PoP in FY20. | \$27,579.00 | 7/19/2019 | 8/31/2019 |
| | 24.2 | Extension of PoP through mid-FY20. | \$62,031.00 | 8/30/2019 | 12/31/2019 |
| | 24.3 | Eastside Access Continued Support through FY21. | \$64,185.00 | 5/8/2020 | 12/31/2020 |
| | 24.4 | Extension of Eastside Access support through FY21. | \$74,929.00 | 1/21/2021 | 6/30/2021 |
| East San Fernando Valley | 25 | PMSS for East San Fernando Valley (ESFV): Program Management requires Project Delivery & Contract Devel. Advisors with different technical expertise be added to provide support required on the ESFV Project. | \$428,282.00 | 11/9/2018 | 6/30/2019 |
| | 25.1 | PoP extension of the existing scope of work. | \$0.00 | 6/26/2019 | 7/31/2019 |
| | 25.2 | Extension of ESFV support through FY20 and P3 Vfm Cost Data and Risk Assessment report. | \$1,136,791.00 | 7/17/2019 | 7/31/2020 |
| | 25.3 | ESFV PoP extension of services and addition of staff through FY21. | \$0.00 | 7/30/2020 | 6/30/2021 |
| | 25.4 | Authorize Third Party Support on ESFV project. | \$0.00 | 1/21/2021 | 12/31/2021 |
| Program wide activities | 26 | Contract Submittal Review: Consultant shall review contract language for submittal requirements and assess where City of LA submittal reviews can be streamlined; review contract language and assess where changes can be made that result in an even clearer and more equitable risk sharing between Metro and the contractor with regard to timely LA City submittal turn-around. | \$99,436.00 | 1/9/2019 | 6/30/2019 |
| | 26.1 | Contract Submittal Review; RE Manual: Consultants shall draft revised RE Manual for review by DEO, Program Management and incorporate Metro review comments and submit final RE Manual revision to Metro Configuration Management for Issuance. | \$99,668.00 | 1/14/2019 | 6/30/2019 |
| | 26.2 | Add p/t Administrative Analyst and extend PoP. | \$7,800.00 | 6/20/2019 | 6/30/2020 |
| | 26.3 | Addition of a Technical Program Manager for third party support. | \$214,199.00 | 9/23/2019 | 6/30/2020 |
| | 26.4 | Progressive Design White Paper. | \$21,899.00 | 2/18/2020 | 6/30/2020 |
| DRB Document Prep | 27 | DRB Presentation Support: WPLE 1 Project requires review, critique, comments on Metro position paper, created by Metro's project team including claims consultants, and associated documents prepared for the DRB hearing on the Fairfax Station subgrade; develop and present a formal presentation to the DRB on behalf of Metro; and represent Metro throughout the DRB process. | \$52,250.00 | 1/18/2019 | 6/30/2019 |
| Sepulveda | 28 | Sepulveda Corridor Project P3 Technical Advisory Support: provide Project Delivery & Contract Development Advisor, Cost/Schedule Analyst, and Project Manager during the development of P3 procurement documents. | \$154,133.00 | 2/27/2019 | 6/30/2019 |
| | 28.1 | PoP extension through July 2019. | \$0.00 | 6/26/2019 | 7/31/2019 |
| | 28.2 | Extension of Sepulveda Corridor project P3 technical advisory support through FY20. | \$3,295,965.00 | 7/19/2019 | 7/31/2020 |
| | 28.3 | Sepulveda Corridor Project P3 Technical Advisory Support FY21 PoP extension and reduction in services. | (\$462,415.00) | 7/29/2020 | 7/31/2021 |
| | 28.4 | Sepulveda Corridor - Additional Direct Labor categories. | \$0.00 | 9/24/2020 | 7/31/2021 |
| DBE Commercially Useful Function | 29 | Consultant to evaluate the management, supervision, and performance actions of DBE firms working on FTA-funded and/or State/local funded contracts to determine if DBE firms are performing commercial useful function (CUF). | \$50,456.18 | 5/13/2019 | 6/30/2019 |
| | 29.1 | PoP extension. | \$0.00 | 7/1/2019 | 7/15/2019 |
| | 29.2 | Continue CUF site visits and related assignments for Contract Compliance monitoring services through FY20. | \$539,940.00 | 7/11/2019 | 6/30/2020 |
| | 29.3 | PoP extension. | \$0.00 | 6/30/2020 | 7/15/2020 |
| | 29.4 | Cont Conduct Commercial Useful Function Site Visits through FY21. | \$521,323.00 | 7/27/2020 | 6/30/2021 |
| Centinela/Florence | 30 | Cost Estimating support services for the Centinela/Florence Grade Separation project through FY20. | \$26,130.00 | 5/24/2019 | 6/30/2020 |
| | 30.1 | PoP extension for the Centinela/Florence Grade Separation project through FY21. | \$0.00 | 4/21/2020 | 6/30/2021 |
| I-5 N Capacity Enhancement | 31 | Consultant to provide PMSS for I-5 N capacity enhancement project in the form of executive oversight and direction for the highway construction program. | \$387,797.00 | 7/8/2019 | 6/30/2020 |
| | 31.1 | Consultant to provide independent constructability review for the I-5 HOV & Truck lanes project. | \$813,752.00 | 8/26/2019 | 6/30/2020 |
| | 31.2 | I-5: Consultant to provide additional Sr. Program Management Analyst support to manage the development and implementation of computer monitoring systems for cost and schedule performance on the project. | \$711,659.00 | 11/4/2019 | 6/30/2020 |
| | 31.3 | I-5: Consultant to provide Project Controls Manager input and direction that leads to the development of process and procedure for projects delivered by this department. | \$810,083.00 | 7/1/2020 | 12/31/2020 |
| | 31.4 | Extend PoP and increase support services for I-5. | \$488,557.00 | | 7/31/2021 |
| | 31.5 | PoP extension only. | \$0.00 | 1/20/2021 | 2/28/2021 |

CONTRACT WORK ORDER (CWO)/MODIFICATION LOG

ATTACHMENT B

| | | | | | |
|--------------------------------------|--------|---|--------------------------------|-----------------|------------|
| Estimating Database | 32 | Consultant to assist in the development of the Metro in-house Timberline database to assist the Cost Estimating department with preparing estimates (Task 1 - assess in-house historical cost data and develop a work plan). | \$46,799.00 | 9/16/2019 | 1/31/2020 |
| | 32.1 | Consultant to assist in the development of the Metro in-house Timberline database to assist the Cost Estimating department with preparing estimates (Task 2 and 3 - set up the database, then organize, update and test the database). | \$149,997.00 | 2/18/2020 | 7/31/2020 |
| Construction Market Analysis | 33 | Consultant to conduct a construction market analysis to assess key factors of the Los Angeles area construction market. | \$149,854.00 | 10/3/2019 | 6/30/2020 |
| Admin. Multiple Capital Projects | 34 | PMSS Administrative Analyst Services for Orange Line Enroute Bus Charging Stations, Division 1 Improvement, Division 11 & 22 Roofing Replacement / ROC Roofing Replacement, and Cesar Chavez Transit Pavilion. | \$94,497.00 | 11/18/2019 | 6/30/2020 |
| | 34.1 | Closeout of CWO 34 Admin Analyst Support for Multiple Capital Projects | (\$63,312.99) | 6/25/2020 | 6/25/2020 |
| Soundwall Package 11 | 35 | Contractor shall provide construction scheduling support to the Program Management Department in support of the Sound Wall Package 11 project. | \$44,220.00 | 1/13/2020 | 6/30/2020 |
| | 35.1 | PoP extension through FY21 | \$0.00 | 6/30/2020 | 6/30/2021 |
| Division 20 Portal Widening turnback | 36 | Consultant to provide Cost Estimating support services for Construction including technical resources, knowledge, and expertise to perform Cost Estimating tasks. | \$200,406.00 | 1/9/2020 | 6/30/2020 |
| | 36.1 | PoP extension only. | \$0.00 | 6/30/2020 | 8/31/2020 |
| | 36.2 | PMSS for Division 20 PWT project services and PoP extension. | \$364,179.00 | 7/13/2020 | 6/30/2021 |
| WIN LA Mapping | 37 | The contractor shall provide technical support to DEOD staff to develop technical process mapping for integration of activities related to the second phase of WIN-LA program implementation. support DEOD staff with the integration of the private employer (prime contractor) business requirements, processes and workflow into the WIN-LA software system. | \$67,386.00 | 1/24/2020 | 6/30/2020 |
| Airport Metro Connector | 38 | Consultant to provide Cost Estimating and Configuration Management support services for the Airport Metro Connector project. | \$190,635.00 | 2/11/2020 | 7/31/2020 |
| | 38.1 | PMSS AMC services through FY21. | \$532,449.00 | 7/20/2020 | 6/30/2021 |
| OL BRT Improvement Project | 39 | Consultant to provide Project Manager support for Metro Orange Line Bus Rapid Transit Improvement during FY2020 and FY2021 | \$491,224.00 | 3/3/2020 | 6/30/2021 |
| | 39.1.1 | Extend Period of Performance and Continue PMSS for Metro Orange Line Bus Rapid Transit Improvement Project. | \$250,000.00 | 1/20/2021 | 7/31/2021 |
| Green Line Extension | 40 | Green Line - Consultant shall provide assistance to Metro to manage performance of capital projects including all aspects of technical support, schedules, budget, funding, grants management, staffing, agency reporting, and prioritization of work. | \$325,058.00 | 4/9/2020 | 12/31/2020 |
| | 40.1 | Continue PMSS for Green Line Ext. to Torrance. | \$134,932.00 | 1/5/2021 | 7/31/2021 |
| Measure R | 41 | PMSS - Senior Program Management Analyst for FTA and Project Control. | \$130,171.00 | 7/2/2020 | 6/30/2020 |
| | 41.1 | Continue PMSS for Sr. Program Management Analyst for FTA. | \$9,991.00 | 3/3/2021 | 6/30/2021 |
| | 41.2 | Continue PMSS for Sr. Program Management Analyst for FTA for FY22 | \$89,940.00 | TBD | 6/30/2022 |
| | 42 | Third Party Administration PMSS. | \$161,210.00 | 8/20/2020 | 6/30/2021 |
| Multiple Third Party | 42.1 | Third Party Administration - PMSS for MOL BRT Improvement Project. | \$60,000.00 | 9/17/2020 | 6/30/2021 |
| | 42.2 | Additional Third Party admin. Services on ESFV. | \$46,440.00 | 1/14/2021 | 6/30/2021 |
| | 42.3 | Additional Third Party Admin. Services. | \$14,826.00 | 1/26/2021 | 6/30/2021 |
| Environmental | 43 | Environmental Compliance PMSS support for FY21. | \$86,103.00 | 8/28/2020 | 6/30/2021 |
| | 43.1 | Environmental Compliance and Sustainability FY21 Support Estimating services | \$100,000.00 | 3/30/2021 | 9/30/2021 |
| I-405 Visual | 44 | I-405 Visual Screening project. | \$44,391.00 | 8/28/2020 | 6/30/2021 |
| | 44.1 | Additional Sr. Program Management Analyst services | \$0.00 | 3/29/2021 | 6/30/2021 |
| | 44.2 | Additional Sr. Configuration Management Analyst and Sr. Program Management Analyst services | \$29,868.00 | TBD | 7/31/2021 |
| Program Mgmt Admin | 45 | Admin Analyst support to Engineering and Program Management Executive Office. | \$97,629.00 | 10/26/2020 | 6/30/2021 |
| Metro Center Project | 46 | Configuration Management and Third Party support on Metro Center Street project. | \$603,661.00 | 1/12/2021 | 3/31/2023 |
| Construction Administration | 47 | Asset Management Maturity Model. | \$51,586.00 | 1/20/2021 | 6/30/2021 |
| Rail to Rail | 48 | Rail to Rail Active Transportation Corridor Project | TBD | TBD | 12/31/2021 |
| 105 Express | 49 | 105 Express Lanes Project Manager support | \$55,731.00 | TBD | 6/30/2021 |
| Construction Administration | 50 | Transit Project Cost reduction | \$67,177.00 | TBD | 7/31/2021 |
| | 50.1 | Update Los Angeles Construction Market Analysis | \$135,385.00 | TBD | 7/30/2021 |
| | | | Board Authorized: \$63,347,705 | \$60,697,276.05 | |

DEOD SUMMARY

**PROGRAM MANAGEMENT SUPPORT SERVICES (PMSS)
CONTRACT NO AE35279**

A. Small Business Participation

Kal Krishnan Consulting Services/Triunity Engineering & Management Joint Venture (KTJV), a DBE Prime, made a 73.31% DBE commitment for this contract. The overall DBE participation for this contract based on the cumulative value of all Contract Work Orders (CWO) issued.

To date, forty-eight (48) CWO's and their Modifications have been awarded. Based on payments reported, the contract is 78.34% complete and the cumulative DBE participation of all Work Orders awarded is 69.65%, representing a 3.66% shortfall.

KTJV contends, as concurred by Metro's Project Manager, that scope of work earmarked for non-DBE firms has grown significantly compared to the original cost proposal. However, KTJV does anticipate a growth in core Program and Project Control services to be performed by DBE firms, that will increase KTJV's level of DBE participation.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that KTJV remains on schedule to meet or exceed its DBE commitments. Metro staff will request that KTJV submit an updated mitigation plan if KTJV is not on track to meet its small business commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

| | | | |
|--|-------------------|---|-------------------|
| SMALL BUSINESS COMMITMENT | 73.31% DBE | SMALL BUSINESS PARTICIPATION | 69.65% DBE |
|--|-------------------|---|-------------------|

| | DBE Contractors | Scope of Work | Ethnicity | Current Participation |
|----|---|---|--------------------|----------------------------------|
| 1. | KKCS (JV Partner / DBE Prime) | Program Management, Project Control | Subcontinent Asian | 25.59% |
| 2. | Triunity (JV Partner / DBE Prime) | Program Management | African American | 16.15% |
| 3. | Armand Resource Group, Inc. | Contract Compliance | African American | 6.92% |
| 4. | Lenax | Cost Estimating | Caucasian Female | 7.77% |

| | | | | |
|--------------------------------|-----------------------------|---|-----------------------------|---------------|
| | Construction Services, Inc. | & Project Controls Support Services | | |
| 5. | LKG-CMC, Inc. | Doc. Control, Configuration Mgmt. Admin. | Caucasian Female | 2.18% |
| 6. | MBI Media | Public Outreach and Meeting Facilitation | Caucasian Female | TBD |
| 7. | The Omni Group, LLC | Project Program Management Support Services | African American | 0.14% |
| 8. | Ramos Consulting Services | Project Controls & Estimating | Hispanic American | 2.05% |
| 9. | Stellar Services, Inc. | Program Management Information Systems | Asian Pacific American | 0.26% |
| 10. | Arkadia & Associates | Project Management Support Services | Caucasian Female | 0.85% |
| 11. | Destination Enterprises | Program Management Support Services | Caucasian Female | 7.19% |
| 12. | Brio Solutions (Added) | Provide Knowledge and Expertise on FTA project Reporting and Other Related Activities | Subcontinent Asian American | TBD |
| 13. | Insight Strategies (Added) | Facilitate Leadership Team Workshops | Caucasian Female | 0.05% |
| 14. | Zephyr UAS, Inc. (Added) | Provide Technical Documents and Interface with Union Pacific Rail Road (UPRR) | Hispanic American | 0.50% |
| Total DBE Participation | | | | 69.65% |

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

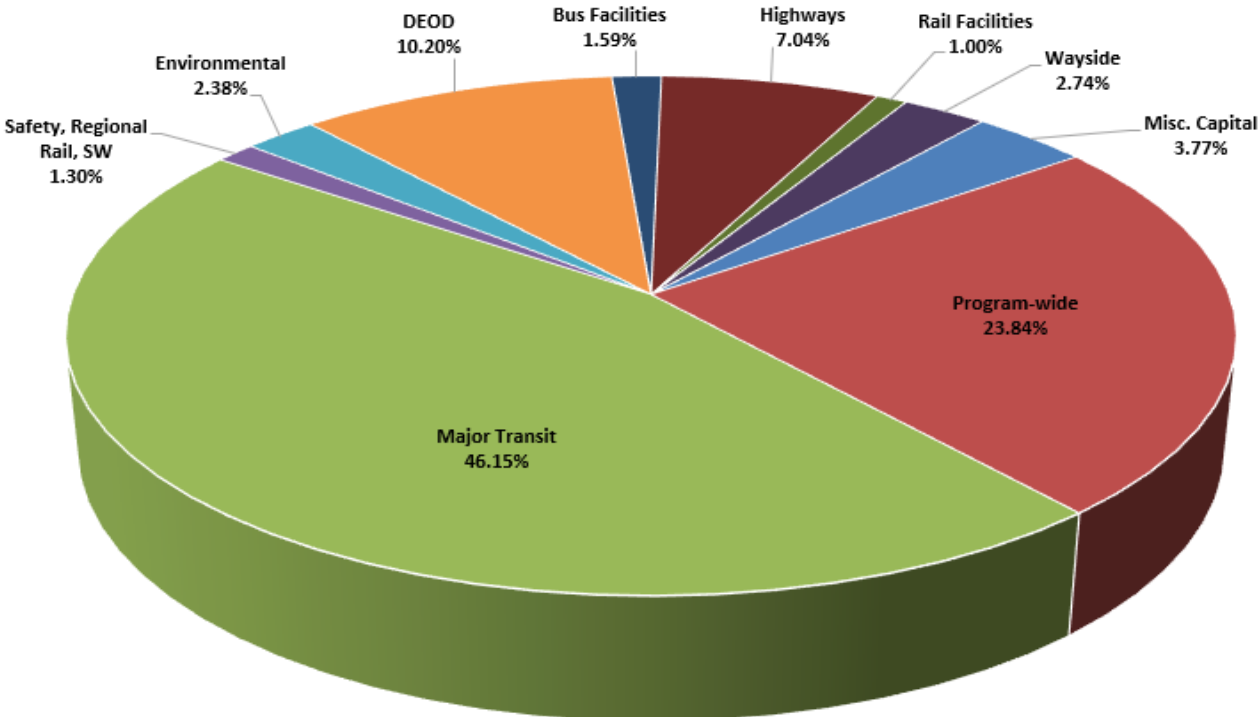
C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

CURRENT SUPPORT PROVIDED BY PROJECT CATEGORY



CURRENT AND ANTICIPATED LIST OF PROJECTS

Program-wide Support

Measure M Program Support*
 Measure R Program Support*
 Project Management Information System*
 Implementation of Construction Management Best Practices
 Estimating Database Development*
 Construction Risk Management*
 Public Private Partnerships*

Major Transit Construction

Crenshaw/LAX Light Rail Transit Project*
 Regional Connector Transit Project*
 Westside Purple Line Extension Section 1 Project*
 Westside Purple Line Extension Section 2 Project*
 Westside Purple Line Extension Section 3 Project*
 Gold Line Foothill Extension Phase 2B Project
 Orange Line Bus Rapid Transit Improvements Project*
 West Santa Ana Branch Transit Project*
 East San Fernando Valley Transit Project*
 Sepulveda Transit Corridor Project*

Misc. Capital Projects

Division 20 Portal Widening Turnback Facility*
 Division 22 Paint and Body Shop
 Rail to Rail Corridor Active Transportation Connector*
 Metro Eastside Access Improvement Projects*
 Airport Metro Connector*
 Green Line Extension to Torrance*
 Centinela Grade Crossing*

Security/Safety

Metro Gold Line I-210 Barrier Replacement Phase I*
 Metro Emergency Security Operations Center*

Rail Facilities Improvement

Light Rail Transit Freeway Stations Sound Enclosures
 Willowbrook/Rosa Parks Station Improvement*

Wayside Systems

Metro Blue Line Track and System Refurbishment*
 Metro Blue Line Signal System Rehabilitation*

Bus Facilities Improvements

Bus Rapid Transit Freeway Station Sound Enclosure
 Metro Silver Line Improvements and Upgrades
 Division 1 Improvements*
 Bus Facility Maintenance Improvement Enhancements Phase II & III
 Patsaouras Plaza Bus Station Construction*
 Rail Facility Improvement*
 Cesar Chavez Transit Pavilion*

Regional Rail

LINK US Project*
 Metro Center Street Project*
 Doran Street and Broadway/Brazil Safety and Access Project
 Brighton to Roxford Double Track Project
 Rosecrans/Marquardt Grade Separation Project*
 Lone Hill to White Double Track Project

Soundwall Projects

Soundwall Package 10
 Soundwall Package 11*

Highway

I-5 South – HOV project SR 14 to Parker Road*
 I-405 HOV Widening*
 105 Express Lanes 405-605*
 Other Highway projects, as required

Environmental Compliance Program

Fuel Storage Tank Program*
 Soil Remediation*
 Energy Conservative Initiative Project*
 Sustainability Environmental Compliance*
 Carbon Emission Greenhouse*
 Sustainability Design Guide*

Diversity & Economic Opportunity in Construction

DBE Commercially Useful Function*
 DBE Contract Compliance*

*Project is currently utilizing the PMSS Contract



Board Report

File #: 2021-0119, File Type: Program

Agenda Number: 33.

CONSTRUCTION COMMITTEE MAY 20, 2021

SUBJECT: QUALITY MANAGEMENT CONSULTANT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. An increase to the total authorized funding for Contract No. PS54007 with PQM, Inc, for pending and future Task Orders to provide Quality Management Consulting services in the amount of \$19,947,286 increasing the authorized funding limit from \$5,378,518 to \$25,325,804 through FY22 and FY23; and
- B. The Chief Executive Officer or their designee to execute individual Task Orders and Contract Modifications changes within the Board approved funding limit.

ISSUE

In 2019, the Board approved awarding a seven-year (plus three (3) one-year options), cost plus fixed fee Contract No. PS54007 to PQM, Inc, to provide Quality Management Consultant Services that assist Metro in the delivery of voter approved Measures R, M, and other Board approved Capital Improvement projects.

The primary objective of the Quality Management Consultant is to implement Metro's Quality Management Oversight (QMO) Program which is a risk-based management oversight program to monitor Metro's consultants' and contractors' activities and performance throughout project delivery. Monitoring activities include the implementation of management plans as well as design and construction work products. The QMO program provides Metro with a more consistent, effective way for project teams to oversee and manage their Capital Improvement projects. The QMO Program is a key component to Metro's improved Quality Management System which is in the process of seeking ISO 9001: 2015 registration.

The QMO Program approach can be utilized by Metro in areas in addition to quality, it can be used in any business area that has requirements, processes, and deliverables, both for internal and external stakeholders. This initiative is part of Metro's Best Practices report, please see Attachment D.

The recommended action will provide funding authority for Task Orders (TO) during the next 24 months, FYs 2022 and 2023. This funding request is in anticipation of continued support of Westside Purple Line Extension Sections 2 & 3 and an additional 9 projects during FY22 and FY23. Life of Project budgets currently include funding for quality oversight, this request is to allow those funds to be utilized within Contract No. PS54007.

Staff intends to return to the Board in two years to request necessary funding authorization as the implemented Quality Management Oversight program matures and is applied to future projects.

BACKGROUND

Over the past 24 months, the Program Management Department, with the support and expertise of the Quality Management Consultant, has begun to implement an improved Quality Management System to support the delivery of Measures R & M projects more effectively. The improvements include a Quality Management Oversight (QMO) Program which has documented processes and procedures to assist Metro with overseeing the work of contractors delivering projects. The QMO Program is a systemized, risk-based approach that verifies that contractors are meeting contract requirements. Westside Purple Line Extension Sections 2 & 3 began implementing the QMO Program 14 months ago. Currently 60% of the QMO Program procedures are being utilized on these projects, and the results of the program have been favorable for Metro and well received by the contractors.

The Quality Management Department has completed a gap analysis which identifies the gaps in the current Quality Management System as compared to the ISO 9001: 2015 standard. The results from this report have been the topics of Quality Management Committee Meetings which focus on the best options for closing these gaps. The Program Management Department, based on the results of the committee meetings, has determined that the most effective way for Metro to oversee projects is by implementing the QMO Program on all capital improvement projects, excluding small, low risk projects.

The Quality Management Department has also completed a thorough review and revision of all quality related contract documents to ensure consistency in language and references within the procurement documents. This exercise was done to ensure that potential contractors are clear on Metro's policy for managing quality and that the results of their performance will be transparent to all project stakeholders.

DISCUSSION

Metro is currently undertaking the largest transportation construction program in the nation. Recognizing that a consistent application of oversight is key to effective project delivery, Metro has implemented a systemized approach to project oversight. The Quality Management Oversight (QMO) Program, currently implemented on Westside Purple Line Extension Sections 2 & 3, has proven to provide the following benefits to Metro:

- Improved confidence and accountability to project stake holders through the transparent

results of performance on key design and construction activities throughout the life of the project

- Improved communications to project participants through monthly QMO Program reports and Quarterly reviews
- Improved productivity of staff resources, through training on the revised approach and reallocation of resources within both the quality department and project teams
- Improved quality of contract requirements because of the review and analysis of Metro policy's, plans, procedures, and procurement documents

Scope of the QMO Program

To support the aggressive project implementation schedule for delivering Metro's Capital Program, Metro has implemented the QMO Program that follows the ISO 9001:2015 standard for quality management systems, and measures the contractor's performance during design and construction of both end-products and management processes against the contract and project specific requirements, using risk-based priority planned assessments that provide evidence of conformance or non-conformance for corrective actions, and ultimately for Metro's project teams to have the confidence to accept the work.

The process leverages integrated database technology with workflow capability for all project oversight participants to complete their tasks of the oversight processes. The data is collected and analyzed for identifying trends and key performance outcomes reviewed by the project teams and included in the QMO Program monthly reports. Quarterly quality management reviews are also conducted on each project and the program to review the contractor performance status and trends, identify lessons learned, and determine actions. The QMO Database also has a Lessons Learned module that provides increased effectiveness and efficiency to Metro's lessons learned program, to formally capture, report, and disseminate lessons, and implement improvement actions to the benefit of future projects.

The Quality Management Department is working toward the ISO 9001: 2015 registration for the capital program projects. This effort follows a plan, schedule, and progress tracking. An ISO Steering Committee has been established to lead this effort through to registration.

Continued implementation of the QMO Program on current and newly added projects is the primary focus over the next two years. Metro plans to award multiple major capital improvement projects in FY22 and FY23, most of which will utilize the QMO Program. Contract funds are authorized by issuing separate TOs for various projects using labor classifications and rates set forth in the contract, with funding solely supported through the Life of Project budgets. This method of contracting results in more efficient cost and schedule management, since TOs and modifications to existing TOs are negotiated and issued as additional work is identified. For each TO or modification, Metro prepares a scope of work and an estimate of hours, and PQM subsequently provides a proposal.

Results of this scope of work are expected to include tangible and intangible savings such as:

- Fewer resources are required to perform construction inspection activities (construction assessments) as a result of using risk-based sampling and priority planning that is effective by

focusing more on higher risk activities

- The implementation of Final Acceptance and use of the Acceptance Dashboard of the QMO Database, enables a very efficient means of progressive closeout as the work is completed. This results in fewer FTEs required for project closeout
- Efficiencies in the execution of oversight activities are realized through the implementation of the user-based workflow of QMO Database. This provides a systemized way of retrieving and extracting data, communicating with project stakeholders, and tracking project issues
- A pro-active method is used to use the collected performance measurement data and perform data analysis to identify trends in performance and systemic issues. This, and the resulting feedback to the contractors, facilitates a greater focus on continuous improvement and preventative actions, leading to less rework (Research in 2005 by the Construction Industry Institute reveals that direct costs caused by rework average 5% of total construction costs)
- The assessments are based on requirements, and include the objective evidence of the work either conforming or nonconforming to the requirements. This provides a fair, objective, and defensible means of oversight, which can result in less conflict and potential claims.

Consultant Services

The scope of services being provided by the PQM includes, but is not limited to, the continued development and implementation of an ISO 9001: 2015 based QMO Program which is led by quality management subject matter experts with decades of experience in applying this proven oversight approach to transportation capital programs and mega-projects. Consultant team members are integrated into Metro's Quality Management Department and work with senior management and executive staff from Metro's capital program and project teams to implement the QMO Program. They provide expertise, guidance, and training, and are transferring knowledge to Metro. They participate and are often responsible for QMO Program activities at the project level. The consultant is responsible for supporting the Metro project teams in the implementation of the QMO Program and conducts internal audits of that effort to identify opportunities to implement improvements. Other activities include:

- Project level management system audits and process assessments of the project contractors
- Coordination of design and construction assessments performed by the project team's engineering and field staff
- Quality improvement methodologies to support continuous improvement of Metro's Quality Management System
- Reviews of technical documents for upcoming projects; partnering with project teams in the planning phase to ensure technical documents have consistent language reflecting Metro's quality management requirements
- Preparation for registering Metro's quality management system to the ISO 9001: 2015 standard; this includes a program registration plan, ISO 9001: 2015 and leading an active steering committee

- Implementing the QMO Program training and communications plan, developing content for both live training (virtual now and later resuming in-person), and web-based training modules.

DETERMINATION OF SAFETY IMPACT

The Board action will not have any adverse safety impacts on Metro's Construction projects, Operations, our employees, and/or patrons.

FINANCIAL IMPACT

The recommended amount of \$19,947,286 is based on the anticipated level of services for the term. A scope of work for each fiscal year is developed for overall QMO Program project level activities. Fiscal year 2022 portion for these services are included within the impacted projects' proposed budget for FY22. Since this is a multiyear program, the program manager, respective project managers and Chief Program Management Officer are responsible for budgeting in future year. The issued project level TOs are funded by the life-of-project (LOP) budgets that are approved by the Board.

A portion of the contract scope of services will require an annual budget allotment for program-wide quality oversight elements and activities to be funded through an annual overhead fund. A scope of services for each fiscal year is developed for overall QMO Program level activities, for which a TO is issued.

It is anticipated that the overhead allotment for the QMO Program will be offset by cost savings resulting from a reduction of engineering and construction management consultant staff resources on the projects. This is due to the implementation of the risk-based priority planning and sampling methods, progressive acceptance and related accelerated project closeout, and the efficiencies of executing the oversight activities through the integrated QMO database that all project participants use to execute their role in the processes. These savings are augmented with mitigations of potential claims, rework, and scope creep, that is achieved through the defensible requirements-based approach to oversight that places a greater focus on activities with higher risk and overall continuous improvements on the projects.

Aside from the annual overhead allotment, the recommendations for this item have no financial impacts beyond what the Board authorizes through the life-of-project (LOP) budgets.

Impact to Budget

Funding for QMO Program project specific TOs issued under this action will be provided by the specific project benefiting from the services. The sources for these funds are from the respective projects' funding plans and may consist of federal and/or state grants as well as local funds. Many state-of-good-repair and capital improvement projects are funded with local funding sources that are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goals #1 and #5 and is also a Metro Best Practice Initiative.

Goal # 1 - Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization. Specifically, 5.4 which states “Metro will apply prudent commercial business practices to create a more effective agency.”

This will be accomplished through the implementation of a consistent, ISO 9001: 2015 compliant approach to quality management across projects which creates transparency of oversight efforts, accountability of the contractor’s responsibilities, efficiencies, and increased effectiveness of project teams in the delivery of Measures R & M projects.

ALTERNATIVES CONSIDERED

The Board may reject the funding authorization. Staff does not recommend this alternative. Due to the length of time needed to deliver major capital improvement projects, it is very inefficient and disruptive to change the consultant during project delivery. The authorization of approved contract funds will allow for PQM to continue the work that has progressed over the past 26 months without disruption. The use of PQM has allowed the agency to secure highly technical expertise without increases in Metro long term labor costs. By limiting funding to two years, greater accuracy of project scope and cost requirements can be provided to the Board every two years

NEXT STEPS

Upon Board approval, staff will extend the TOs for Program Level QMC Support Services, Westside PLE 2&3 and execute TOs as needed for AMC, LINK US, Sepulveda PDA, East San Fernando Valley, and other projects that may fall within the approved timeframe.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Task Order Summary
- Attachment C - DEOD Summary
- Attachment D - QMO Best Practice Initiative


Prepared by:

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

QUALITY MANAGEMENT CONSULTANT (QMC)

| | | | |
|----|--|---------------------------------|---|
| 1. | Contract Number: PS54007 | | |
| 2. | Contractor: PQM, Inc. | | |
| 3. | Work Description: Provide Quality Management Consultant services to develop, improve and implement a Quality Management Oversight (QMO) Program for implementation on select Metro Transportation projects. | | |
| 4. | Contract Work Description: development and implementation of an ISO 9001:2015, Quality Management System ; development and implementation of an QMO Training Program ; manage Project Database Requirements ; internal quality audits of Project Management processes ; trend analysis and feedback ; Materials Verification Testing & Inspection program (OVT) Database tool ; support for Project Closeout and acceptance ; implement Quality improvement Methodologies for overall program and project continuous improvement. | | |
| 5. | The following data is current as of: 3/17/21 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 3/28/19 | Contract Award Amount: \$5,378,518 |
| | Notice to Proceed (NTP): | 4/16/19 (Contract Execution) | Total of Task Orders Plus Modifications Approved: \$5,263,571.72 |
| | Original Complete Date: | 4/14/26 | Pending Future Task Orders and Modifications (including this action): \$19,947,286 |
| | Current Est. Complete Date: | 4/14/26 | Current Contract Value (with this action): \$25,325,804 |
| 7. | Contract Administrator: Rafael Vasquez | | Telephone Number: (213) 418-3036 |
| 8. | Project Manager: Herman Gallardo | | Telephone Number: (213) 922-1385 |

A. Procurement Background

On March 28, 2019, the Board of Directors approved award of Contract No. PS54007 to PQM, Inc. to provide Quality Management Consultant Services. The consultant services will develop, implement, and manage a Quality Management Oversight System, training, development of supporting tools. The Purple Line Extensions 2 & 3 have been selected in addition to other major projects to implement this system.

Eight (8) Contract Task Orders (TOs) and six (6) Contract Modifications (MOD) have been approved and issued to date. This action is to authorize an increase to the total authorized funding for Contract No. PS54007 with PQM, Inc., for pending future

Task Orders in the amount of \$19,947,286 increasing the authorized limit from \$5,378,518 to \$25,325,804; and authorize the CEO to execute individual Task Orders and Contract Modifications changes within the Board approved contract authority.

The Contract Task Orders and Modifications will be processed in accordance with Metro's Acquisition Policy. Contract No. PS54007 is a Cost Reimbursable Fixed Fee Contract (CPFF).

(Refer to Attachment B – Contract Task Order/Modification Log)

CONTRACT TASK ORDER /MODIFICATION LOG

QUALITY MANAGEMENT CONSULTANT (QMC)

| TO/ Mod. No. | Description | Status (approved or pending) | Date | \$ Amount | Board Approved CMA |
|--------------------|---|---------------------------------------|----------|----------------|--------------------------|
| N/A | Initial Authorized Funding | | 3/28/19 | \$5,378,518 | \$537,852 |
| TO 1 | Project Initiation | Approved | 5/17/19 | \$209,266.13 | |
| TO 2 | General Program Development and Execution | Approved | 9/6/19 | \$1,347,823.95 | |
| TO 2 - MOD 1 | General Program Development and Execution- Period of Performance Extension (POP) from 7/1/20 to 7/30/20 | Approved | 9/6/20 | \$0.00 | |
| TO 2 MOD 2 | General Program Development and Execution- Period of POP to 9-30-2020 | Approved | 9/6/20 | \$0.00 | |
| TO 3 | Quality Management Consulting Services for WPLE2 | Approved | 10/23/19 | \$422,614.40 | |
| TO 3- MOD 1 | Quality Management Consulting Services for WPLE2 -POP | Approved | | \$0.00 | |
| TO 3 MOD 2 | Quality Management Consulting Services for WPLE2 | Approved | 12/3/20 | \$578,006.93 | |
| TO 4 | Quality Management Consulting Services for WPLE3 (Tunnels) Project | Approved | 10/23/20 | \$244,042.81 | |
| TO 4 MOD 1 | Quality Management Consulting Services for WPLE3 (Tunnels) Project – POP from 7/1/20 to 6/30/21 | Approved | 6/26/20 | \$0.00 | |
| TO 5 | Quality Management Consulting Services for WPLE3 (Stations) Project | Approved | 10/23/19 | \$244,042.81 | |
| TO 5 MOD 1 | Quality Management Consulting Services for WPLE3 (Stations) Project POP from 7/1/20 to 6/30/21 | Approved | 6/26/20 | \$0.00 | |
| TO 6 | Quality Management Support Services for Highway Projects | Approved | 3/17/20 | \$20,156.44 | |
| TO 7 | Metro Quality Management Consultant (QMC) General Program Development and Execution | Approved | 9/4/20 | \$1,421,959.73 | |

| | | | | | |
|------|---|----------|----------|----------------|-----------|
| TO 8 | Metro Quality Management Consultant (QMC) General Program Development and Execution- WPLE3 (Stations and Tunnels) | Approved | 12/22/20 | \$775,658.52 | |
| | Subtotal Pending Changes: | | | | |
| | CMA Authorized by the Board and Remaining | | | | \$537,852 |
| | Approved Task Orders (TO 1 - TO 8) | | | \$4,685,564.79 | |
| | Approved Changes (TO 3 MOD 2) | | | \$ 578,006.93 | |
| | Pending Modifications: | | | \$0.00 | |
| | Total Task Orders and Modifications Issued: | | | \$5,263,571.72 | |
| | Original Contract Funding: | | | \$5,378,518 | |
| | This Board Action: | | | \$19,947,286 | |
| | New Total (Includes this Board Action): | | | \$25,325,804 | |

DEOD SUMMARY

**QUALITY MANAGEMENT CONSULTANT (QMC)
CONTRACT NO PS54007**

A. Small Business Participation

PQM, Inc. (PQM), a DBE Prime, made a 32% DBE commitment for this contract. The overall DBE participation for this contract is based on the cumulative value of all Task Orders awarded.

To date, eight (8) Task Orders have been awarded. Based on payments reported, the contract is 47.94% complete and the cumulative DBE participation of all Task Orders awarded is 33.15%. PQM is exceeding the DBE commitment by 1.15%.

| | | | |
|--|----------------|---|-------------------|
| SMALL BUSINESS COMMITMENT | 32% DBE | SMALL BUSINESS PARTICIPATION | 32.85% DBE |
|--|----------------|---|-------------------|

| | DBE Contractors | Scope of Work | Ethnicity | Current Participation |
|--------------------------------|-------------------------------|-------------------------------------|------------------|----------------------------------|
| 1. | PQM, Inc. / DBE Prime) | Quality Management Consulting | Caucasian Female | 27.83% |
| 2. | NSI Engineering, Inc. | Quality Management Consulting | Caucasian Female | 1.47% |
| 3. | System Consulting, LLC. | QMO Support | African American | 3.85% |
| Total DBE Participation | | | | 33.15% |

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. Project Labor Agreement/Construction Careers Policy is applicable only to

construction contracts that have a construction contract value in excess of \$2.5 million.

BEST PRACTICE INITIATIVE
QUALITY MANAGEMENT OVERSIGHT (QMO)

Goal

The goal of Metro's Quality Management Oversight Program Management was to develop and implement a systemized approach to project oversight for all Program Management department projects. This initiative falls under the Metro Vision 2028 Strategic Plan goal number 5.4 which states: "Metro will apply prudent commercial business practices to create a more effective agency."

Background

Issue:

The idea of Metro considering improvements to its contractor oversight approach was described in a peer review conducted by Kevin Diviness of Denver's RTD transit agency. RTD has had success with a similar approach to program and project oversight, that prompted Metro's Program Management department to explore the possible implementation of similar oversight techniques and best practices on Metro's capital program. It's important because Metro, like most agencies, understands that it doesn't have all the answers related to best practices and sometimes looks to the successes achieved by other agencies that have deployed proven best practices that may be different than some of Metro's. The above noted peer review was initiated as a result and became the catalyst in the development of the QMO Program best practices related to project oversight to help us achieve our goals.

How the issue was brought to the department's attention:

Metro's Chief Program Management Officer, Rick Clarke experienced this oversight approach as a best practice prior to coming to Metro. In addition, the Quality Management department had previously identified that our Quality Management System needed to be updated. These factors combined with the ideas from the peer review prompted a more serious discussion about improving our overall quality management oversight approach.

Best Practice

Overview on best practice:

Implement a risk-based quality management oversight (QMO) program and requirements management database tool to monitor Metro's consultants' and

contractors' activities and performance throughout project delivery. Monitoring activities include the implementation of management systems as well as design and construction work products. The QMO program will provide a consistent and more effective way for all project teams at Metro to oversee quality and management of their capital program projects.

Partnerships:

Quality Management department has formed strong relationships with the project teams and senior executives of the Program Management and other supporting departments during this initiative.

Funding:

It is anticipated that the costs for the QMO Program will be more than offset by savings resulting from a reduction of engineering and construction management consultant staff resources on the projects. This is due to the implementation of the risk-based priority planning and sampling methods, progressive acceptance and related accelerated project closeout, and the efficiencies of executing the oversight activities through the integrated QMO database that all project participants use to execute their role in the processes. These savings are augmented with mitigations of potential claims, rework, and scope creep, that are achieved through the defensible requirements-based approach to oversight, and a greater focus on activities with higher risk activities of the contractors, and overall continuous improvements on the projects.

For the Quality Management department's role in implementing the QMO Program, aside from the minimal annual QMO Program wide management resources, there are no financial impacts beyond what the Board authorizes through the life-of-project (LOP) budgets.

Project costs:

The costs associated with this initiative include consultant fees, Metro has contracted with a Quality Management Consultant team of quality management experts to assist with the development and implementation of the QMO Program.

Process

The deployment of the best practices of the QMO Program are in progress. The proposed QMO Plan and Procedures will apply to all Metro groups supporting the Program Management department, including engineering and construction consultants performing oversight on the capital projects. This requires replacing or

updating the current policies and procedures. This will result in a standardized, consistent, and integrated oversight approach to measure contractor performance of both end-products and processes to control the work. The approach uses a risk-based prioritization and sampling to focus on activities having higher risk. Performance data is leveraged for data analytics, identification of trends, and reporting to provide constructive performance feedback for continuous improvements.

The Program Management Department, with the support and expertise of the Quality Management Consultant, has begun to implement the QMO Program on the first two pilot projects. The Westside Purple Line Extension Sections 2 & 3 began implementing the QMO Program 14 months ago, currently 80% of the QMO Program procedures are being utilized on these projects, and the results of the program have been favorable for Metro and well received by the contractors.

The Quality Management Department completed a thorough review and revision of all quality related sections of the design-build and design-bid-build contracts, and construction management support services contracts to ensure consistency in language and approach. This exercise was done to ensure that potential bidders are clear on Metro's policy for managing quality and that the results of their performance will be transparent to all project stakeholders.

Results

Metro is currently undertaking the largest transportation construction program in the nation. Recognizing that a consistent application of oversight is key to effective project delivery, Metro has implemented a systemized approach to project oversight. The QMO Program, currently implemented on Westside Purple Line Extension Sections 2 & 3, has proven to provide the following benefits to Metro:

- Improved confidence and accountability to project stakeholders through the transparent results of performance on key design and construction activities.
- Improved communications to project participants through monthly QMO Program reports and Quarterly reviews of performance and improvement actions.
- Improved effectiveness of project oversight staff resources, through training on the revised approach and reallocation of resources focus and efforts within and the project teams.
- Improved quality of contract requirements and Metro procedures because of the review and analysis of Metro policy's, plans, procedures, and procurement documents.

How the agency utilized this best practice:

The QMO Program deployment on the Westside Purple Line Extensions Sections 2 and 3. In addition, the Quality Management Department is working toward the ISO 9001: 2015 registration for the capital program projects. This effort follows a plan, schedule, and progress tracking. An ISO Steering Committee has been established to lead this effort through to registration. Continued implementation of the QMO Program on current and newly added projects is the primary focus over the next two years. Metro plans to award multiple major capital improvement projects in FY22 and FY23, most of which will utilize the QMO Program.

Top three initiative achievements:

1. Buy-in on the approach from Metro leadership and project stakeholders.
2. Program and project level quarterly reviews of contractor performance supported by performance data and resulting trend analysis.
3. 80% of the QMO Program Processes and Procedures have been implemented on the pilot projects.

Additional Resources

1. Gap analysis report
2. Kevin Diviness report
3. QMO plan and procedures
4. Quarterly review presentations
 - a. Program Level
 - b. PLE 2
 - c. PLE 3
5. QMO awareness training



Board Report

File #: 2021-0251, **File Type:** Project

Agenda Number: 34.

**CONSTRUCTION COMMITTEE
MAY 20, 2021**

**SUBJECT: ACTIVE TRANSPORTATION PROJECTS CONSTRUCTION MANAGEMENT
SUPPORT SERVICES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. Execute a four-year cost plus fixed fee Contract No. AE71435MC080 with the most qualified firm, Ramos Consulting Services, Inc., after successful negotiations, to provide Construction Management Support Services for Metro Active Transportation Projects, in an amount Not-To-Exceed base year of \$15,896,000, plus two (2) one-year options (\$1,987,000 each year) that may be exercised in the future, subject to resolution of any properly submitted protest; and
- B. Negotiate and execute individual Contract Work Orders and Contract Modifications up to the authorized Not-to-Exceed amount.

ISSUE

A Construction Management Support Services (CMSS) consultant is required to provide design review, construction management, and administration of construction contracts associated with the Active Transportation Projects listed below to ensure such projects are completed in compliance with contract requirements and applicable government regulations. Projects include the Rail to Rail Active Transportation Corridor Segment A, the Eastside Access Improvements Project, and the Los Angeles Union Station Forecourt and Esplanade Improvements Project. Construction management support services will be provided for final design, pre-construction activities, administration of construction, and contract close out.

BACKGROUND

The Rail to Rail Active Transportation Corridor - Segment A Project (Rail to Rail) will implement streetscape, pedestrian safety, and bicycle access improvements. Once completed, the project will

result in a 5.5-mile active transportation corridor between the A Line (Blue), the J Line (Silver) the future LAX/Crenshaw Line. The project utilizes the Metro-owned Harbor Subdivision right-of-way (ROW) alignment. Metro originally envisioned a Design-Build project delivery approach for this project, but the Design-Bid-Build project delivery method was later preferred because of its potential for schedule efficiencies.

The Eastside Access Improvements Project (EAIP) is a multi-modal improvements project in the heart of downtown Los Angeles, designed to improve First/Last mile access by implementing streetscape, pedestrian safety, bicycle access improvements within an approximately one-mile radius of the future Metro Regional Connector Gold Line 1st/Central Station. (Little Tokyo/Arts District Station). The project goals are to improve livability of the community, facilitate linkages to Union Station, and integrate bicycle and pedestrian access to Metro Rail, Bus, and Bike systems.

The Los Angeles Union Station Forecourt and Esplanade Improvements Project (LAUSFAE) will implement streetscape, pedestrian safety and bicycle access improvements along north of Alameda Street to Cesar Chavez Boulevard. The project goals are to improve livability of the community, facilitate linkages to Union Station, and integrate bicycle and pedestrian access to Metro Rail, Bus, and Bike Share systems.

DISCUSSION

This contract is in support of three (3) separate Metro Active Transportation Projects with similar features. The Rail to Rail Active Transportation Corridor (Rail to Rail), Eastside Access Improvement Project (EAIP), and Los Angeles Union Station Forecourt and Esplanade Improvements (LAUSFAE) incorporate streetscape, pedestrian safety and bicycle access, and mobility improvements. All projects are situated partially within City of Los Angeles (COLA) ROW. The three projects share similar scope elements, such as construction of new bike paths and pedestrian walkways, installation of low-impact development (LID) landscaping, public area lighting, security cameras, wayfinding signage, street improvements, and improvements connectivity to Metro Rail, Bus, and Bike Share systems.

The Rail to Rail project is anticipated to begin construction by October 2021 and complete construction by June 2024. All street improvements will be under the jurisdiction of City of Los Angeles, California Department of Transportation (Caltrans), or County of Los Angeles. Approved for construction drawings have been approved by Metro and the City and County of Los Angeles. BNSF had maintained an operating easement from 1992 on the Project corridor along the Metro-owned Harbor Subdivision rail ROW, which BNSF and Metro came to an agreement on in 2019, for BNSF to relinquish the easement, in order to allow Metro to implement the Project. To date, all ROW, easement, and license agreements necessary to build the project have been obtained.

The EAIP project access improvements will enhance the livability of the existing Little Tokyo and Arts District neighborhoods within the heart of Downtown Los Angeles, and will facilitate linkages to nearby Union Station with the integrations of bicycle and pedestrian access to Metro rail and bus systems. Approved for construction drawings have been approved by the City of Los Angeles. The

project is anticipated to begin construction in June 2021 and complete construction by November 2022.

The LAUSFAE project will enhance pedestrian and bicycle access and safety to and from Los Angeles Union Station <<https://www.metro.net/about/union-station/>> and surrounding communities. This project implements a piece of the Connect US Action Plan <<https://www.metro.net/about/union-station/connect-us-action-plan/>>, which was finalized in 2015 and identified active transportation improvement projects in the vicinity of Union Station to create safe access for people walking, bicycling, and rolling to Union Station.

The three (3) subject ATP projects are design-bid-build projects. As such, it is beneficial to have additional reviews of the technical bid documents by a consultant team to minimize risks to Metro during construction. The CMSS consultant will provide review and support of the technical bid documents, administration, oversight and inspection services during construction, and technical support during the close out phases of the project. The CMSS consultant will provide skilled individuals to assist Metro with the construction management of the project. The consultant team will reside in an integrated project field office with Metro staff.

One Contract Work Order (CWO) for construction management support services will be issued to support each of the three (3) ATP projects. Each CWO will include negotiated direct labor, indirect cost rates, general and administrative expenses, fixed fee, and negotiated hours for the level of effort to match the work. The CWOs will be funded from the available project budgets. Staff shall ensure that project controls are in place prior to approving and issuing a CWO, and will closely monitor the consultant's budget, incurred costs, and schedules. No funds are obligated until the CWO is approved.

Board approval of the recommendations does not commit to construction of the project. Initial work orders will focus on pre-construction activities.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety

FINANCIAL IMPACT

The EAIP project is a Measure R 35% Transit funded project with Board approved life-of-project (LOP) budget of \$29.7 million. The Rail to Rail and LAUSFAE projects are funded through annual budget adoption. This is a multi-year contract/project and the Project Managers, the Cost Center Manager and the Chief, Program Management Officer is responsible for budgeting in future fiscal years.

IMPACT TO BUDGET

There are no impacts to the FY22 Proposed Budget. Funding for CWOs will be provided through the

respective project budgets. Since Rail to Rail and LAUSFAE are funded annually, the CMSS contract scope of work will be planned on an annual basis, in line with Board approved project budgets, until the LOP budgets are established. The CWO for EAIP project will be funded according to its LOP budget funding plan.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

...Alternatives Considered

ALTERNATIVES CONSIDERED

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative is not recommended, as it would require diversion of staff resources from on-going projects and would require the hiring of multiple full-time personnel that are not immediately available or funded.

NEXT STEPS

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. AE71435MC080. If negotiations with Ramos Consulting Services, Inc. are not successfully completed Metro staff will enter into negotiations with second most qualified firm.

ATTACHMENTS

Attachment A - Procurement Summary

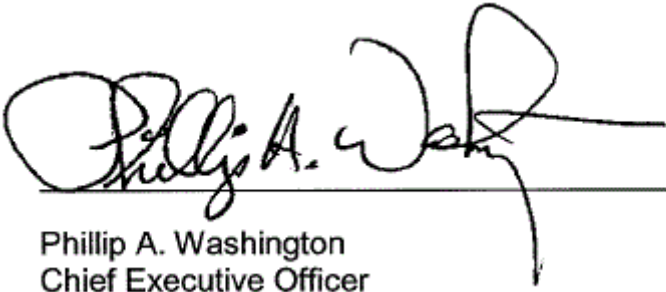
Attachment B - DEOD Summary

Prepared by: Brad Owen, Executive Officer Program Management, (213) 418-3143

Reviewed by:

Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449

Debra Avila, Chief Vendor/Contracts Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES
CONTRACT NUMBER AE71435MC080**

| | | |
|----|---|--|
| 1. | Contract Number: AE71435MC080 | |
| 2. | Recommended Vendor: Ramos Consulting Services, Inc. | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: September 11, 2020 | |
| | B. Advertised/Publicized: October 9, 2020 | |
| | C. Pre-Proposal Conference: October 7 and 23, 2020 | |
| | D. Proposals Due: December 9, 2020 | |
| | E. Pre-Qualification Completed: April 21, 2021 | |
| | F. Conflict of Interest Form Submitted to Ethics: December 10, 2020 | |
| | G. Protest Period End Date: May 21, 2021 | |
| 5. | Solicitations Picked up/Downloaded: 325 | Proposals Received: 13 |
| 6. | Contract Administrator: Vanessa Vingno | Telephone Number: 213-922-7574 |
| 7. | Project Manager: Sapana Shah | Telephone Number: 818-435-7759 |

A. Procurement Background

This Board Action is to approve Contract No. AE71435MC080, Construction Management Support Services Contract, for Active Transportation projects that involves design review, construction management, and administration of construction contracts for Rail to Rail Active Transportation Corridor Segment A, Eastside Access Improvement Project, and Los Angeles Union Station Forecourt and Esplanade Improvements.

The recommended consultant will furnish all of the labor, materials, and other related items required to perform the services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and Period of Performance.

The Request for Proposals (RFP) was an Architecture and Engineer (A&E), qualifications based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost Plus Fixed Fee (CPFF) for a term of three (3) years plus 2 one year options. A virtual pre-proposal conference was held on October 7, 2020, in accordance to the California Governor Executive Order N-33-20 related to COVID-19. Another virtual pre-proposal conference was held on October 23, 2020, because of the delayed release of the newspaper

advertisement. Three hundred twenty five (325) individuals from various firms picked up or downloaded the RFP Package.

Four (4) Amendments were issued during the Solicitation phase of this RFP:

- Amendment No. 1, issued on September 16, 2020, to extend the due date and update the contact information for DEOD
- Amendment No. 2, issued on September 22, 2020, to revise the letter of invitation to reflect the contract duration instead of an exact date, and add Exhibit 16 Experience questionnaire form.
- Amendment No. 3, issued on October 6, 2020, to revise the scope of services and add Exhibits 11 and 13 forms.
- Amendment No. 4, issued October 13, 2020, to extend the due date to December 9, 2020, Add the date of the second pre-proposal conference, and update the critical dates.

A total of thirteen (13) proposals were received on December 9, 2020, from the following firms, in alphabetical order:

1. ABA Global, Inc.
2. Alex San Andres
3. Cordoba Corporation
4. Destination Enterprises
5. Ghirardelli Associates, Inc.
6. KDG Construction Consulting
7. MARRS Services, Inc.
8. Morgner-Valle, JV
9. PMCS Group, Inc.
10. PPM Group, Inc.
11. PreScience Corporation
12. Ramos Consulting Services, Inc.
13. Vanir Construction Management, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Transportation Planning, Program Management and Program Control was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience and Capabilities of Firms on the Team..... (20%)
- Experience and Capabilities of Individuals in The Team (20%)

- Effectiveness of Management Plan..... (25%)
- Project Understanding and Approach..... (35%)

Total 100%

The evaluation criteria are appropriate and consistent with criteria developed for other A & E procurements. Several factors were considered when developing the weightings, giving the greatest importance to Project Understanding and Approach.

This is an AE, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the months of December 2020 thru April 2021, the PET evaluated twelve (12) written proposals. Of the thirteen (13) proposals received, one (1) was determined to be non-responsive. On March 31, 2021 through April 1, 2021, Metro held a virtual Oral Presentation with each of five (5) proposing firms.

1. Destination Enterprises
2. MARRS Services, Inc.
3. Morgner-Valle, JV
4. PMCS Group, Inc.
5. Ramos Consulting Services, Inc.

The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the SOS presented in the RFP. Sealed cost proposals were received from the five proposers at the time of oral presentations.

The proposal for Alex San Andres was determined to be non-responsive to the requirements of the RFP Documents. Alex San Andres was not registered with the Department of Industrial Relations as required in IP-02 of the RFP stating that no contractor or subcontractor may be listed on a proposal for a public works project unless registered with the Department of Industrial Relations. Alex San Andres was excluded from further evaluation.

The seven other proposals were determined to be outside the possibility of an award, therefore, excluded from further consideration.

Qualifications Summary of the responsive firm within the Competitive Range:

Ramos Consulting Services, Inc – Strengths

- Proposal demonstrated extensive experience with Metro and the City of LA on transit and Active Transportation Projects.
- Proposed team had experience in all areas of the Scope Of Services (SOS), including rail Right of Way.
- Proposal identified various specific lessons learned regarding unknown utility impacts, specifically, at intersections, establishing relations with 3rd party agencies and demonstrated successful completion of projects on time and within budget.
- Key personnel possessed experience presented and 100% availability through 2023; except for, environmental specialist
- Proposal identified deep pool of qualified staff to cover peak periods. Most members exceeded minimum requirements and some personnel had experience on EATP projects.
- Proposal demonstrated experience in managing multiple Metro projects with methods enabling cost savings
- Proposal provided a 100 days and 60 days action plan demonstrating a staffing plan that significantly exceed the RFP minimum requirements.
- Proposal demonstrated a thorough and comprehensive understanding of the SOS, including areas with long lead times, focusing on early completion resulting in lessening impacts to project schedule.

Ramos Consulting Services, Inc – Weaknesses

- The Proposal has no significant weaknesses or deficiencies.

MARRS Services, Inc. – Strengths

- Experience of key personnel exceeded minimum requirements. The Resident Engineers proposed for this project demonstrated experience in all task related to their role described in the SOS. One Resident Engineer had previous experience as a Resident Engineer for LA River bikeway project, recent projects involving approvals thru Los Angeles Department of Transportation, coordination of utility, and curb ramps construction in City of LA. Proposed Office Engineer supported Expo segment bike path.

- The proposed approach demonstrated a thorough understanding of the level of effort and unique challenges for projects of similar type and magnitude.
- The proposal demonstrate that the firm has a significant workforce capacity and suggested 24/7 availability.

MARRS Services, Inc. - Weaknesses

- The Proposal had no significant weaknesses or deficiencies.

Morgner-Valle, JV – Strengths

- Proposal demonstrated their technical knowledge. The proposed Resident Engineer had experience in managing and designing road improvements, pedestrian, and bikeway paths.
- Proposal subconsultants had strong track record with hands on experience expediting traffic control plan and other permitting activities from multiple local agencies.
- Proposal included a 30-60-90 day plan that demonstrated the level of effort and identified percent of staff needed throughout the ATP projects, including additional staff required during peak need. Proposal identified a detailed list of monthly project status reports which identified key aspects of the project that demonstrated sound understanding of Metro’s PMIS function, mobilization challenges and monthly reporting expectations.
- Proposal emphasized the support of Disadvantaged Business Enterprises and suggested creative ways of engaging the community that substantially met the RFP requirements.

Morgner-Valle, JV - Weaknesses

- The Proposal had no significant weaknesses or deficiencies.

Destination Enterprises – Strengths

- The Proposal referenced challenges on their project and were able to overcome those challenges while ensuring minimum impacts to schedule and budget.
- The Proposal demonstrated that firms on the team had experience administering multiple projects at once, as well as experience in local construction, similar projects, and Metro projects.

- Proposed approach indicated a thorough understanding of the project goals and methods essential to the performance of the project, such as change control, timely response to compliance, and a thorough explanation of how the SOS would be implemented.

Destination Enterprises - Weaknesses

- The Proposal had no significant weaknesses or deficiencies.

PMCS Group, Inc. – Strengths

- Proposal demonstrated successful record of completion of projects, identified various lessons learned for each of their projects that may be of value to Metro projects.
- Proposal identified key personnel with local city agencies and federally funded project. Proposed Resident Engineers had experience in multiple Metro projects.
- Proposal discussed roles and specific experience relevant for each project and 100% availability of staff to perform on all projects.
- Proposal demonstrated detailed description to implement various plans, such as, third party management, regular schedule updates, risk management, lessons learned and claims avoidance using specific technology.
- Identified strategy to keep communication as open as possible between stakeholders on project.

PMCS Group, Inc. – Weaknesses

- The Proposal had no significant weaknesses or deficiencies.

The Proposal Evaluation Team (PET) ranked the five proposals invited to make oral presentations and assessed major strengths, weaknesses and associated risks of each of the proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|----|--|---------------|----------------|------------------------|----------|
| 2 | <u>Ramos Consulting Services, Inc.</u> | | | | |
| 3 | Experience and Capabilities of Firms on the Team | 94.40 | 20% | 18.88 | |
| 4 | Experience and Capabilities of Individuals on the Team | 94.60 | 20% | 18.92 | |
| 5 | Effectiveness of Management Plan | 94.32 | 25% | 23.58 | |
| 6 | Project Understanding and Approach | 93.57 | 35% | 32.75 | |
| 7 | Total | | 100.00% | 94.13 | 1 |
| 8 | <u>MARRS Services, Inc.</u> | | | | |
| 9 | Experience and Capabilities of Firms on the Team | 93.40 | 20% | 18.68 | |
| 10 | Experience and Capabilities of Individuals on the Team | 95.00 | 20% | 19.00 | |
| 11 | Effectiveness of Management Plan | 95.60 | 25% | 23.90 | |
| 12 | Project Understanding and Approach | 90.94 | 35% | 31.83 | |
| 13 | Total | | 100.00% | 93.41 | 2 |
| 14 | <u>Morgner-Valle, JV</u> | | | | |
| 15 | Experience and Capabilities of Firms on | 92.90 | 20% | 18.58 | |

| | | | | | |
|----|--|-------|----------------|--------------|----------|
| | the Team | | | | |
| 16 | Experience and Capabilities of Individuals on the Team | 93.75 | 20% | 18.75 | |
| 17 | Effectiveness of Management Plan | 91.80 | 25% | 22.95 | |
| 18 | Project Understanding and Approach | 93.34 | 35% | 32.67 | |
| 19 | Total | | 100.00% | 92.95 | 3 |
| 20 | <u>Destination Enterprises</u> | | | | |
| 21 | Experience and Capabilities of Firms on the Team | 92.00 | 20% | 18.40 | |
| 22 | Experience and Capabilities of Individuals on the Team | 92.50 | 20% | 18.50 | |
| 23 | Effectiveness of Management Plan | 92.48 | 25% | 23.12 | |
| 24 | Project Understanding and Approach | 89.49 | 35% | 31.32 | |
| 25 | Total | | 100.00% | 91.34 | 4 |
| 26 | <u>PMCS Group, Inc.</u> | | | | |
| 27 | Experience and Capabilities of Firms on the Team | 91.25 | 20% | 18.25 | |
| 28 | Experience and Capabilities of Individuals on the Team | 88.65 | 20% | 17.73 | |

| | | | | | |
|----|------------------------------------|-------|----------------|--------------|----------|
| 29 | Effectiveness of Management Plan | 90.28 | 25% | 22.57 | |
| 30 | Project Understanding and Approach | 89.00 | 35% | 31.15 | |
| 31 | Total | | 100.00% | 89.70 | 5 |

Note: All Scores rounded to the second decimal.

C. Cost Analysis

Metro will complete the negotiations to determine that the recommended estimated costs are fair and reasonable, based on cost analyses of labor rates, indirect rates and other direct costs in accordance with Metro's Procurement Policies and Procedures. Metro will complete negotiations to establish indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost for task orders, during the contract term to compensate the consultant.

| Proposer: | | | |
|--------------------------|----------------------------------|----------------------------|---------------------------|
| Contract Duration | Proposal Amount | CMSS Staffing Plan | NTE Funding Amount |
| Base Period – 3 Years | \$11,587,413.75 ⁽¹⁾ | \$8,933,600 ⁽²⁾ | \$15,896,000 |
| Option Year 1 | \$3,0460,45.23.00 ⁽¹⁾ | \$2,508,000 ⁽³⁾ | \$1,987,000 |
| Option Year 2 | \$888,637.82 ⁽¹⁾ | \$710,400 ⁽⁴⁾ | \$1,987,000 |

- (1) The proposal amount is based on the Metro established staffing plan.
- (2) The amount \$8,933,600 is the Level of Effort for 3-year base Period of the Contract.
- (3) The amount \$2,508,000 is the Level of Effort for Option Year 1 Period of the Contract.
- (4) The amount \$710,400 is the level of Effort for Option Year 2 Period of the Contract.

The CMSS Staffing plan was established based on the SOS developed for the Contract. The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the SOS by the Consultant and sub-consultants.

D. Background on Recommended Contractor

Ramos Consulting Services, Inc. is a California based Corporation located at Pasadena, CA, and was established 2010. A certified Disadvantaged Business Enterprise (DBE) Ramos Consulting Services, Inc. has coordinated and managed similar projects of more than \$10 million in public works and active transportation projects over the past five years. The firm provides quality infrastructure consulting services with a particular emphasis on public related projects including active transportation, bus transit, local rail transit, rapid transit, transit systems, bridge, highway, and roads. Ramos Consulting Services Inc recently received an award

from the American Council of Engineering Companies for “Firm of the Year” award, the company was recognized for its successful participation and contributions to local transit projects in Los Angeles County.

Most of Ramos Consulting Services Inc.’s key personnel have over two decades in experience in construction Management support with experience in Active Transportation in Los Angeles County. A number of these projects being similar in scope to the Active Transportation projects includes: Expo Bike Path, West Purple Line Extension, Regional Connector Transit Corridor and Patsaouras Plaza Busway Ramos Consulting Services Inc.’ staff has an excellent understanding of the Los Angeles and local cities, agencies and Metro requirements, personnel and practices.

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES
 CONTRACT NUMBER AE71435MC080

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this Contract Work Order (CWO) solicitation. Ramos Consulting Services, Inc. exceeded the goal by making a 40% DBE commitment for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, Ramos Consulting Services, Inc. will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitments will be determined based on cumulative DBE participation of all Task Orders awarded.

| | | | |
|----------------------------|----------------|----------------------------------|----------------|
| Small Business Goal | 30% DBE | Small Business Commitment | 40% DBE |
|----------------------------|----------------|----------------------------------|----------------|

| | DBE Subcontractors | Ethnicity | % Committed |
|-------------------------|---------------------------------------|-------------------|--------------------|
| 1. | Ramos Consulting Services (DBE Prime) | Hispanic American | TBD |
| 2. | Vicus, LLC | Hispanic American | TBD |
| 3. | Zephyr UAS, Inc. | Hispanic American | TBD |
| 4. | Cabrinha, Hearn & Associates | Hispanic American | TBD |
| Total Commitment | | | 40.00% |

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).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0124, File Type: Contract

Agenda Number: 36.

EXECUTIVE MANAGEMENT COMMITTEE MAY 20, 2021

SUBJECT: LOCUS LICENSE PURCHASE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a one-year, sole-source, firm-fixed price Contract No. PS74047000 to Cambridge Systematics, Inc. for the purchase of Locus software license and maintenance in the amount of \$650,000 on behalf of the Regional Integration of Intelligent Transportation Systems (RIITS).

ISSUE

The current Locus software license, which provides Location-Based Services (LBS) data and was used to support the development of the NextGen Bus Plan, provides only limited 2017 and 2020 data and contains usage restrictions that reduce the effectiveness of this license. As the region emerges from the impacts of COVID-19, new data requirements and expanded usage of the license is needed to determine impacts to the transportation system and identify mobility improvements.

BACKGROUND

Data has emerged as a critical component to better understand transportation and in particular the impacts of the COVID-19 pandemic on mobility. Data and data services are increasingly provided through new forms of licensed software that enables agencies to improve awareness, analyze transportation/mobility impacts and develop more informed decisions. The essential role of data and its management is identified in Metro's Recovery Task Force report and the Board's Street Safety motion. As an example, data services, provided through the Locus license, were used by Metro Operations in the development of the NextGen Bus Plan.

DISCUSSION

In support of Metro's Vision 2028, staff has identified emerging data sources that can be used to better monitor, analyze and improve mobility, transportation and equity. Cambridge Systematics' LBS Locus software represents one such data source. Metro's current Locus license contains usage restrictions that limit access to the data and provides a limited dataset. The new license will enable Metro, through RIITS, to increase both the number of data users and provide an expanded menu of

available data.

In support of this action, RIITS coordinated with a variety of units including Operations, the Office of Extraordinary Innovation (OEI), Highway Programs, Planning and Equity. As a result, the new license will include LBS data covering transit, rail, goods movement, traffic, bike, pedestrians, and telecommuting. The license will allow RIITS to share the software and data through a non-exclusive, nontransferable, unlimited, royalty-free, paid-up, and perpetual license. Future renewals may include additional datasets and data refreshes or updates. The processed data, provided via the Locus license, provides a historical perspective and presents the opportunity to better understand aggregated travel pattern. RIITS, working in collaboration with stakeholders, will continue to identify and pursue data sources and licenses, including emerging big data opportunities, that will enhance Metro's ability to understand, monitor, analyze and develop solutions to improve mobility, transportation, and equity.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions may have a positive impact on the safety of the public and our employees. The collection and sharing of data and data services enables transportation stakeholders to improve their awareness and develop solutions to address transportation issues including safety.

FINANCIAL IMPACT

The cost of this contract, \$650,000, is included in the approved FY21 budget in cost center 3351, project 405526.

Impact to Budget

The award of the Locus license will have no impact on the budget for RIITS in FY21. RIITS is primarily funded from Prop C 25% - Streets and Highways. Securing of this license through RIITS may produce some future funding efficiencies by reducing the need for stakeholders to budget for similar licensed data.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goal 4.1 which states, "Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan". Goal 4.1 includes a guiding principle that Metro will work to build trust with partners and stakeholders across the County in the interests of sharing data and information for transparent and inclusive decision-making.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this contract for a Locus license. This is not recommended as it would restrict Metro's ability to share the data and obtain the additional necessary datasets in the most cost-effective manner.

NEXT STEPS

Upon approval, staff will execute Contract No. PS74047000 with Cambridge Systematics, Inc. and move forward to secure the license, implement/integrate the license within RIITS and begin outreach and sharing with stakeholders.

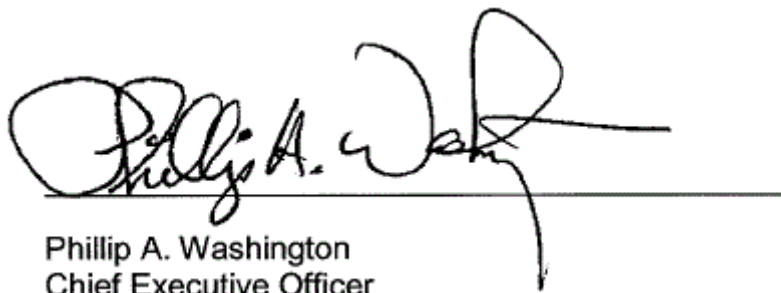
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Kali K Fogel, RIITS Administrator, (213) 922-2665
Kenneth Coleman, DEO Highway Operations/Congestion Reduction, (213) 922-2951

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction,
(213) 922-3061
Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LOCUS LICENSE PURCHASE/PS74047000

| | | |
|----|---|--|
| 1. | Contract Number: PS74047000 | |
| 2. | Recommended Vendor: Cambridge Systematics, Inc. | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: March 31, 2021 | |
| | B. Advertised/Publicized: N/A | |
| | C. Pre-Proposal Conference: N/A | |
| | D. Proposals Due: April 1, 2021 | |
| | E. Pre-Qualification Completed: In process | |
| | F. Conflict of Interest Form Submitted to Ethics: April 30, 2021 | |
| | G. Protest Period End Date: N/A | |
| 5. | Solicitations Picked up/Downloaded: 1 | Bids/Proposals Received: 1 |
| 6. | Contract Administrator: Ernesto DeGuzman | Telephone Number: (213) 922-7267 |
| 7. | Project Manager: Kali Fogel | Telephone Number: (213) 922 2665 |

A. Procurement Background

This Board Action is to approve sole source Contract No. PS74047000 issued to Cambridge Systematics, Inc. for Locus software license and maintenance services.

A Request for Proposal was issued on March 31, 2021 in accordance with Metro's Acquisition Policy for sole source procurements and the contract type is firm fixed price. A goal of 3% SBE and 3% DVBE was assigned to this procurement.

The proposal was received from Cambridge Systematics, Inc., on April 1, 2021.

B. Evaluation of Proposal

The proposal was evaluated by staff from LA SAFE's Highway Operations Department.

The proposal was evaluated for technical and financial merit, proposer experience and expertise, and understanding of the services to be provided. The proposal was deemed responsive and the evaluation determined that Cambridge Systematics could perform the service.

Qualifications Summary of Proposer

Cambridge Systematics, Inc. provides strategic planning and management services, objective analysis and technology applications for passenger, commercial, freight and transit systems in the public and private sectors.

C. Price Analysis

The recommended price of \$650,000, while \$165,000 over Metro’s independent cost estimate (ICE) of \$485,000, is determined to be fair and reasonable.

| Proposer Name | Proposal Amount | Metro ICE | Negotiated Amount |
|-----------------------------|------------------------|------------------|--------------------------|
| Cambridge Systematics, Inc. | \$650,000 | \$485,000 | \$650,000 |

The ICE was based on staff’s best projection of the cost of licenses based on the purchase of licenses in 2020. However, only a handful of limited licenses were purchased at that time. Under this procurement, Metro needs to purchase a larger number of unlimited licenses so that they may be used by all agencies who need to access data in the Regional Integration of Intelligent Transportation Systems (RIITS).

D. Background on Recommended Contractor

Cambridge Systematics, Inc, was established in 1972 and provides consultancy services, including technology applications, to the public transportation industry domestically and abroad. Its client base includes the Federal Transit Administration, the American Public Transportation Association, and the California Department of Transportation.

DEOD SUMMARY

LOCUS LICENSE PURCHASE / PS74047000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Cambridge Systematics, Inc. exceeded the goal by making a 4.91% SBE and 3.49% DVBE commitment.

| | | | |
|----------------------------|---------------------------|----------------------------------|---------------------------------|
| Small Business Goal | 3% SBE 3% DVBE | Small Business Commitment | 4.91% SBE 3.49% DVBE |
|----------------------------|---------------------------|----------------------------------|---------------------------------|

| | SBE Subcontractors | % Committed |
|----|-----------------------------|--------------------|
| 1. | Redhill Group, Inc. | 4.91% |
| | Total SBE Commitment | 4.91% |

| | DVBE Subcontractors | % Committed |
|----|------------------------------|--------------------|
| 1. | Virtek Company | 3.49% |
| | Total DVBE Commitment | 3.49% |

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

File #: 2021-0203, File Type: Plan

Agenda Number: 38.

**EXECUTIVE MANAGEMENT COMMITTEE
MAY 20, 2021****SUBJECT: CALIFORNIA STATE TRANSPORTATION AGENCY - CLIMATE ACTION PLAN FOR
TRANSPORTATION INFRASTRUCTURE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER transmitting Climate Action Plan for Transportation Infrastructure (CAPTI) comment letter (Attachment A) to the California State Transportation Agency.

ISSUE

The Los Angeles County Metropolitan Authority (Metro) has engaged with the California State Transportation Agency (CalSTA) in their development of the draft Climate Action Plan for Transportation Infrastructure ([CAPTI <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2021-calsta.pdf>](https://calsta.ca.gov/-/media/calsta-media/documents/capti-2021-calsta.pdf)), which will implement Governor Newsom's Executive Orders (EOs) on Climate Change. These EOs, [N-19-19 <https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf>](https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf) and [N-79-20 <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>](https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf) rest on the foundation of climate legislation such as AB 32 (2006), SB 375 (2008), and SB 743 (2013), as well as Governor Brown's EO B-30-15 (2015). EO N-19-19 calls for actions to reduce greenhouse gas (GHG) emissions by leveraging discretionary state transportation funds. EO N-79-20 requires state transportation agencies to identify near-term actions and investment strategies to improve clean transportation, sustainable freight, and transit options.

BACKGROUND

On September 20, 2019, Governor Newsom issued EO N-19-19 which calls for actions from multiple state agencies to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change. This EO includes a direct acknowledgement of the role the transportation sector must play in tackling climate change. Specifically, the EO acknowledges that California has ambitious climate goals to transition to a healthier, more sustainable economy, including reducing GHGs 40% below 1990 levels by 2030. Although substantial progress has been made in recent years, direct emissions from cars, trucks, ships, diesel trains, airplanes, and other transportation sources have remained a driver of GHG emissions, totaling 40.1 percent statewide.

The EO directs CalSTA to leverage state funding programs where the State plays a role in scoping,

recommending or selecting projects to further the implementation of the transportation vision. State funding programs include:

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)
- Local Partnership Program (LPP)
- Solutions for Congested Corridors Program (SCCP)
- State Highway Operations & Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit & Intercity Rail Capital Program (TIRCP)

Since the release of the EO, much has changed in California and across the world. California now finds itself in a recession and a pandemic, both of which have significantly impacted transportation system needs and funding. Many agencies have embarked upon new efforts to examine transportation investments relative to equity impacts. New policies on equity in the Draft CAPTI are an example of the initial results of these efforts.

CalSTA has acknowledged that the current COVID-19 crisis is a fluid situation and will continue to evaluate assumptions and strategies as they develop the Action Plan. Implementation of this Action Plan is scheduled to begin upon finalization of the plan in the summer of 2021.

DISCUSSION

CalSTA, through multiple working group meetings and webinars, developed and released the first draft of the CAPTI investment strategies in June 2020, and the Draft CAPTI on March 10, 2021. Under the draft plan, the State will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals. To steer those investments the draft plan has 10 guiding principles:

1. Building toward an integrated, statewide rail and transit network
2. Investing in networks of safe and accessible bicycle and pedestrian infrastructure
3. Including investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
4. Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
5. Making safety improvements to reduce fatalities and severe injuries of all users toward zero
6. Assessing physical climate risk for transportation infrastructure projects
7. Promoting projects that do not substantially increase passenger vehicle travel
8. Promoting compact infill development while protecting residents and businesses from displacement
9. Developing a zero-emission freight transportation system
10. Protecting natural and working lands.

Interdepartmental Review and Input

The draft plan's Investment Framework also includes recommended strategies and actions to

address these principles. Planning staff held and attended several meetings with impacted departments/agencies within and outside of the agency to secure input on areas of interest. Staff used this input to respond to a CalSTA survey and participate in several statewide workshops. As a result of Metro's and other agencies' comments, CalSTA made some helpful refinements to the Investment Framework. Planning staff is generally pleased with the progress CalSTA has made to refine the draft CAPTI. Specifically, the plan now recommends accelerating TIRCP funds for vitally important funding for zero-emission buses to support a statewide fleet transition. Additionally, equity provisions are now included in multiple areas of the plan, and in increased detail.

Metro supports CalSTA's vision for funding and implementing infrastructure for zero-emission freight vehicles, which is in alignment with the ultimate goal of Metro's 710 Clean Truck Program. Metro will seek support from CalSTA, regional stakeholders and the federal government to implement the necessary interim step of replacing diesel trucks with near-zero emission, low-NOx trucks to support Metro's near-term air quality and equity goals for the I-710 corridor communities, disadvantaged communities adjacent to freight-intensive highway corridors and facilities and the region at large.

Freight projects on the highway system also deserve special attention for state investment. Through an aggressive funding plan for cleaner truck technology, the State can mitigate climate change and public health issues related to highway capacity projects that may increase truck vehicle miles traveled (VMT). Metro notes that it is important to recognize California's goods movement system's dependence on trucks to move the lion's share of goods between facilities, businesses and homes and the need to provide greater access to infrastructure and cleaner technology.

Metro believes that the State should commit to an ongoing, dedicated, robust funding source to support the conversion of heavy-duty vehicles-specifically buses and trucks-to cleaner alternatives to support LA County's effort to recover economically in a sustainable and equitable manner.

Additionally, on the highway side, Metro supports policies and strategies for the reduction of vehicle miles traveled (VMT). In this area, the new draft introduces the concept of a VMT Bank. Staff looks forward to working with the California Transportation Commission (CTC) on the details for this concept that will make the transportation funding programs work with VMT reduction policies. In addition, we appreciate the draft's recognition of the importance of roadway improvements such as Express Lanes that increase bus speeds and produce revenue to support VMT-reducing modes of transportation. Our recommendation in this area is to assure that these facilities are recognized as supporting person throughput, while encouraging commuters to opt out of congestion, which contributes to emissions.

CAPTI also recommends advancing a discussion relating to priced managed lanes as a congestion reduction tool. This is a significant opportunity to advance the use of pricing in our State and CAPTI could help to advance the use of this tool. As this effort progresses it is also important to ensure that roles and responsibilities in pricing systems are clear. Where local agencies bear the financial liability in developing and implementing pricing systems, it is important to ensure that local decision making is maintained for all aspects of the program. This includes local flexibility to make decisions regarding the operation of pricing systems to ensure that the programs can maintain optimal operating conditions.

Overall, staff appreciates CalSTA's leadership in the development of the draft CAPTI. We feel that our programs are well-aligned with the CAPTI and feel confident that we can work within it to partner successfully on a slate of projects to benefit local communities, while supporting the state's effort to meet its important climate and equity goals. Metro looks forward to working with the State to realize the issues raised in the the goods movement area and to have more detailed discussions on roadway pricing and VMT management. We recommend sending the letter (Attachment A) to CalSTA to emphasize Metro's position.

Equity Platform

Transmittal of the comment letter will address Pillar III - Focus and Deliver of the Equity Platform. The CAPTI will support sustainable infrastructure projects that align with the shared climate, health and social equity goals of the State and Metro. As the CAPTI will guide ongoing and future partnerships between the State and Metro, it is important to communicate our comments of support and concern to ensure that actions and projects carry out Equity Platform objectives.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no direct impact on the safety of our customers or employees. However successful engagement with CalSTA may ensure funding for important projects across Los Angeles County that support pedestrian, bicycle, transit and motorized vehicle safety including elements of the I-710 Corridor Project, a key goal of which is to improve safety.

FINANCIAL IMPACT

The requested action will have no impact to the FY 22 budget. However, working closely with CalSTA on the Draft Investment Framework for transportation investments can result in enhanced funding to support Metro's key priorities and initiatives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions fulfill Strategic Plan Goal 4 by partnering with regional and state partners to develop transformative plans or policies to address transportation funding challenges and investment issues throughout the state.

The CAPTI may help implement some of the elements of other key Metro plans, such as the Sustainability Plan and the Draft Highway Programs Modernization Plan. For instance;

- Emissions and Pollution Control Target 1 of the Sustainability Plan is to transition Metro's fleet to zero emissions technology. CAPTI's Strategy 2.3 is to accelerate Cap and Trade Cycles to support the deployment of ZEV/rail fleets and transit/rail network improvements.
- Resilience and Climate Adaption Target 2 of the Sustainability Plan directs staff to incorporate climate adaptation into planning, procurement, asset management and operations by 2025,

using the flexible adaptation pathways concept. CAPTI's Strategy 5.2 may help as it requires updating transportation infrastructure competitive program guidelines to incentivize climate adaptation and climate risk assessments/strategies.

Likewise, the CAPTI and the draft Metro Highway Modernization Plan are aligned in some key areas.

- The Draft Highway Programs Modernization Plan Attachment A emphasizes improvement of traffic flow and reduction of recurring traffic. CAPTI's Strategy 1.1 prioritizes Solutions for Congested Corridors program projects that enable travelers to opt out of congestion as well as prioritizing transportation solutions that focus on reducing VMT.
- The attachments of the Highway Programs Modernization Plan identify bikeways, sidewalk, improvements and pedestrian safety improvements as eligible Highways Program projects for Measures R and M while CAPTI's Strategy 2.4 is to increase funding to the California Active Transportation Program, which provides funding for bicycle and pedestrian projects.

These are a small sample of the areas of alignment of the CAPTI with Metro plans and policies.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the requested recommended action to transmit the attached comment letter to CalSTA. However, by doing so this would be a missed opportunity for Metro to highlight areas of concern and influence transportation funding policies related to goods movement and highway projects.

NEXT STEPS

Upon approval of the recommendation, staff will work with CalSTA according to the following schedule to follow the draft plan through the finalization and implementation:

- Submit comment letter to CalSTA (May 30 deadline)
- Targeted Adoption and Release of Final Action Plan in June 2021
- Submittal Plan to the Governor and Legislature by July 15

ATTACHMENTS

Attachment A - CAPTI Comment Letter

Prepared by: Dominica Smith, Manager, Countywide Planning & Development, (213) 922-2795
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Michael Cano, DEO, Countywide Planning & Development, (213) 418-3010
Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
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ATTACHMENT A

May 27, 2021

David S. Kim, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: LA Metro Comments Regarding Draft Climate Action Plan for Transportation Infrastructure

Dear Secretary Kim:

The Los Angeles County Metropolitan Transportation Authority (LA Metro) is deeply committed to improving mobility, equity, public health and quality of life for LA County residents. As the state's most populous county with the busiest seaport complex, we recognize that our work implementing transportation projects, programs and technologies will play a vital role in the state realizing its climate goals, and we appreciate the state's support in driving investment into LA County to leverage local funds and to improve the way we move people and goods.

LA Metro very much appreciates your leadership at the California State Transportation Agency (CalSTA), especially in leading the important collaborative dialogue to develop policies increasing accessibility, improving air quality and combating climate change. LA Metro stands ready to partner with the state to attain these mutual outcomes, and we are pleased to submit the following comments on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI) released on March 10, 2021.

LA Metro supports the goals and vision of the CAPTI and welcomes several updates to the preliminary draft plan materials. First and foremost, we appreciate the proposed increase of vitally important funding for zero emission public transit vehicles as part of an accelerated Cap-and-Trade Program. This funding will help advance Metro's initiative to transition the agency to a 100 percent zero emission bus fleet by 2030. We would further urge the state to commit to dedicated and ongoing funding to replace all heavy duty non-zero emission transit vehicles with zero emission technology as soon as possible.

LA Metro compliments CalSTA's efforts and success in identifying some of the many ways that equity must be directly addressed within the actual strategies of the plan. As a leader in implementing equity into its policies and programs, Metro supports the principles of diversity, equity and inclusion in transportation investment decisions, and looks forward to working with you to help identify areas of improvement so we can achieve safe and equitable access to opportunity for all Californians. To that end, we also look forward to working with you to identify funding to increase the resources available for the Active Transportation Program among other programs designed to support these important goals.

LA Metro supports the efforts identified in the CAPTI to expand the use of priced managed lanes in California. As this effort proceeds, we urge the State to recognize two important principles that should be respected in existing and future pricing programs and policies. First, when local agencies sponsor projects, they are also responsible for the financing of those projects; therefore, the responsibilities of the local agency with respect to the management of toll revenues should be preserved. Second, the local agencies that

manage these programs should retain local authority to make decisions relating to the operation of the pricing systems.

LA County's—and the state's—economic recovery from COVID-19 will depend heavily on the efficient, sustainable, and equitable movement of goods through the Ports of LA and Long Beach and between regional manufacturing, logistics and distribution facilities, and to local businesses and homes. Diesel-powered freight vehicles have arguably the greatest impact among mobile sources on climate outcomes, thus they are perhaps the most critically important components of the capital landscape to transform immediately. LA Metro supports an expedited transition to a zero-emission freight future, particularly opportunities to invest in infrastructure necessary to support future usage of zero-emission freight vehicles. Our I-710 Clean Truck Program seeks to implement a progressive transition to zero-emission technology, which includes an important interim step of replacing existing Class 8 diesel trucks with available low-NO_x, near-zero emission technology to address equity, air quality and public health needs for LA County today. According to our 2021 Goods Movement Strategic Plan, the health effects associated with exposure to diesel truck emissions exacerbated the impacts of COVID-19 and created greater rates of morbidity. Taking an aggressive approach—both for the interim near-zero approach and the ultimate zero-emission solution to replacing diesel trucks—to improving the climate will help LA Metro achieve greater public health for LA County residents, many from disadvantaged and minority communities that live along major goods movement highway corridors.

LA Metro also supports strategies and policies to reduce Vehicle Miles Traveled (VMT). We appreciate CalSTA's recognition of the importance of roadway improvements that increase bus speeds and that generate revenue to support VMT-reducing modes of transportation, such as priced, managed lanes (ExpressLanes in LA County). Metro staff looks forward to working with the California Transportation Commission (CTC) on the details of the proposed VMT bank, which is an important concept that will make the transportation funding programs workable. We appreciate this recognition and we further recommend that these ExpressLanes facilities be recognized as supporting person throughput and encouraging commuters to opt out of congestion.

On behalf of LA County I thank and commend you and your staff for the excellent effort and transparency that you have used to develop the Draft CAPTI. We look forward to working with you and the CTC to finalize and implement this transformative plan.

Should you have any questions about these comments, please contact Wil Ridder, LA Metro's Executive Officer for State/Federal Policy and Programming at ridderw@metro.net or 213-922-2887.

Sincerely,

Phillip A. Washington
Chief Executive Officer

The background features a large, stylized graphic of the letters 'M' and 'A' in a light beige color, set against a dark green circular backdrop. This is overlaid on a larger orange circular shape, which is itself on a dark grey background.

Climate Action Plan for Transportation Infrastructure (CAPTI)

Executive Management Committee

May 20, 2021



Metro

A Brief History

- Over the past 10 years, State policies around transportation and the environment have become more intertwined.
- Transportation generates the largest sector of greenhouse gas emissions (GHG) in the State of California.
- If the State is going to reduce GHG, transportation has to be a component.
- Transportation decisions don't happen in a vacuum.
- Land use decisions are also a factor.

General Policy and Legislative Framework

- Global Warming Solutions Act of 2006 (AB 32)
- SB 375 (2008)
- SB 743 (2013)
- Cap and Trade
- N-19-19 (Newsom) directs California State Transportation Agency (CalSTA) to leverage discretionary funds to meet state climate goals
- N-79-20 (Newsom) directs all cars in the state to be zero emission by 2035 and trucks to be zero emission by 2045

Where Are We Today?

- SB 743 is being implemented – many of our highway projects were started before the timeframes in Caltrans' requirements but future ones will undergo new scrutiny
- SB 261 (Allen) – would implement recommendations of the SB 150 report and could impact our planning processes and projects. California Air Resources Board is considering clean truck rules
- Legislature is considering funding for ZEB efforts
- CAPTI - In March 2021, CalSTA issued its draft plan outlining its vision for the California Transportation Commission leveraging its discretionary funding programs to implement the Governors' Executive Orders.



Metro

The CAPTI Investment Framework – Seven Strategies

1. Cultivate and accelerate sustainable transportation innovation by leading with state investments
2. Support a robust economic recovery by revitalizing transit, supporting ZEV deployment, and expanding active transportation investments
3. Elevate community voices in how we plan and fund transportation projects
4. Advance state transportation leadership on climate and equity through improved planning & project partnerships
5. Support climate resilience through transportation system improvements and protections for natural and working lands
6. Support local and regional innovation to advance sustainable mobility
7. Strengthen transportation-land use connections

Metro's Priorities Align with CAPTI

- Increased funding for transit and active transportation
- New and accelerated funding for zero-emission transit vehicles
- Emphasis on zero-emission freight infrastructure
- Highways - overall emphasis on reducing vehicle miles traveled (VMT) and positive messaging on priced managed lanes
- Measures to improve equity and address displacement

Key Metro Comments on CAPTI

- Funding for zero-emission bus acquisition and charging infrastructure
- Clean freight expansion that includes funding for trucks and fueling infrastructure that supports and interim step of using near-zero technology
- Continued partnership in funding Express Lanes with focus on developing a comprehensive pricing authorization that maintains regional/local sponsors' operational decision-making
- Support for reducing VMT



Board Report

File #: 2020-0062, File Type: Contract

Agenda Number: 42.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 20, 2021

SUBJECT: EXECUTE CONTRACT WITH SOUTHERN CALIFORNIA EDISON (SCE) TO UPGRADE UTILITIES AT DIVISION 9 & EL MONTE TRANSIT CENTER, EXECUTE CONTRACT MODIFICATION WITH BYD FOR DIVISION 9 (D9) DEPOT CHARGERS, AND GRANT DESIGN-BUILD AUTHORITY FOR CHARGING INFRASTRUCTURE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. NEGOTIATE AND EXECUTE a cost reimbursable Contract with SoCal Edison (SCE) to upgrade Division 9 (D9) and EL Monte Bus Depot utilities to support the full electrification of Battery Electric Buses procured from BYD, for an amount Not-To-Exceed \$19,565,853.
- B. EXECUTE Modification No. 7 to BYD Coach & Bus, LLC (BYD), to add forty-four (44) Heliox Depot Chargers, software licenses, installation and commissioning support, and twelve (12) year warranty service and support for D9 charging infrastructure at the Firm Fixed price of \$22,938,872 increasing the Contract Value from \$48,528,900 to \$71,467,772.
- C. INCREASE the Contract Modification Authority amount from \$4,777,472 to \$30,778,325 to incorporate upgrades to the charging infrastructure and for vehicle configuration changes for Contract OP28367-002, with BYD Coach & Bus, LLC.

CONSIDER:

- D. FIND that awarding a design-build delivery method authority, pursuant to Public Utilities Code Section 130242(b), will achieve for Metro certain private sector efficiencies through the integration of design, project work and components.

Approval requires a two-thirds affirmative vote.

- E. Approve the hiring of an initial five (5) new, non-contract full-time employees as a part of the FY22 midyear budget process to ensure the successful delivery of the ZEB program.

ISSUE

In July 2017, Metro's Board of Directors approved a motion to "convert the Metro Orange Line to full Zero Emission operation by 2020 and the Metro Silver Line as soon as feasible, thereafter."

In accordance with the Board motion staff executed contracts with BYD for 100 forty-foot Battery Electric Buses (BEB); a base order of 60 BEBs followed by an option order for 40. Concurrently, staff proceeded with designs to upgrade the charging infrastructure at D9, the El Monte Transit Center, and Harbor Gateway Transit Center (HGTC).

Approval of staff's recommendations is necessary to contract with SCE and BYD to upgrade the utilities and deliver and install the chargers and charging infrastructure necessary to support anticipated service levels with BYD 40' BEB's.

BACKGROUND

In July 2017 the Metro Board approved a motion to convert the Silver Line to full Zero Emission operation as soon as feasible, thereafter 2020. One element is to upgrade the utilities at D9 and the adjacent El Monte Transit Center to support the anticipated service with 40' BEB's. It is staff's recommendation for SCE to upgrade the charging locations with the necessary power and for BYD to provide the depot chargers. In parallel, Metro will initiate a solicitation for the civil work to install the chargers.

Power Supply

In support of the plan, SCE completed a Method of Service (MOS) study to analyze the existing sites and develop strategies to meet the charging needs at D9 and the El Monte Transit Center. In all, five charging options were considered.

- Only one, Option E, provides Metro with the anticipated 10 MW power, minimizes impact to operations, and provides the maximum resiliency to minimize risk of power outages. However, it will take approximately 44 months to complete the work once SCE is awarded a contract.
- Option A is considered only a temporary solution while work on one of the other options is performed. Option A can be implemented shortly after SCE is awarded a contract; however, the 10 MW will be available only during off-peak hours. During peak hours power will be limited to 5 MW. This option may be acceptable in the near term; however, it will create operational risk and does not offer the resiliency necessary to reduce the risk of power outages.

Therefore, it is staff's recommendation to issue a contract to SCE for Options A and E. This will permit Metro to initiate ZEB operation on the Silver Line once the depot and en-route charges are installed. One hundred percent ZEB operation from D9 will be possible when the Option E work is completed.

Chargers

BYD's contracts include delivery of depot chargers. However, these chargers use BYD's proprietary design, are non-standard, are compatible only with BYD equipment, and have limited eligibility for funding, e.g., they are not eligible for SCE Charge Ready Transport program.

Since the BYD contracts were first awarded July 2017, there has been significant advancement in charger standards and design. Chargers conform to approved standards allowing for compatibility with fleets from multiple vendors, have greater and faster charging capacity allowing for operational flexibility, and occupy a smaller footprint which is critical for our space-challenged depots. Therefore, it is staff's recommendation to issue BYD a contract modification to upgrade the chargers with a depot charging strategy utilizing SAE3105-1 overhead charging infrastructure.

Civil Work

Civil work at D9 and the El Monte Transit Center is required to install the chargers, electrical cabinets, and ancillary equipment. Typical work includes installation of concrete pads and running of conduits and wire. To minimize risk to project schedule, staff is seeking Board approval to use a design-build project delivery method for deploying charging infrastructure as appropriate.

PUC Section 130242 requires a finding by a two-thirds majority vote by the Board to use the design-build project delivery method.

DISCUSSION

SCE - MOS Study and Proposed Solutions

Prior to the MOS being initiated, SCE determined that 5 MW is currently available for D9 and the El Monte Transit Center. Staff calculated that 10 MW is required for the complete transition to 100% BEB operation from D9 and the El Monte Transit Center.

The MOS Study conducted by SCE offered Metro five (5) options to meet the charging needs. These proposed options are presented below, along with the associated costs and staff's assessments:

- Option A - \$149,644
 - Project Scope: Install necessary cable to support temporary service of 10 MW without Preferred Emergency (PE) Gear.
 - Staff assessment. Acceptable only as a temporary solution for startup service.
It may be possible for Metro to stay under the 5MW cap during peak hours by using robust charge management system, batteries, a larger solar installation, and on-site power generation. It may be necessary for SCE to allow 10MW of load to flow permanently during off peak hours. This option would save over \$19M in upfront costs, but comes with additional risks if the charging cannot be consistently performed to stay under the cap. In addition, the El Monte Transit Center charging requirements make this option very difficult to achieve.

- Option B - N/A
 - Project Scope: Install necessary cable to support temporary service of 10 MW with PE Gear.
 - Staff Assessment: N/A
SCE determined that serving the requested load with PE gear is not feasible due to reliability and operational requirements; therefore no scope or cost was provided.

- Option C - \$5,237,746
 - Project Scope: Install (1) 66/12 kV 28 MW transformers and (1) 66 kV line without redundancy.
 - Staff Assessment. Not recommended.
Option C proposes the addition of a new customer-dedicated substation and installing a new tap configuration 66kV line segment (approximately 0.6 mile) from the existing Anita-Amador 66 kV Line to Metro Substation creating the new Anita-Amador-Metro 66 kV Line. It is noted that the substation would be dedicated to Metro but would be owned by SCE.

- Option D - \$15,757,721
 - Project Scope: Install (1) 66/12 kV 28 MW transformer and (2) 66 kV lines for transmission line redundancy.
 - Staff Assessment: Not recommended.
Option D proposed the addition of a new customer-dedicated substation with one (1) transformer and two (2) 66 kV lines. Option D saves nearly \$3.7M as compared to Option E but adds a risk power outage due to transformer failure. While the probability of transformer failure is low, any failure would disrupt service until the transformer is replaced.

- Option E - \$19,416,209
 - Project Scope: Install (2) 66/12 kV 28 MW transformers and (2) 66 kV lines for transmission line and transformer redundancy.
 - Staff Assessment: Recommended.
Option E proposes the addition of a new customer-dedicated substation with two (2) transformers and two (2) 66 kV lines; the maximum resiliency available. SCE studied looping in the existing Anita-Amador 66 kV Line by installing approximately 0.9 mile of new underground circuit from Metro's Sub-station to the existing Amador-Anita 66 kV Sub-transmission Line creating the new Amador-Metro 66 kV Line and installing approximately 0.78 mile of overhead and underground circuit creating the new Anita-Metro 66 kV Line. The construction schedule is around 44 months for this option.

SAE3105-1 Depot Chargers

The proposed solution by BYD requires installing an overhead inverted pantograph per bus; e.g., 100 total, to charge the BEBs while parked. The pantographs will be suspended from an overhead gantry fitted with one 175kW Heliox charger providing power to every three pantographs. This system complies with the SAE J3015-1 overhead charging standards.

Additionally, CNG fueling lanes will be equipped with a 450kW charger per lane so buses can get a burst of charge while being cleaned. This maintains an operational commonality with CNG buses that will still be at D9 during the transition. Additionally, this helps reduce the peak electrical demand on the electric circuit.

Civil Work | Design-Build

Design-build is a method of project delivery through which Metro contracts directly with a single entity that is responsible for both design and subsequent construction services for the stated project. Metro

has successfully utilized design-build contracts on various capital programs. Staff seeks suitable opportunities to utilize the design-build delivery method for the civil work associated with the charging infrastructure. The design-build approach offers numerous benefits:

- A single point of responsibility for design, installation, and construction.
- Functional specifications are provided which promotes more open competition
- More budgeted projects can be accomplished by adding design/build capacity.
- Risk for design is shifted to the design/build contractor; therefore, changes related to design may be minimized.
- Schedule efficiency and significant time savings may be realized because construction may proceed while design is being finalized.
- Administrative costs may be reduced by combining the solicitation process for the design and construction phases;
- Save construction management and engineering resources during the construction phase; and
- Minimize contractor-generated changes resulting in a reduced contract closeout time.

These contracts will be awarded to the lowest price responsive, responsible bidder meeting the requirements set forth in the invitation for bids.

Approve Addition of Staff

Successful execution of a charging infrastructure program requires a skilled and experienced staff exclusively dedicated to this effort. Staff is requesting the approval of five (5) new non-contract positions in FY22 as listed below:

- Two (2) Sr. Manager Project Control. In the coming months, it is anticipated that two concurrent civil projects will be active at different locations. Each should be staffed with a Sr. Manager, Project Control.
- Two (2) Sr. Engineers. Minimally, each Sr. Manager Project Control should be supported by a Sr. Engineer.
- One (1) Sr. Analyst. It is anticipated that the projects will need to be supported by an analyst to coordinate budget and financial matters with Metro's internal stakeholders.

This initial request is part of the total FTE need for infrastructure support which is planned as part of the Zero Emission Bus (ZEB) program. The five (5) positions will be hired on using available FTEs created through the FY22 midyear budget process. Upon approval of Recommendation E, staff will immediately commence recruitment processes to establish a ZEB specific qualified candidate pool for the five (5) positions with anticipated start dates of Q2/Q3 of FY22. This will be done through the FY22 midyear budget process. As the scale of the work evolves, staff may return and request Board approval for additional positions.

Staff's Recommendation

1. SCE - MOS Study and Proposed Solutions: Staff recommends executing Options A and E.

Option A will allow Metro to maintain and continue operation, initiate ZEB service while the major substation upgrade is performed. Option E will allow Metro to meet its long-term power needs with the greatest level of resiliency available. This approach will provide 10 MW and be scalable to increased power levels, if needed.

2. SAE3105-1 Depot Chargers: The solution proposed by BYD is considered the most robust and efficient in terms of operation and maintainability. It also ensures compatibility with manufacturers employing the same standards.
3. Design-Build: This authorization allows Metro to potentially reduce schedule, minimize risk to Metro, and reduce costs.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety. Recommendations A-D will allow Metro to initiate ZE operations on the Silver Line in the quickest and most cost-effective manner and provide the electrical power to support further expansion of ZE operation.

FINANCIAL IMPACT

Budget for the recommended action is included in the Life of Project (LOP) budget of Capital project 201077 - BYD 40 Foot Zero Emission Buses. Due to SCE payment requirements, a payment is scheduled for early FY22. Staff will closely monitor the financial situation and if needed, will request Board approval of a Mid-year budget amendment to make the payment. Since the project requires multi-year contracts, the Cost Center Manager, and Project Manager will be responsible for future fiscal year budgeting.

Impact to Budget

The combined funding for these actions include Federal, State and Local sources including Green Funds. Staff can also pursue funds such as LCTOP and BOS 5307 for this electrification effort. Staff also continues to pursue all additional grant and rebate opportunities as they materialize. This will help ensure that the Bus Acquisition and Electrification Program remain funded while enacting the fleet conversion to Zero Emissions by 2030.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity and Goal #4 Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

Staff has considered leaving the existing circuit that supplied both Division 9 and El Monte Transit Center SCE service delivery alone; however, this approach is not recommended as this cannot

support the Board's directive to convert the entire fleet to zero emission buses.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended as this is critical to facilitate the timely execution and associated deliverables of Metro's ZEB Master Plan and Vehicle Engineering and Acquisition capital and operating projects.

NEXT STEPS

Upon Board approval, staff will continue to competitively award individual task orders, on an as-needed basis, for engineering, technical, and program management support services. Also, staff will commence recruitment activities for the five (5) positions critical to support the ZEB program and hire these positions when the FY22 budget is amended.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary
Attachment D - Funding / Expenditure Plan

Prepared by: Marc Manning, Senior Director, Vehicle Engineering and Acquisition (213) 922-5871
Jesus Montes, Senior Executive Officer, Vehicle Engineering and Acquisition (213) 418-3277

Reviewed by: James T. Gallagher, Chief Operations Officer (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051

PROCUREMENT SUMMARY

**ZIXTY 40-FOOT ZERO EMISSION TRANSIT
BUS CONTRACT / CONTRACT NO. OP28367-002**

| | | | |
|----|---|------------|---|
| 1. | Contract Number: OP28367-002 | | |
| 2. | Recommended Vendor: BYD Coach & Bus, LLC (BYD) | | |
| 3. | Mod. Work Description: See Attachment B | | |
| 4. | Contract Work Description: See list of pending and negotiated changes in Attachment B. | | |
| 5. | The following data is current as of: 4/2018 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 9/08/2017 | Contract Award Amount: \$47,774,723 |
| | Notice to Proceed (NTP) | 9/08/2017 | Total of Modifications Approved: \$754,177 |
| | Original Complete Date: | 8/16/2019 | Pending Modifications (Including this action) \$22,938,872 |
| | Current Est. Complete Date: | 11/01/2021 | Current Contract Value (with this action) \$71,467,772 |
| 7. | Contract Administrator: Joe Marzano | | Telephone Number: 213-922-7014 |
| 8. | Project Manager: Julio Rodriguez | | Telephone Number: 213-922-6603 |

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 for on-route opportunity charger licenses and monitoring for forty-four (44) depot-chargers, one hundred twenty (120) smart charging licenses, one hundred twenty (120) monitoring licenses, support for installation, commissioning of all the chargers, and twelve (12) years of extended warranty for service and maintenance to support Metro's Bus Operations and infrastructure for the Silver Line in the amount of \$22,938,872.

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

On July 20, 2017, the Board awarded Contract No.: OP28367-002 to BYD Coach & Bus, LLC, for the manufacture and delivery of the 60 units of the 60' ZE transit buses in the Not-to-Exceed amount of \$47,774,723. Attachment B shows the list of pending and negotiated change orders.

B. Cost/Price Analysis

The recommended price of \$22,938,871.73 including tax, 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 |
|------------------------|------------------|--------------------------|
| \$22,938,872 | \$27,313,908 | \$22,938,872 |

CONTRACT MODIFICATION/CHANGE ORDER LOG

**BYD COACH & BUS, LLC. -FOOT ZERO EMISSION TRANSIT BUS CONTRACT
OP28367-002**

| Mod. no. | Description | Status (approved or pending) | Date | \$ Amount |
|-----------------|---|-------------------------------------|-------------|------------------------|
| 1 | Modify SP-38 LEP definition of Disadvantage Worker | Approved | 1/9/19 | \$ 0 |
| 2 | Exercise 3.0 Optional Configuration - APC PF-1 | Approved | 12/3/19 | \$326,780 |
| 3 | Extend Period of Performance for Base Buy to 11/1/2021 | Approved | 12/27/19 | \$ 0 |
| 4 | Negotiated changes in configuration on base buy buses | Approved | 4/16/20 | (\$473,710) |
| 5 | Procure 10 shop chargers | Approved | 9/30/20 | \$450,514 |
| 6 | On-Route OPP chargers (8) Difference from original 300kW to 450kW | Approved | 4/12/21 | \$450,592.80 |
| 7 | Depot Chargers, Licenses, Monitoring, Infrastructure | Pending | Open | \$22,938,871.73 |
| | Modification Total: | | | \$23,693,048.70 |
| | Original Contract: | Approved | 9/8/17 | \$47,774,723 |
| | Total: | | | \$71,467,771.70 |

DEOD SUMMARY**BYD COACH & BUS, LLC - FORTY-FOUR (44) HELIOX DEPOT CHARGERS, SOFTWARE LICENSES, INSTALLATION AND COMMISSIONING SUPPORT, AND TWELVE (12) YEAR WARRANTY SERVICE AND SUPPORT FOR D9 CHARGING INFRASTRUCTURE / OP28367-002****A. Small Business Participation**

BYD Coach and Bus, LLC, a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. BYD Coach and Bus, LLC reported that it submitted its overall Disadvantaged Business Enterprise (DBE) goal of 3% to FTA for FY20, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

E. Local Employment Plan

Local Employment Plan Program is applicable on this contract. Staff will monitor progress on all LEP commitments, including the contractual commitments in creating employment opportunities in the State of California and the 40% commitment to hire disadvantaged workers.

**Funding and Expenditure Plan
CP201077**

| In Thousands | Expenses Through FY20 | FY21 YTD Q3 | FY21 Q4 | FY22 | FY23 | FY24 | Total LOP | % of Total |
|---|--------------------------|----------------|------------------|-----------------|------------------|-------------|------------------|------------|
| Uses of Funds | | | | | | | | |
| Vehicles & Charging Infrastructure | \$ - | \$ - | \$ 19,566 | \$ 6,882 | \$ 16,057 | \$ - | \$ 42,505 | |
| Spare Parts, Optional Features, Training Aids | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Labor | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Travel/Administration | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total Project Costs | \$ - | \$ - | \$ 19,566 | \$ 6,882 | \$ 16,057 | \$ - | \$ 42,505 | |

| In Thousands | Expenses Through FY20 | FY21 YTD Q3 | FY21 Q4 | FY22 | FY23 | FY24 | Total LOP | % of Total |
|--|--------------------------|----------------|------------------|-----------------|------------------|-------------|------------------|------------|
| Sources of Funds | | | | | | | | |
| State: LCTOP | | | \$ 19,566 | \$ 6,882 | \$ 12,552 | | \$ 39,000 | |
| Local: PC40% / MR 2% / General / Other | | | | | \$ 3,505 | | \$ 3,505 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Total Project Funding | \$ - | \$ - | \$ 19,566 | \$ 6,882 | \$ 16,057 | \$ - | \$ 42,505 | |

Note: Funding plan depicts the sources for the proposed recommendations.
 LCTOP is a state approved funding source for this project and use.
 Other Local funding sources are eligible sources for the use of funds in excess of LCTOP.

SCE | Upgrade Utilities for Division 9 & El Monte Transit Center BYD | Deliver Depot Chargers for Division 9



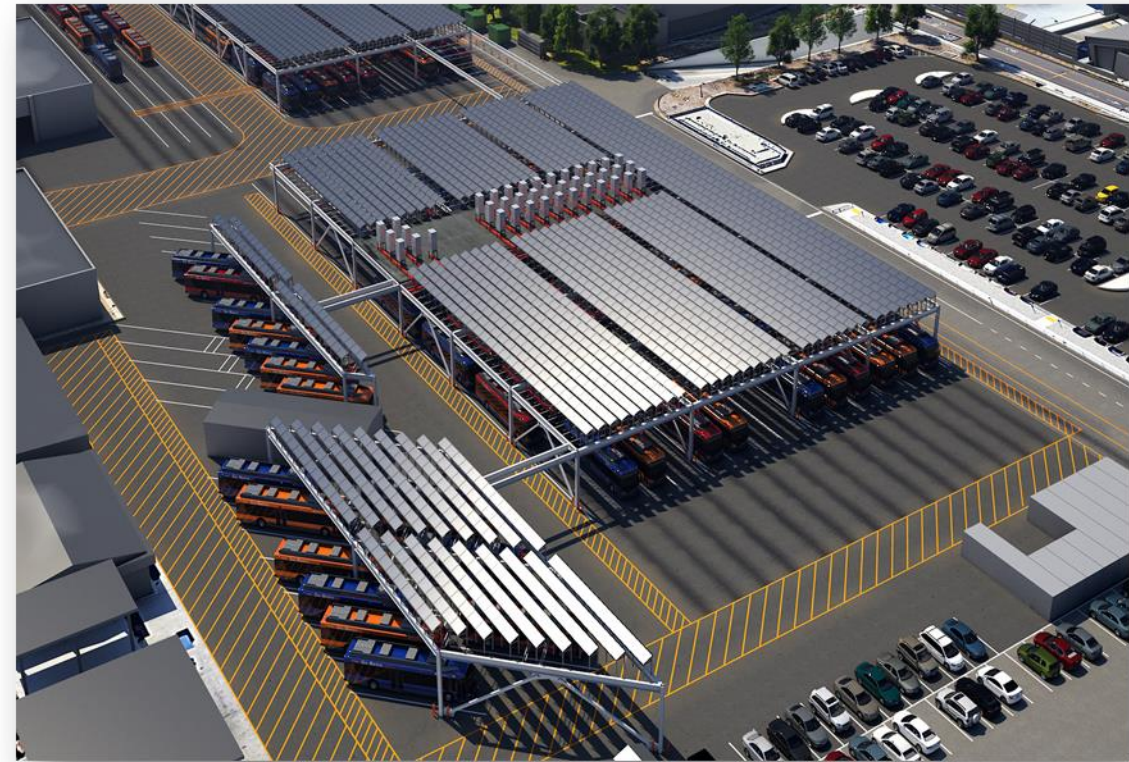
Metro

Executive Management Committee

May 20, 2021

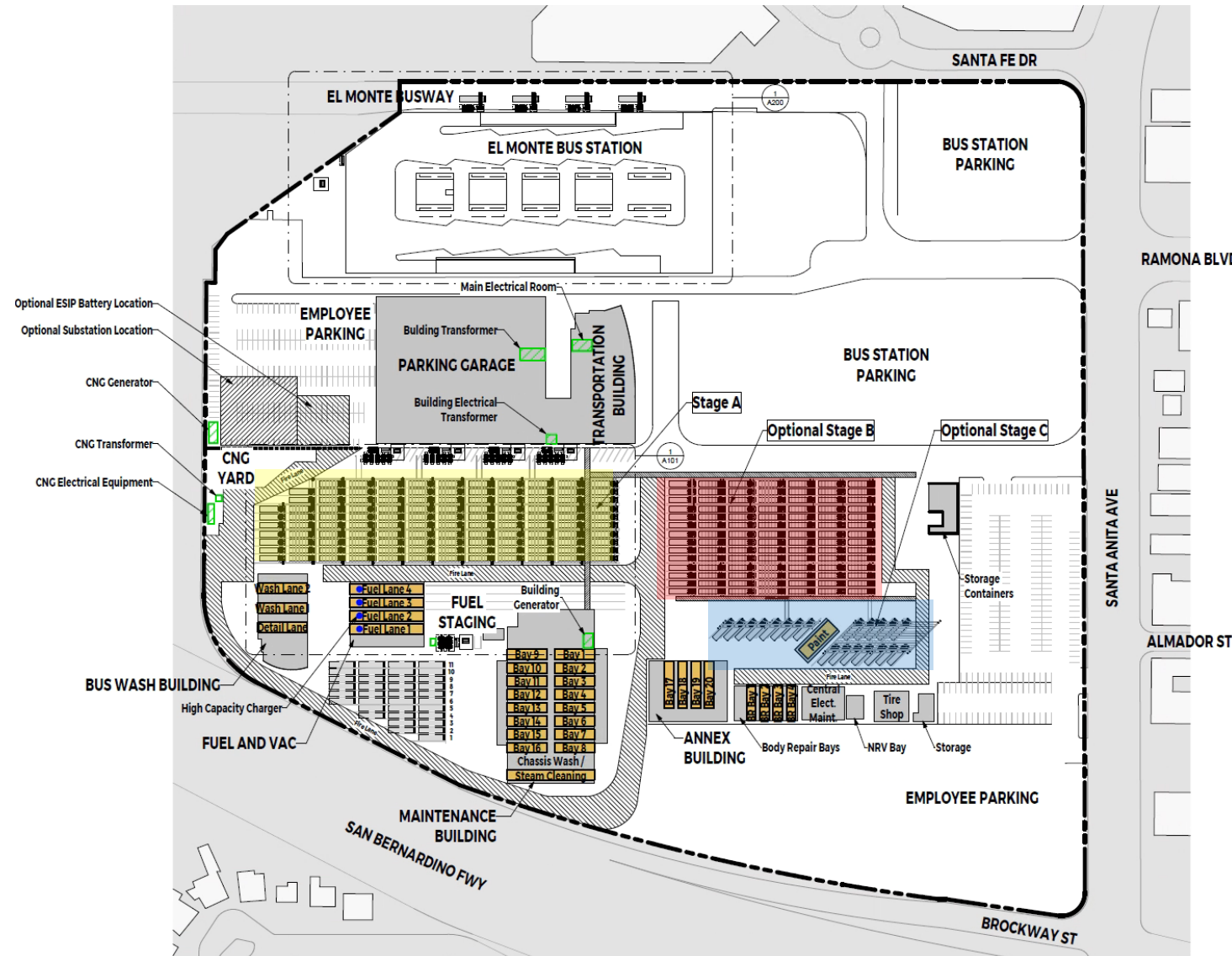
Introduction

- ❑ Approval of recommendations required to initiate conversion of D9 and El Monte Transit Center for Zero Emission Operations
 - ❑ SCE | Upgrade Utilities
 - ❑ BYD Change Order | Deliver Depot Chargers
- ❑ Modeling performed to optimize power requirements & charging strategies
- ❑ Method of Service Study performed by SCE to identify best options for delivering required power



Modeling | Division 9 Charging Layout

- ❑ Heliox Charging System Service Proven in N. America & Europe
- ❑ Charging compatible with Proterra, New Flyer, Nova and BYD
- ❑ Optimizes Use of Limited Space
- ❑ Allows for optimization of bus battery capacity, minimizes need for long-range buses
- ❑ Variable Charger Output allows reduction in power demand – cost savings
- ❑ Supports multi-stage transition – Work can be performed as funds are available.

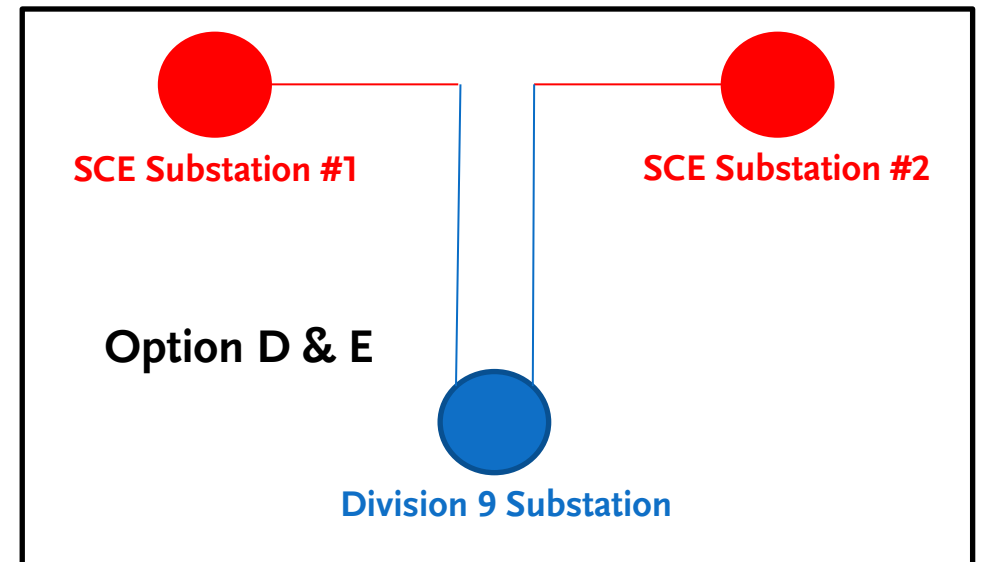
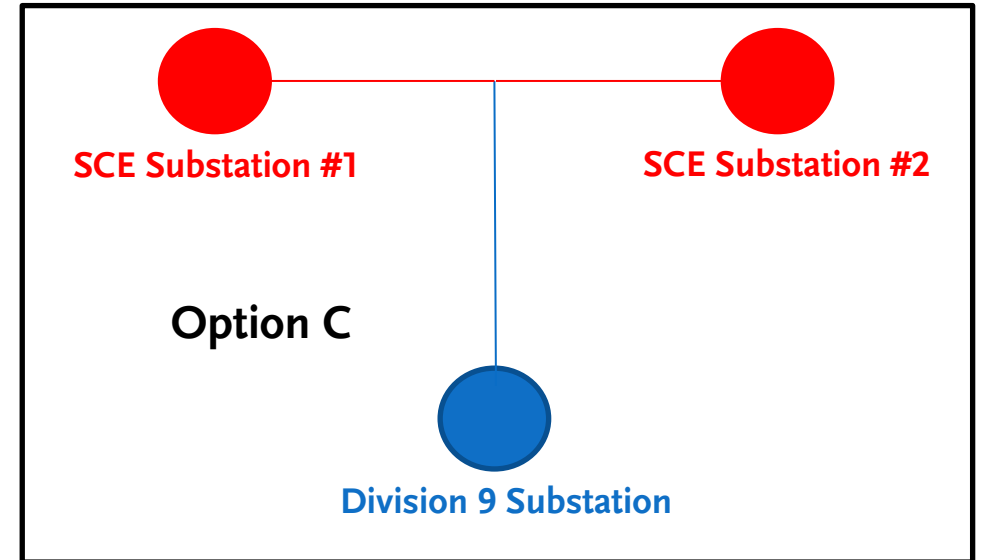


SCE Utility Upgrade for Division 9 & El Monte Transit Center

- ❑ Five Options offered (A – F).
 - ❑ Option A is interim for up to 10 MW only during off-peak hours.
 - ❑ Option B withdrawn as not viable
 - ❑ Option C: 1 power line & 1 transformer
 - ❑ Option D: 2 power lines & 1 transformer
 - ❑ Option E: 2 power lines & 2 transformers

- ❑ Recommendation is to select Options A & E:
 - ❑ Option A (\$149,644) allows most immediate transition to Zero Emission operations

 - ❑ Option E (\$19,416,209) provides highest level of resiliency. Also, increases available demand from 5 MW to 15 MW



Overview | BYD Project

Contract:

- Base order of sixty 40' BEB's
- Option order for forty additional 40' BEB's, 100 total
- Proprietary Plug-in Chargers

Current Status:

- Change order successfully executed to update charging strategy from proprietary plug-in and inductive charging to industry standards: SAE-J1772 CCS1(Plug-in) & SAE-J3105/1 (overhead cross-rails/pantograph)
- Five pilot buses delivered between January and March 2021; first buses in the world equipped with both charging strategies
- Pilot buses currently undergoing comprehensive field testing.

Recommendation:

- BYD originally proposed delivery of proprietary plug-in chargers.
- Given rapid advancements in both zero emission bus and battery charger technology, decision was made to adopt SAE standard charging strategies
- Approval of recommendation for delivery of forty-four (44) depot chargers is required to ensure equipment is available to effectively and efficiently charge the battery electric buses being delivered.





Board Report

File #: 2021-0351, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
MAY 27, 2021**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

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

- Special Presentation by the CEO



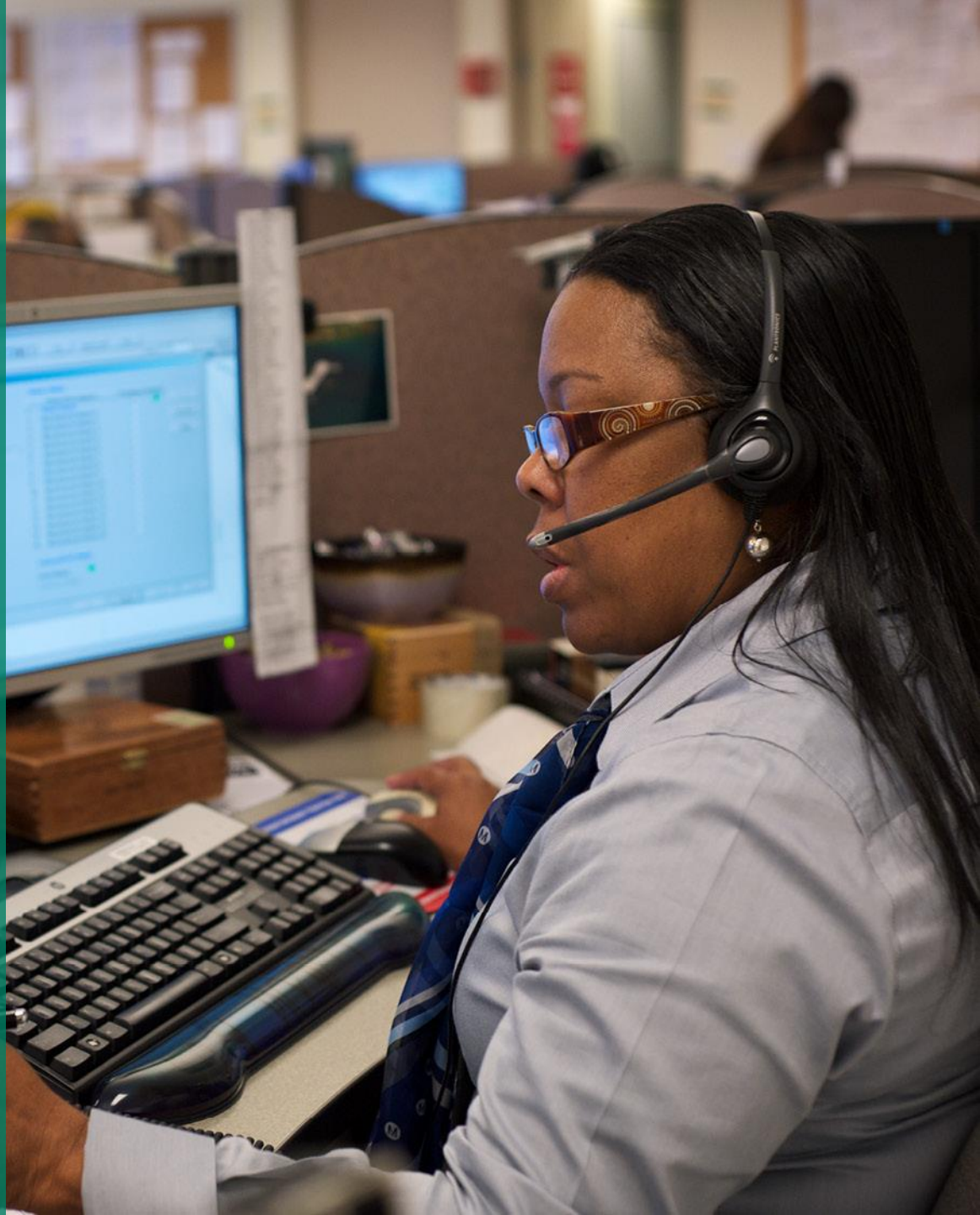
**Working Toward a
Better LA County:
Six Years of Progress**



SIX FORMER METRO EXECUTIVES ARE NOW CEOs

CAREER PATHWAYS

- 5,000 promotions
- WIN-LA
- Metro Leadership Academy
- ENO MAX Multi-Agency Exchange Program
- Veterans hiring initiatives





SEED SCHOOL OF LA COUNTY

- The first public boarding school for transportation
- Open to all youth in Los Angeles County
- Special focus and emphasis on opportunity youth



HOW TO PASS A MEGA TRANSPORTATION MEASURE

LA COUNTY'S MEASURE M LESSONS LEARNED



Bold Leadership



LA Mayor Eric Garcetti and Metro CEO Phil Washington spread the Measure M word at a transit tailgate.

The Measure M initiative was striking in the way it brought together civic leaders who are often on different sides of the fence, opposing one another on other policy or legislative issues. Take Supervisor Antonovich and LA Mayor Eric Garcetti. On Measure M, a no-nonsense “permanent tax” for transportation, they put aside their differences for the sake of the county, and arguably for their legacy.

“It’s not one thing, it’s everything across the whole organization. And it’s super important that the CEO be someone like Phil Washington. If your CEO is someone who gives you the job and doesn’t check in and expects you to do it all, it’s never going to happen.”

— David Yale
Former Senior Executive Officer,
Countywide Planning, Metro

The story of Measure M’s success is intricately tied to the arrival at Metro of CEO Phil Washington. Washington has been fortunate to be involved in two of these transportation initiatives, in Denver and in LA. Phil Washington was like a Command Sergeant Major that he was in leading the initiative and Mayor Garcetti was its political champion. The other critical component was Metro. Together, leadership and organization were the pillars on which Measure M rose.

Most of the 71 plus people interviewed for this report mentioned Phil Washington as one of the major reasons Measure M gathered over 71 percent of the vote in November 2016. Gary Toebben of the LA Chamber of Commerce and a veteran of LA’s transportation tax wars believes that Phil Washington inspired a new level of confidence in Metro. With his military background, Washington conveys that he will accomplish what he says he will get done in a no-nonsense kind of way. In the case of Measure M, the public believed both the vision and that they had someone in charge who could deliver on the promises.

“Everybody wanted everything. Everyone can’t get everything. But everyone is getting something. Our leadership worked hard to make this a comprehensive transportation plan across the whole county.”

— Pauletta Tonillas
Chief Communications Officer, Metro

The 2013 election of Mayor Garcetti was also pivotal to Measure M’s success. The prior LA mayor and Metro Board Chair Supervisor Mike Antonovich had different goals and different ways of doing business. The election of Mayor Garcetti provided Metro and the county with an opportunity to give regional leadership a chance.

Other critical leadership on Measure M came from Duarte Mayor John Fasana, Supervisor Mike Antonovich and the rest of the Metro Board and their able deputies and staff. Metro Deputy CEO Stephanie Wiggins, former Metro Planning veteran David Yale, Chief Program Management Officer Richard Clarke, Deputy LA Mayor Borja Leon, the Planning, Office of Management and Budget, Communications and Program Management teams, and the leadership of Metro’s community partners in the business, labor, faith, environmental and active transportation community were also critical to Measure M’s passage. It wasn’t one thing. It was everything.

LESSONS LEARNED

Identify a Political Champion

To win, there has to be a political champion, a person with charisma and likeability who understands the psychology of convincing the voters that this bold vision is a good idea.

Follow the Leader

Leadership and organization were the pillars on which Measure M rose. Measure M was blessed with an unusually able team of leaders in CEO Washington, Mayor Garcetti, Director Fasana, Supervisors Antonovich and Ridley-Thomas and the rest of the Metro Board and their able deputies.

Leadership Matters

Metro CEO Phil Washington fostered a team approach to delivering on Metro’s promises to the taxpayer. This was critical to convincing the county that Metro could be trusted with its tax dollars.

DRIVING THE CONVERSATION ON INFRASTRUCTURE





SEPULVEDA TRANSIT CORRIDOR PROJECT



TRANSIT ORIENTED COMMUNITIES

FIVE KEY GOALS

- Increase transit ridership and choice
 - Stabilize and strengthen communities around transit
 - Engage communities in visioning
 - Distribute transit benefits to all
 - Capture value created by transit
 - Step into leadership voids
-
- 2,200 housing units built
 - 3,200 more units soon

Pershing
Square

HOMELESS OUTREACH / SHELTER THE UNSHELTERED



INNOVATIVE SMALL BUSINESS PROGRAMS

- \$170 million
- 1,400 SBE awards
- 50 percent growth

- In FY20
 - 167 SBE prime contract awards
 - 157 (94 percent) were also DBEs



BUSINESS SOLUTIONS CENTER

- 340 businesses supported
- 450 businesses contacted

BUSINESS INTERRUPTION FUND

- 1,234 BIF grants awarded
- 422 businesses
- \$31 million awarded





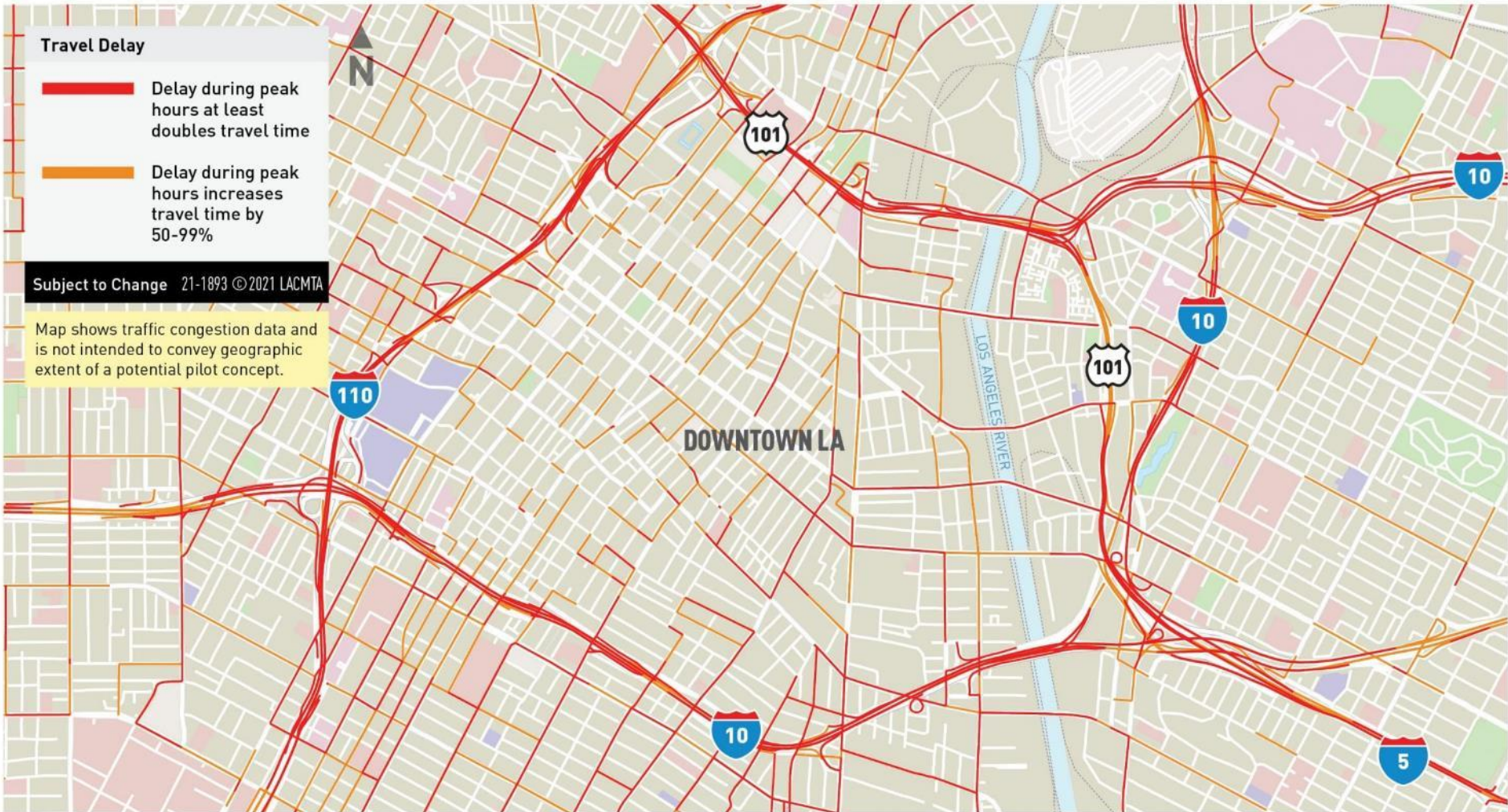
EQUITY PLATFORM FRAMEWORK



WOMEN AND GIRLS GOVERNING COUNCIL

Traffic Reduction Study

Concept Consideration Area 3: Downtown LA





METRO PARKING
COVID-19
Please practice safe
social distancing.

Keep your distance
and stay six feet apart.

Thank you to
everyone who helps
us stay safe.

FLEET ELECTRIFICATION

1588259



PANDEMIC RESPONSE

METRO MICRO / INNOVATION



NEXTGEN BUS



CUSTOMER EXPERIENCE PLAN





A LOOK AHEAD



**Working Toward a
Better LA County:
Six Years of Progress**

THANK YOU!



Board Report

File #: 2021-0239, **File Type:** Informational Report

Agenda Number: 7.

**FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 19, 2021**

SUBJECT: FY22 METRO BUDGET EQUITY ASSESSMENT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update on FY22 Metro Budget Equity Assessment.

ISSUE

During the Executive Management Committee meeting on September 17, 2020, Director Garcetti requested that an Equity Assessment Tool be used to evaluate the FY21 Mid-Year Budget report as well as each Annual Budget moving forward. After an initial pilot application of the Metro Budget Equity Assessment Tool (MBEAT) (Attachment A) to 25 new or expanded scope budget requests during the FY21 Mid-Year Budget Review, the MBEAT was applied to the FY22 Annual Budget development process.

BACKGROUND

Metro believes that access to opportunity should be at the center of decision-making around public investments and services. Equity means that Metro's service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards.

After an unprecedented and extremely challenging year, it is clearer than ever that Metro must work to center equity in everything we do. As the region emerges from the pandemic and public health crisis, Metro's role in connecting all people in Los Angeles to daily life destinations remains critical. Centering equity means prioritizing the most marginalized communities, including those that continue to rely on Metro's essential service, as we conduct our essential work for the region.

Agency budgets are a reflection of agency values. The MBEAT provides Metro with a tool to intentionally consider and embed equity into the Annual Budget process. It introduces a way to measure equity, on par with other performance measures that Metro tracks such as service,

environmental impacts, and cost efficiencies. The long-term goal of the MBEAT is to help the entire Metro budget drive equitable outcomes and ultimately eliminate the need to target and address disparities--because they will no longer exist. To get there, we start with reviewing and applying an equity lens to all aspects of the budget.

DISCUSSION

The FY22 MBEAT analysis comprised both an assessment of equity in Metro FY22 budget requests and an assessment of the MBEAT pilot process itself.

Equity Assessment of Metro FY22 Budget Requests

The MBEAT was the first equity assessment integrated into one of Metro's agencywide processes, starting with the FY21 Mid-Year Budget process. The FY22 MBEAT process expanded tool application to include 17 department-wide budgets, as well as 61 new and adjusted budget requests. The MBEAT methodology, scoring, and evaluation is further detailed in the "MBEAT Process Assessment" section below.

Line Item Budget Adjustments

There were 61 budget adjustments analyzed through the FY22 MBEAT process. After a robust review of the new and adjusted budget requests, staff recommends the following budget adjustment for reconsideration. The reduced budgetary adjustment was described as follows:

- Project Name: Ridership Campaign
Department: Communications
Estimated Budget: \$1,748,974
Allocated Budget: \$1,163,750

Project Scope: An overall Ridership campaign was planned for promotion in FY22 to get riders back on our system, educate them about fare and service changes, and increase ridership now that we have a COVID vaccine and spread numbers have decreased. Our campaign would promote and highlight that it is safe to take transit to major destinations, use for commuting, and simply use for everyday needs. Our goal is to get ridership back to pre-pandemic levels. Promoting a new ridership campaign can help boost our ridership numbers and instill trust in the Metro brand.

FY22 Budget Request: Every fiscal year the CEO, in consultation with the Office of Management and Budget, sets the Senior Leadership Team's respective office and department non-labor budget targets based on available funding, historical performance, cost curves, and other constraints. The total advertising budget target allocated by the Communications Department for FY22 is \$585,224 less than allocated before the pandemic in FY20, though it is \$455,820 higher than allocated in FY21. The total FY22 advertising budget target includes the ridership campaign. New ridership advertising budget demands anticipated for FY22 include promotion for the expansion of bus service, new line opening, and a rider-focused health campaign. Further overall advertising budget demands include website hosting

and services, Metro Bike Share, and bus operator hiring. Despite these competing budget priorities and estimated increased cost demands, Communications did not make an additional FY22 budget request above the FY22 target, due to uncertainty over ridership advertising priorities because of rapidly evolving COVID-19 pandemic conditions and guidelines. However, given more current updates to anticipated public safety and ridership improvements, the existing budget target now may not include sufficient funds for an increasingly urgent targeted ridership advertising campaign.

MBEAT Recommendation: Based on the MBEAT assessment of this project scope reduction, Office of Equity and Race staff recommends this budgetary reduction be remedied during the mid-year budget cycle. In FY22, projected improvements in vaccination and COVID-19 positivity rates may lead riders who stopped using the Metro system during 2020 to return to transit service. Service restoration is a stated goal of both the Metro board and executive leadership, and Metro must provide timely, reliable information to help riders understand what to expect on our system and be able to plan their transit trips. The Ridership campaign is an opportunity to instill trust in our services for current and returning riders and rebuild Metro ridership numbers to pre-pandemic levels. It would also educate the public about future NextGen service changes, the reestablishment of front door boarding, and other potential service and fare related updates.

By mid-fiscal year 2021-2022, Metro will have a better understanding of the timing and efforts needed to properly promote and support ridership in a landscape that is anticipated to continue changing between the start and middle of the fiscal year. Staff recommends reevaluating ridership advertising needs at mid-year with updated information on public health guidelines, new fare policy structures, and relevant eligible ridership categories. If additional funding is needed to support additional and ongoing ridership advertising needs, this should be strongly considered during the mid-year budget assessment.

Department Budgets

The FY22 MBEAT process also assessed Metro department budgets for funding allocated toward engaging marginalized communities and supporting a diverse and inclusive workforce, disaggregated data collection and analysis, and programmatic equity considerations despite any budget limitations. The 17 department budget submissions ranged in total annual budget from \$137,608 to \$3 billion. Because of this vast range, departments were generally categorized by budget size during assessment:

- Extra-large (XL): annual budget over \$1 billion, two departments
- Large (L): annual budget between \$100 million - \$1 billion, four departments
- Medium (M): annual budget between \$1 million - \$100 million, nine departments
- Small (S): annual budget under \$1 million, two departments

The FY22 MBEAT department review process did not result in any budget reconsideration recommendations for department budgets. Staff will continue to work with departments to strengthen equity considerations, engagement funding opportunities, and MBEAT submissions in subsequent fiscal years.

MBEAT process assessment

The MBEAT process has challenged Metro staff to apply an equity lens and more explicitly explain how budgetary decisions might specifically benefit or potentially harm or negatively impact marginalized communities. During the FY21 Mid-Year MBEAT Review, staff from the offices of Equity and Race and Management and Budget met with key staff from the departments and each department was then charged with completing: a) one MBEAT submission for each new, expanded scope, or reduced budgetary request, and b) one MBEAT submission for the whole department budget. Going into the Annual Budget process, staff incorporated a broader MBEAT training session into the Metro Budget Training for staff in February 2021. Staff also enhanced the online version of the tool to collect and track the larger number of anticipated budgetary requests and ensure integration with the Metro budget process.

The MBEAT budget adjustment review was applied to 61 new or adjusted scope FY22 budget requests from nine departments, including the Office of the CEO (Customer Experience), Office of Management and Budget (OMB), Communications, Congestion Reduction Management, Countywide Planning, Program Management, Operations, Risk, Safety & Assessment Management, and Safety Security and Law Enforcement. The MBEAT assessments highlight how many of the requests will help improve access to opportunities for some of our most marginalized and/or vulnerable communities. There are a range of requests that are anticipated to create benefits for marginalized communities, such as affordable housing in Joint Development projects, bus stop improvements, and bus-only network expansion. Some submissions also focused on pandemic impacts, including a ridership campaign (see “Metro FY22 Budget Requests” above) and COVID-19 street teams.

The MBEAT departmental budget review assessed 17 submissions from the Office of the CEO (Customer Experience and Policy), Civil Rights & Inclusion (CR&I), Ethics, Human Capital & Development (HCD), Audit, Information & Technology Services (ITS), Office of Extraordinary Innovation (OEI), and Vendor Contract Management (VCM). This review highlighted the immense diversity in scope, size, and funding across Metro departments and specifically sought what percentage of department budgets were spent on engagement with marginalized communities.

Scoring

The MBEAT looks for demonstrated, focused benefits to marginalized communities (including funded engagement), strong equity considerations, harm prevention or equitable mitigation strategies, and commitment to evaluation of actual impact on affected populations. It is a tool to apply an equity lens to several levels of the agency budget. Quantitative scores are assigned to each submission. These scores are not intended to rank projects as higher or lower value, but rather allow for a standardized assessment of budget adjustments and departments along the diverse spectrum of Metro projects, programs, and services. Not every submission will present an equity opportunity; for example, the MBEAT submission budget increase to replace the Overhead Catenary System (OCS) System on the Metro Green Line may prove to be a straightforward equipment upgrade to maintain state of good repair. However, scoring categorization allows for MBEAT reviewers to identify projects and department budget priorities that might enhance benefits to marginalized groups or equity considerations in budget decision-making.

Scoring ranges also serve to identify equity educational opportunities across Metro departments and

budget staff. As with any response, a vague or incomplete answer may indicate lack of understanding the question or scope of expected responses. Equity assessment and implementation are ongoing, iterative processes that seek to include perspectives and constraints of Metro staff while striving for more equitable outcomes, as well as internal processes.

As part of the robust scoring methodology developed for the FY22 MBEAT review process, all budgetary adjustment and department-wide submissions were reviewed by at least two staff. Quantitative scores applied to each of the MBEAT questions were averaged between staff reviewers. Total averaged scores were combined into a scoring range that offers a general assessment and recommendations for next steps. The scoring ranges, assessments, and next steps for both MBEAT sections are detailed below.

FY22 MBEAT Budget Adjustment Scoring Range

| Range | General assessment | Recommended next steps |
|--------------------|--|--|
| 81-100 | Strongly benefits marginalized groups/communities and demonstrates strong equity consideration | Identify methods to monitor for equity impacts |
| 61-80 | Generally benefits marginalized groups/communities and/or demonstrates intentional equity considerations | Identify opportunities for enhanced equity considerations and data collection methods |
| 41-60 | May lack targeted benefits to marginalized groups and/or equity considerations | Identify opportunities for enhanced benefits, harm reduction, and/or evaluation |
| 21-40 | Generally lacks targeted benefits to marginalized groups/communities and/or equity considerations | Identify opportunities for enhanced equity considerations, mitigation, and/or evaluation |
| 20 and less | Project may not present an equity opportunity or submission may require further support/training | Follow-up with department staff |

FY22 MBEAT Department Budget Scoring Range

| Range | General assessment | Recommended next steps |
|-------------|---|--|
| 81-100 | Department budget demonstrated strong funding commitment to engagement activities, diverse and inclusive workforce, and identified disaggregated data evaluation and consideration of equity, despite budget limitations | Identify methods to monitor for equity impacts and/or funding shortfalls inhibiting equity |
| 61-80 | Department budget demonstrated general funding commitment to engagement activities, diverse and inclusive workforce, and/or identified disaggregated data evaluation | Identify opportunities for enhanced equity considerations and data collection methods |
| 41-60 | Department did not demonstrate clear funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation | Follow-up with department staff |
| 21-40 | Department may require further support to demonstrate funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation, AND/OR may require further support developing MBEAT submissions | Follow-up with department staff |
| 20 and less | Department may require further support to identify engagement and/or equity opportunities AND/OR may require further support developing MBEAT submissions | Follow-up with department staff |

Process Evaluations

The FY22 MBEAT pilot is the first equity assessment used in the development of a Metro Annual Budget. Staff have been tracking and documenting opportunities for improvements to the process for subsequent fiscal years, such as lengthening the review process and offering a variety of educational resources and training materials for Metro staff. Further, staff from the Office of Equity and Race will conduct interviews with department staff to further refine the MBEAT process and better integrate it into the agency’s Annual Budget cycle.

Overall, implementation of the MBEAT has highlighted budgetary requests with a wide range of benefits for marginalized and/or vulnerable communities, helped staff identify potential barriers or harms to address, and helped staff consider how Metro budgets influence marginalized communities’ access to opportunities and reduce potential barriers or harms. It also highlighted the need for continued training to streamline the MBEAT process and continued support for staff to consider how investments, projects, programs, and policies might cause harm or not benefit all as intended, given historic and current disparities and systemic inequities.

FINANCIAL IMPACT

There is no specific financial impact to the FY22 budget as a result of development and applications of the Metro Budget Equity Assessment Tool, however there may be some impacts during the FY22

Mid-Year assessment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goals #1.1, 3.3, and 5.7 by helping Metro to target programmatic, infrastructure, and service investments toward those with the greatest needs and enhancing communities and lives through mobility and access to opportunity.

NEXT STEPS

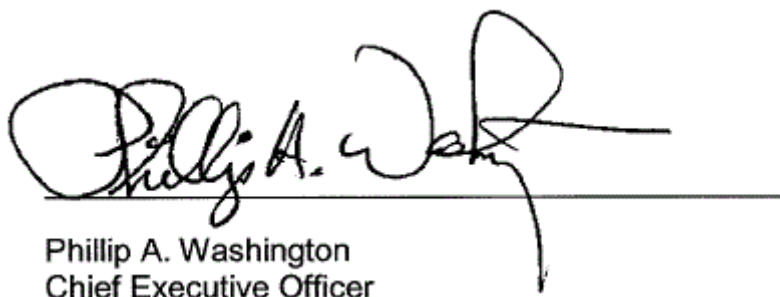
Upon culmination of the FY22 Budget cycle, staff will immediately work to refine the MBEAT process for subsequent fiscal years' annual and mid-year budget efforts.

ATTACHMENTS

Attachment A - Metro Budget Equity Assessment Tool

Prepared by: Naomi Iwasaki, Sr Director, Equity & Race, (213) 424-6015
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Anelli-Michelle Navarro, Executive Officer, Finance, (213) 922-3056
Giovanna Gogreve, Sr Manager, Transportation Planning, (213) 922-2835

Reviewed by: Nadine Lee, Chief of Staff, (213) 922-7950
Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

Metro Budget Equity Assessment Tool

The Metro Budget Equity Assessment Tool (MBEAT) is a set of questions to guide Metro staff in considering racial and social equity explicitly in its budgetary decisions. Metro believes that access to opportunity should be at the center of decision-making around public investments and services. This is especially true for transportation, which is an essential lever to enabling that access. Vast disparities among neighborhoods and individuals in LA County limit this access, making opportunity harder to reach for some, whether it's jobs, housing, education, health care, safe environments or other essential tenets of thriving, vibrant communities. Transportation infrastructure, programs, and service investments must be targeted toward those with the greatest mobility needs first, in order to improve access to opportunity for all. The MBEAT is designed to help Metro center equity in its decision-making.

What is "Equity"?

Equity is both an outcome and a process to address racial, socioeconomic, and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one's outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities. It requires community informed and needs-based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities.

Equity means that Metro's service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards.

Why use the Metro Budget Equity Assessment Tool?

Use of the MBEAT can help develop strategies and actions, through budgetary decisions, that reduce, and eventually eliminate, racial and socioeconomic inequities and improve access to opportunities for all groups. Understanding the potential impacts of our decisions for those faring the worse, will enable us to improve conditions for all of our customers, front-line Metro family, and the broader Los Angeles County community. MBEAT questions help staff apply an equity lens as they allocate existing and future resources to meet the diverse needs of those who live, work, and play in Los Angeles County. This represents a shift from an equality-based approach to a more strategic equity-based application and helps operationalize Metro's Equity Platform.

How should you use the MBEAT?

- ***Please read this entire document.***
- Utilize the MBEAT as you prepare your annual budget request.
- ***Complete part one of the MBEAT for all budgetary adjustment requests.*** Budgetary adjustments are budgetary changes including new, expanded scope, or reduced budgetary requests. This excludes requests for ongoing approved budgets or requests with standardized adjustments, such as cost of living adjustments.
- ***Complete part two of the MBEAT for your Department's overall budget.***
- All questions should be answered to the best extent possible before submitting budget requests.
- Consult with your Department's Equity Liaison(s) for assistance.
- For additional questions, email equityandrace@metro.net.



Metro Budget Equity Assessment Tool

PART ONE: Budgetary Adjustment

Fiscal Year: Click or tap here to enter text.

Department: Click or tap here to enter text.

Unit or Program Click or tap here to enter text.

FY Budget Request: Click or tap here to enter text.

Cost Center: Click or tap here to enter text.

Project number: Click or tap here to enter text.

Account Number: Click or tap here to enter text.

Life of Project Budget: Click or tap here to enter text.

Who completed the MBEAT? (Staff Names): Click or tap here to enter text.

Who completed the MBEAT? (Staff Names): Click or tap here to enter text.

Is this board directed program or project? Yes No

Project Name: Click or tap here to enter text.

Project Scope: Click or tap here to enter text.

1. Which area(s), neighborhood(s), or employees will the budgetary adjustment, or the subject of the budgetary adjustment, impact? For area(s) or neighborhood(s), are they Equity Focus Communities (see the map on page 6)?

2. Does your budgetary adjustment directly benefit or potentially cause harm or negative impact to one or more of the following groups? Negative impacts may be unintended and impact some more than others. Consider unique needs and who might have difficulty accessing the service, program, or project, including cost barriers, physical access, safety, language access, etc.

| Population Impacted | No Specific Impact | Potential Positive Impact | Potential Negative Impact |
|---|--------------------|---------------------------|---------------------------|
| Black, Indigenous, or People of Color (Specify when discussing impact.) | | | |
| People with Low Incomes (Avg. HH incomes < \$35K) | | | |
| People with Limited English Proficiency | | | |
| People with Disabilities | | | |
| Minority or Women Owned Businesses, DBEs, or DVBEs | | | |
| Other underrepresented groups facing inequities. | | | |

Metro Budget Equity Assessment Tool

| | | | |
|---|--|--|--|
| Ex: Older Adults, LGBTQ+, Women, etc. (Specify when discussing impact.) | | | |
|---|--|--|--|

3. What considerations were taken into account to maximize equity in this request? Be specific.

Ex: Racial or social disparities data, inequitable service levels, concerns from a high need community, potential to meet an identified community need, potential to support or engage with a high need community, etc. This information may be anecdotal or incomplete but specify what you considered.

4. What steps will you take to mitigate any potential harm or negative impact caused by this request? Potential Mitigation Steps: 1) identify the equity challenge and 2) reprioritize to address the equity challenge 3) promote an equity connection - what other areas did you make decision to promote equity or 4) address the concerns and provide mitigations. Please include specific strategies. Ex: funding redistribution, service or program reprioritization, related program coordinating, coordination with other services, targeted outreach, etc.

5. How will you monitor impacts to the affected populations and evaluate outcomes over time?

Identify specific metrics, qualitative (surveys, focus groups, etc.) or quantitative (program participants, number of riders, etc.), disaggregate by race, income, language access, or other demographics as relevant to monitor disparity levels.

Metro Budget Equity Assessment Tool

PART TWO: Department Budget Proposal:

Department: Click or tap here to enter text.

Fiscal Year: Click or tap here to enter text.

Total Departmental Budget: Click or tap here to enter text.

Who completed the MBEAT? (Staff Names): Click or tap here to enter text.




- 1. How will the proposed budget build the Department’s capacity to engage with and include communities of color, low-income communities, and others most impacted by inequities?** Specify how much funding is allocated to support specific activities including, but not limited to, community engagement (meetings, events, surveys, committees, focus groups, etc.), live speech captioning and oral translation at meetings, the translation of written documents, and ensuring public documents, policies, plans, and meetings are readily accessible to the public.
- 2. How will your overall budget for the next fiscal year be realigned in targeted ways to advance equity and support a diverse and inclusive workforce?** This may include shifts relating to programmatic commitments that are intended to reduce or eliminate disparities experienced by communities of color, low-income communities, or other experiencing inequities; and/or staff time allocations for the purposes of advancing diversity, equity, and inclusion, including, but not limited to, staff participation in internal or external trainings, conferences, or book clubs. Specify funding and/or staff time allocated to these activities.
- 3. Are there recurring funding gaps or limitations in your overall budget that could inhibit your Department’s ability to advance racial and social equity?** Consider funding limitations beyond your control, staff capacity, time constraints, and recognition that racial and socioeconomic disparities are vast, deep, and influenced by many factors beyond Metro's control.

Metro Budget Equity Assessment Tool

4. **Does your Department have, collect, or track the disaggregated demographic data your Department needs to evaluate equity impacts in the community moving forward, and to inform your future budget decisions?** If so, please give examples. If not, what data is needed to help evaluate equity impacts and how will you obtain the data?

Metro Budget Equity Assessment Tool

Equity Focus Communities Map

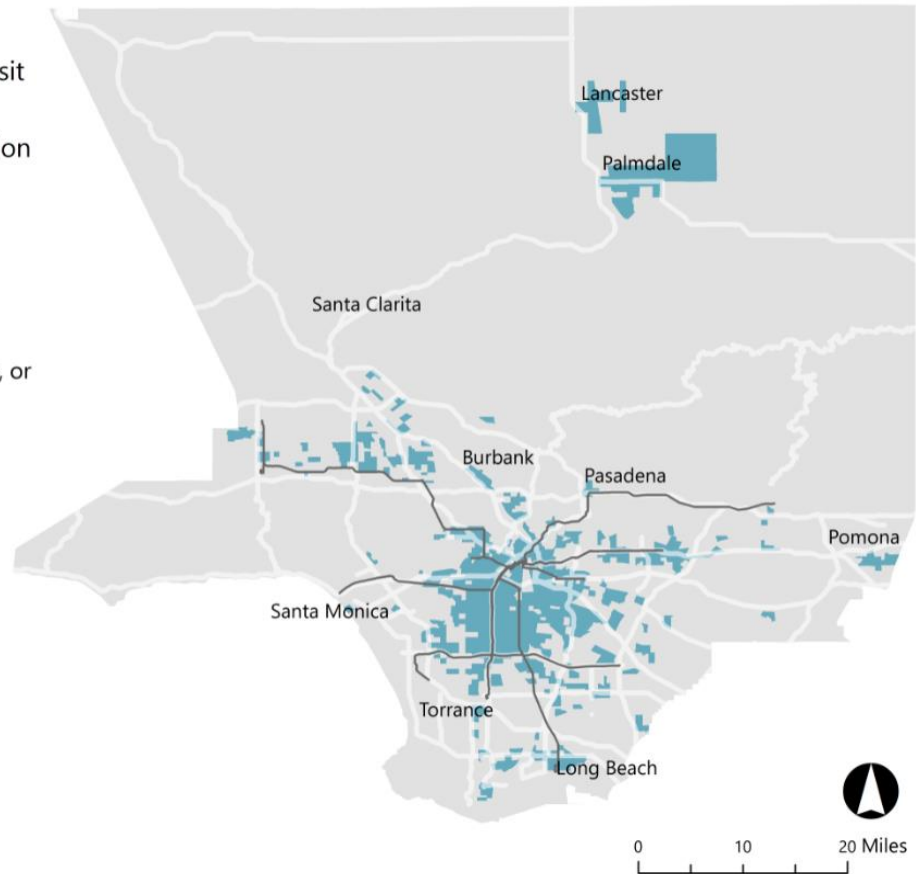
-  Highways
-  Fixed guideway transit
-  EFC Communities
30% of LAC Population

Census Tract Thresholds

- > **40%** Low Income
- > **80%** Non-white
- > **10%** Zero Car

*Thresholds are based on:

- 1) Non-white AND Low Income, or
- 2) Low Income AND Zero Car



Acknowledgements: This tool was developed with inspiration and borrowing from the “COVID-19 Equity Framework and Rapid Response Tool” from the City of San Antonio Office of Equity and the “EOC Equity Framework” from the City of Denver.

Metro Budget Equity Assessment Tool

For internal purposes only.

| | Status | Comment |
|--------------------------|--|---------|
| <input type="checkbox"/> | Reviewed, no concerns | |
| <input type="checkbox"/> | Reviewed, need more information. | |
| <input type="checkbox"/> | Reviewed, pull for further discussion. | |

FY22 MBEAT

Finance, Budget, and Audit – May 19, 2021

MBEAT timeline

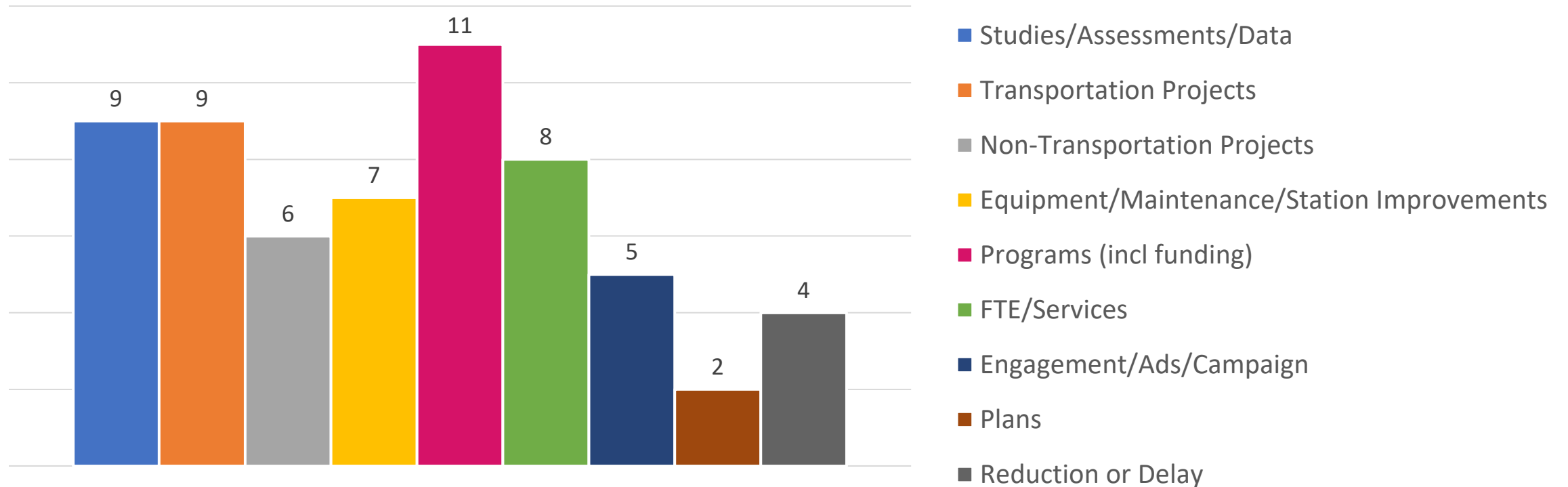


FY22 MBEAT Review



- 61 budgetary adjustment submissions from 9 departments
- 17 department budget submissions
- Identified potential impacts to marginalized communities
- Highlighted opportunities to educate staff and departments

FY22 MBEAT Budget Adjustments Stats



FY22 MBEAT Budget Adjustment Scoring Ranges

| Scoring Range | General assessment | Recommended Next Steps |
|---------------|--|--|
| 81 – 100 | Strongly benefits marginalized groups/communities and has strong equity consideration | Identify methods to monitor for equity impacts |
| 61 – 80 | Generally benefits marginalized groups/communities and/or demonstrates intentional equity considerations | Identify opportunities for enhanced equity considerations and data collection methods |
| 41 – 60 | May lack targeted benefits to marginalized groups and/or equity considerations | Identify opportunities for enhanced benefits, harm reduction, and/or evaluation |
| 21 – 40 | Generally lacks targeted benefits to marginalized groups/communities and/or equity considerations | Identify opportunities for enhanced equity considerations, mitigation, and/or evaluation |
| 20 or less | Project may not present an equity opportunity, may present harms, and/or submission may require further support/training | Follow-up with department staff |

FY22 MBEAT Budget Adjustment Scoring Ranges

| MBEAT submissions | General assessment | Recommended Next Steps |
|-------------------|--|--|
| 0 | Strongly benefits marginalized groups/communities and has strong equity consideration | Identify methods to monitor for equity impacts |
| 13 | Generally benefits marginalized groups/communities and/or demonstrates intentional equity considerations | Identify opportunities for enhanced equity considerations and data collection methods |
| 21 | May lack targeted benefits to marginalized groups and/or equity considerations | Identify opportunities for enhanced benefits, harm reduction, and/or evaluation |
| 12 | Generally lacks targeted benefits to marginalized groups/communities and/or equity considerations | Identify opportunities for enhanced equity considerations, mitigation, and/or evaluation |
| 11 | Project may not present an equity opportunity, may present harms, and/or submission may require further support/training | Follow-up with department staff |

FY22 MBEAT Budget Adjustment Recommendations

- Ridership campaign reduction
- Priorities to restore ridership and provide up-to-date info about service and fares
- Mid-year reconsideration and potential backfill



FY22 MBEAT Department Budgets



- Huge range in department budgets
- Funding commitments to engagement, diverse and inclusive workforce, and advancing equity (with or without budget limitations)
- Clarity needed to distinguish MBEAT parts and submission types

FY22 MBEAT Department Scoring Ranges

| Scoring Range | General assessment | Recommended Next Steps |
|---------------|--|--|
| 81-100 | Demonstrated strong funding commitment to engagement activities, diverse and inclusive workforce, and identified disaggregated data evaluation and consideration of equity, despite budget limitations | Identify methods to monitor for equity impacts and/or funding shortfalls inhibiting equity |
| 61-80 | Demonstrated general funding commitment to engagement activities, diverse and inclusive workforce, and/or identified disaggregated data evaluation | Identify opportunities for enhanced equity considerations and data collection methods |
| 41-60 | Did not demonstrate clear funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation | Follow-up with department staff |
| 21-40 | May require support to demonstrate funding commitment to engagement activities, diverse and inclusive workforce, disaggregated data, AND/OR may require further support with MBEAT submissions | Follow-up with department staff |
| 20 or less | May require further support to identify engagement and/or equity opportunities, AND/OR may require further support on MBEAT submissions | Follow-up with department staff |

FY22 MBEAT Department Scoring Ranges

| MBEATs | General assessment | Recommended Next Steps |
|--------|--|--|
| 4 | Demonstrated strong funding commitment to engagement activities, diverse and inclusive workforce, and identified disaggregated data evaluation and consideration of equity, despite budget limitations | Identify methods to monitor for equity impacts and/or funding shortfalls inhibiting equity |
| 5 | Demonstrated general funding commitment to engagement activities, diverse and inclusive workforce, and/or identified disaggregated data evaluation | Identify opportunities for enhanced equity considerations and data collection methods |
| 3 | Did not demonstrate clear funding commitment to engagement activities and/or diverse and inclusive workforce, and/or disaggregated data evaluation | Follow-up with department staff |
| 4 | May require support to demonstrate funding commitment to engagement activities, diverse and inclusive workforce, disaggregated data, AND/OR may require further support with MBEAT submissions | Follow-up with department staff |
| 1 | May require further support to identify engagement and/or equity opportunities, AND/OR may require further support on MBEAT submissions | Follow-up with department staff |



Board Report

File #: 2021-0208, File Type: Public Hearing

Agenda Number: 8.

**BUDGET PUBLIC HEARING
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 19, 2021**

SUBJECT: FISCAL YEAR 2022 (FY22) BUDGET

ACTION: ADOPT THE FY22 BUDGET

RECOMMENDATION

- A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
 2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
 3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
 4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
 5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
 6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which is authorized on a life of project basis.

Since February 2021, staff has provided a series of status updates on the FY22 Budget development process to the Metro Board's Finance, Budget and Audit Committee. Meanwhile, an extensive public outreach process was launched to communicate the budget proposal and to collect public comments as the budget development was in progress. On May 4, 2021, the FY22 Proposed Budget in its entirety were made available to the public at www.metro.net, in printed copies through the Records Management Center (RMC) at RMC@metro.net, and on the plaza level of the Gateway building. The public hearing is scheduled on May 19, 2021. On April 9, 2021 and April 23, 2021, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than 11 news publications and in various languages.

DISCUSSION

The FY22 Proposed Budget is balanced at \$8.0 billion, an increase of \$1.0 billion or 14.4%, from the \$7.0 billion FY21 Budget. The \$1.0 billion will allow Metro to restore and enhance transit services, as well as resume planning and construction activities temporarily slowed down at the beginning of the pandemic. As COVID-19 vaccines continue to roll out in Los Angeles County, schools and the economy begin to open, and the region prepares for a new normal, service restoration is a priority as Metro Transit looks to supply service to pre-pandemic levels by September 2021. Service enhancements are planned as NextGen enters its final phase, delivering more reliable service with speed improvements and covering more miles in less time. The final phase also includes expansion of Metro Micro to nine zones.

Metro will continue to advance transportation by keeping transit assets in a state of good repair, progressing Measure R and M projects as several are moving into construction phase while projects in planning phase are moving towards shovel readiness for new highways and transportation infrastructure projects. Funding will continue according to the forecasted economic recovery for local cities and operators under regional transportation activities. Further, the FY22 Proposed Budget includes several initiatives and considerations to improve customer experience, public safety, and security. The FY22 budget allocation has been comprehensively evaluated through an equity lens.

Resources Summary

The FY22 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current economic conditions such as the continuing economic impacts of the pandemic, anticipated

economic recovery in FY22 due to accelerated rollout of vaccinations, leading regional forecasting sources, and recent transit system usage.

The total FY22 Proposed Budget planned resources are \$8.0 billion which is 14.4% more than the FY21 Budget.

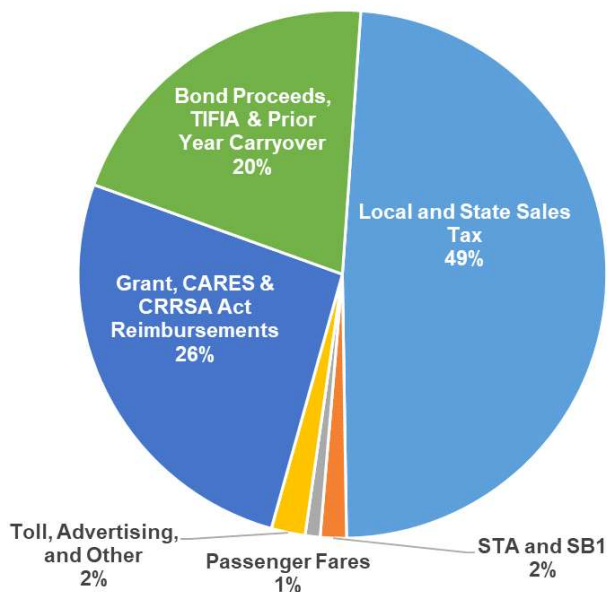
- Local sales tax and Transportation Development Act (TDA) revenues are projected to increase by 2.9% based on economic analysis of the recovery from the COVID-19 pandemic's impact on taxable sales, nationally recognized forecasting sources, and Metro's own historical experience.
- State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues are expected to be \$127.7 million region wide, representing a 30.4% decrease from FY21 Budget based on State Controller's Office (SCO) estimates.
- Passenger fares are expected to come in at \$73.2 million for FY22, reflecting ridership projections, fare collection impact of social distancing measures, and impacts of promotional fare adopted by Metro Board.
- Expresslanes toll revenues are expected to be \$46.6 million in anticipation of increased traffic and service demand during the pandemic recovery.
- Advertising revenues of \$24.1 million are expected in FY22, which is 27.8% above the FY21 Budget.
- Other revenues are expected to come in at \$95.5 million which include bike program, park and ride, lease, vending, film, Service Authority for Freeway Emergencies (SAFE), credits, fees, investment income, and other miscellaneous revenues.
- Metro received \$776.5 million from Federal CRRSA Act to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit.
- Bond proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA), and sales tax carryover are in line with planned Transit Infrastructure Development and State of Good Repair expenditure activities.

| | Resources (\$ in millions) | FY21 Budget | FY22 Proposed | \$ Change | % Change |
|----|--|-------------------|-------------------|-------------------|--------------|
| 1 | Local and State Sales Tax | \$ 3,783.6 | \$ 3,892.5 | \$ 108.9 | 2.9% |
| 2 | STA and SB1 | 183.6 | 127.8 | (55.8) | -30.4% |
| 3 | Sales Tax and STA/SB1 Revenues Subtotal | \$ 3,967.2 | \$ 4,020.3 | \$ 53.1 | 1.3% |
| 4 | Passenger Fares | 22.2 | 73.2 | 51.0 | 229.7% |
| 5 | Toll, Advertising, and Other | 109.6 | 166.2 | 56.6 | 51.6% |
| 6 | Operating & Other Revenues Subtotal | \$ 131.8 | \$ 239.4 | \$ 107.6 | 81.6% |
| 7 | Grant, CARES & CRRSA Act Reimbursements | 1,948.8 | 2,094.2 | 145.4 | 7.5% |
| 8 | Bond Proceeds, TIFIA & Prior Year Carryover | 945.0 | 1,648.7 | 703.7 | 74.5% |
| 9 | Capital & Bond Resources Subtotal | \$ 2,893.8 | \$ 3,742.9 | \$ 849.1 | 29.3% |
| 10 | Resources Total | \$ 6,992.9 | \$ 8,002.6 | \$ 1,009.7 | 14.4% |

(1) Represents use of Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) drawdowns and sales tax revenues received and unspent in prior years.

Note: Totals may not add up due to rounding

Resources % of FY22 Budget



Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)

In December 2020, additional federal relief was provided through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which will be used to support the transit operations for Metro and 68 other transit operators in Los Angeles County. The Southern California Association of Governments (SCAG) Regional Council approved the distribution of \$911.5 million to

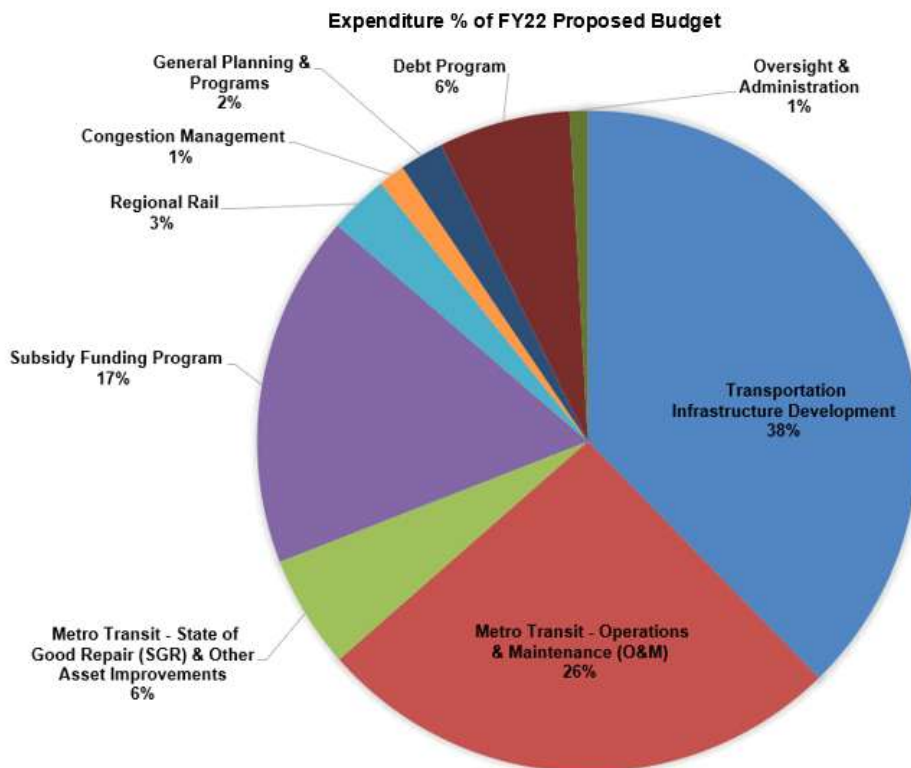
Los Angeles County. \$776.5 million is allocated to Metro to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit and \$93.9 million to Tier 2 Operators, Metrolink, Access Services, Regional Paratransit and Voluntary Reporters.

Expenditure Summary

The total proposed budget of \$8.0 billion, an increase of 14.4%, is aligned with Board priorities of service restoration and enhancement, as well as improving customer experience and public safety through an equity lens. Each program, function, and department budget are developed accordingly to reflect the new economic realities and progress on projects. The table below illustrates the expenditures by program type in FY22 Proposed Budget.

| Expenditure by Program Type (\$ in millions) | | FY21 Budget | FY22 Proposed | \$ Change | % Change |
|--|---|-------------------|-------------------|-------------------|--------------|
| 1 | Transportation Infrastructure Development | \$ 2,367.9 | \$ 3,015.1 | \$ 647.2 | 27.3% |
| 2 | Metro Transit | 2,357.3 | 2,512.2 | 154.8 | 6.6% |
| 3 | Metro Transit - Operations & Maintenance (O&M) | 1,844.1 | 2,069.9 | 225.8 | 12.2% |
| 4 | Metro Transit - State of Good Repair (SGR) & Other Asset Improvements | 513.2 | 442.3 | (70.9) | -13.8% |
| 5 | Subsidy Funding Program | 1,239.0 | 1,380.7 | 141.7 | 11.4% |
| 6 | Regional Rail | 244.7 | 233.0 | (11.7) | -4.8% |
| 7 | Congestion Management | 88.0 | 103.9 | 15.9 | 18.0% |
| 8 | General Planning & Programs | 157.4 | 172.0 | 14.6 | 9.3% |
| 9 | Debt Program | 474.9 | 516.0 | 41.1 | 8.7% |
| 10 | Oversight & Administration | 63.6 | 69.7 | 6.1 | 9.6% |
| 11 | Total Budget | \$ 6,992.9 | \$ 8,002.6 | \$ 1,009.7 | 14.4% |

Note: Totals may not add due to rounding.



Full-Time Equivalent (FTE) Summary

During FY21, Metro implemented the Board approved Voluntary Separation Incentive Program (VSIP) to eligible Non-Represented, AFSCME, and Teamsters Represented employees who voluntarily agree to separate or retire from Metro within a pre-designated retirement period. A total of 179 FTEs (Non-Represented and Represented) elected to participate in VSIP and 87 (57 Non-Represented and 30 Represented) positions were eliminated in the FY22 Proposed Budget.

The FY22 Proposed Budget includes a total of 1,717 Non-Represented FTEs, a net decrease of 25 Non-Represented FTEs from FY21 resulting from the elimination of 57 VSIP positions and the addition of 32 new positions to implement new initiatives in delivery Metro’s Transit and Transportation programs. Represented FTEs for FY22 total 8,630 which is an increase of 148 Represented FTEs from FY21, resulting from an elimination of 30 VSIP positions and 178 new positions. Please refer to Attachment E for more details.

| Agencywide FTEs | FY21 Budget | VSIP | New Initiatives | FY22 Proposed | Change |
|------------------------------------|---------------|-------------|-----------------|---------------|------------|
| 1 AFSCME | 821 | (26) | 33 | 828 | 7 |
| 2 ATU | 2,444 | | 36 | 2,480 | 36 |
| 3 TCU | 915 | | 4 | 919 | 4 |
| 4 TEAMSTERS | 175 | (4) | | 171 | (4) |
| 5 SMART | 4,127 | | 105 | 4,232 | 105 |
| 6 Non-Contract | 1,742 | (57) | 32 | 1,717 | (25) |
| 7 Total FTEs | 10,224 | (87) | 210 | 10,347 | 123 |
| 8 Total Agencywide Represented | 8,482 | (30) | 178 | 8,630 | 148 |
| 9 Total Agencywide Non-Represented | 1,742 | (57) | 32 | 1,717 | (25) |
| 10 Grand Total | 10,224 | (87) | 210 | 10,347 | 123 |

Labor Summary

The FY22 Proposed Budget includes contract wage increases of 5.0% on average according to the pre-negotiated Collective Bargaining Agreements with the Represented union groups. An average 3.5% performance increase is included for Non-Represented employees which will be distributed on a merit-based system. Non-Represented employees did not receive any salary increase in FY21. The labor cost increases reflect the rising wage inflation and living wage standards. Health and welfare benefits for Represented employees are based on Collective Bargaining Agreements. Non-Represented medical and dental benefits reflect the carrier contract rates previously approved by the Board.

Non-Represented pay grade levels were last adjusted in July 2019. To reflect best practice, Human Capital & Development (HCD) will be adjusting the current compensation pay grade levels by 2.0%. There will be minimal impact to budget and current employees’ salaries. Please refer to Attachment D for more details.

Life of Project (LOP) Budgets

New capital projects with LOP budgets exceeding \$5.0 million must be approved by the Board as separate Board actions.

Attachment A includes a detailed listing of new capital projects for FY22 with LOP in excess of \$5.0 million. These new capital projects in the FY22 Proposed Budget include Metro Green Line Overhead Catenary System Replacement, Metro Gold Line Arroyo Seco Hill Stabilization, Union Station Gateway Fire Detection System Renovation, as well as other new State of Good Repair projects.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date, in order to reimburse expenditures incurred prior to the bond issuance. See Attachment B for anticipated expenditures in the budget related to proceeds from future bond issuance.

Public Outreach

The budget outreach process began in February 2021 with an e-blast to more than 375,000 Metro subscribers that directed them to the metro.net/myvoice landing page where information about the budget was available, including stakeholders' meeting schedules and a special Budget Briefing for all five Regional Service Councils. The landing page also allowed access to the questionnaire to provide comments (budgetcomments@metro.net) and presented information about the Budget Public Hearing. The budget communication campaign was initiated via social media platforms such as Metro's Facebook page, Instagram, NextDoor, Twitter, TheSource alongside print media through the utilization of interior car cards on Metro buses and trains.

Office of Management & Budget (OMB) staff provided FY22 Proposed Budget Briefings at other meetings for stakeholder groups, including but not limited to the Citizens Advisory Council, Technical Advisory Committee, Policy Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets, Freeways Committee, Valley Industry Commerce Association as well as the Gateway Cities and San Gabriel Valley Councils of Governments. In addition to the meetings listed above, OMB staff was invited to present to Metro's Accessibility Advisory Committee. Engagement at all meetings were conducted virtually, thus continuing to follow physical distancing guidelines currently in place.

The budget public hearing is legally required, pursuant to California PUC codes 130106 - *Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code, and shall be published not later than the 15th day prior to the date of the hearing.*

A summary of the public outreach efforts, feedback received, as well as results from the budget questionnaire are shown in Attachment C.

EQUITY ASSESSMENT

Metro Budget Equity Assessment Tool (MBEAT) - Process Evaluations

The FY22 Metro Budget Equity Assessment Tool (MBEAT) pilot is a comprehensive agencywide budget equity assessment process that helps staff consider how Metro's annual budget influences marginalized communities' access to opportunities and addresses potential barriers or harms. Implementation of the MBEAT has created a process to highlight budgetary requests with benefits for marginalized and/or vulnerable communities and identifies opportunities to improve budget equity outcomes.

Together with the Office of Management and Budget, staff from the Office of Equity and Race have tracked and documented opportunities for improvements to the MBEAT process for subsequent fiscal years, such as lengthening the review process and offering a variety of educational resources and training materials for Metro staff. There is additional need for continued training to streamline the MBEAT process and continued support for staff to consider how investment, projects, programs, and policies might cause harm or not benefit all as intended, given historic and current disparities and systemic inequities. Furthermore, they will conduct interviews with department staff to further refine the MBEAT process and continue to build on this foundation in future budget cycles.

Please see the FY22 Budget Equity Assessment - Receive and File Report for a full summary.

DETERMINATION OF SAFETY IMPACT

This recommendation will not have an impact on safety standards at Metro.

FINANCIAL IMPACT

The FY22 Proposed Budget (provided in a separate submittal) at \$8.0 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from federal and state governments and to administer regional transportation funding to local cities and municipal operators.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal:

Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

ALTERNATIVES CONSIDERED

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro's stated goal of improving transportation in Los Angeles County.

NEXT STEPS

Upon Board authorization and adoption of the FY22 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and program funding to regional transit/transportation partnering agencies, cities and recipients.

Staff will closely monitor the financial situation and will request Board approval of Mid-Year budget amendments, if needed. In addition, as part of the performance management process, Metro will

monitor progress throughout the year relative to the Agency goals using measurements such as budget variances, Key Performance Indicators (KPIs) target achievement, Project Milestone achievement and cost savings. This reinforces Metro's commitment to strategic monitoring of performance and the improvement of accountability. In addition, continuous improvements will be implemented to the process and regular updates will be reported to the Board.

ATTACHMENTS

Proposed FY22 Budget document can be accessed at

<https://media.metro.net/2021/FY22-Proposed-Budget-Book.pdf>

Attachment A - FY22 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY22

Attachment C - FY22 Public Outreach

Attachment D - Compensation Adjustment

Attachment E - FY22 Non-Represented and Represented FTEs

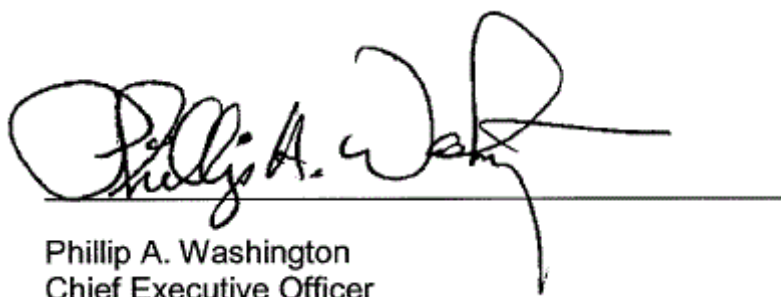
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Phillip A. Washington
Chief Executive Officer

FY22 New Capital Projects

State of Good Repair Projects

| | |
|--|---|
| 1 | PROJECT: USG Fire Detection System Renovation |
| | PROJECT OWNER: Human Capital & Development - Technology |
| | LOP: \$5,950,000 FY22: \$1,000,000 |
| | SCOPE: Complete replacement of the Fire Alarm Panel, devices, wiring and related components at Union Station Gateway Building, USG Parking, Union Station East Portal, and Patsaouras Bus plaza. |
| | JUSTIFICATION: Replacement parts for the existing Siemens model MXL are hard to find. Siemens will no longer support this model after 2022. Reduced reliability of the existing system is due to age and many tenant improvement during the years. New technologies are now available to improve communication and add features such as an earthquake early warning system, connection to user interfaces (GUI's), remote monitoring, and improvement in troubleshooting capabilities. The Siemens XLS fire alarm equipment is proprietary, and there are limited authorized installation / maintenance contractors available. Full replacement will allow other manufacturers/contractors such as Edwards and Notifier to bid to replace the existing MXL with a new system in compliance with the current NFPA 72 requirements. |
| ELIGIBLE FUNDING SOURCE: TDA 4 | |
| 2 | PROJECT: FY22 AQMD 1196 Rule Non-Revenue Vehicles |
| | PROJECT OWNER: Operations - Non-Revenue Vehicles |
| | LOP: \$9,400,000 FY22: \$150,000 |
| | SCOPE: This project spans three Fiscal Years (FY22, FY23, and FY24) for the replacement of Non-Revenue Vehicles non-compliant with AQMD Rule 1196 (CLEAN ON-ROAD HEAVY-DUTY PUBLIC FLEET VEHICLES). This project is for the replacement of Metro's non-compliant vehicles in Bus Maintenance, Facilities Maintenance, Logistics, and Community Relations. |
| | JUSTIFICATION: The vehicles identified for replacement were procured between 2003 and 2010 have been identified as non-compliant with AQMD Rule 1196. |
| ELIGIBLE FUNDING SOURCE: TDA 4 | |
| 3 | PROJECT: Integrated Data and Communications System (IDCS) |
| | PROJECT OWNER: Operations - Rail Vehicle Systems |
| | LOP: \$33,980,000 FY22: \$5,000 |
| | SCOPE: Design and procure an on-board Integrated Data and Communications System that utilizes both cellular and wi-fi connectivity for remote and real-time access to the on-board CCTV system while also providing real-time access to vehicle systems. This will also allow us to determine vehicle location in the absence of GPS and will provide on-board passenger wi-fi. |
| | JUSTIFICATION: The project will improve Rail Fleet management and tracking while providing improved customer communication services. Live stream access will support safety and security, allowing staff to monitor the train in case of an emergency. |
| ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceed | |

| | |
|---|--|
| 4 | PROJECT: P2000 Vehicle Component Replacement |
| | PROJECT OWNER: Operations - Rail Vehicle Maintenance |
| | LOP: \$16,100,000 FY22: \$200,000 |
| | SCOPE: Overhauling 52 cars plus spares of P2000 truck systems on the powered and non-powered trucks. This would include axles, journal bearings, couplers, and friction brake / air compressor. |
| | JUSTIFICATION: The P2000 component overhaul is required because of fleet age, vehicle mileage, and original equipment manufacturer (OEM) recommendations to maintain the availability, reliability, safety and passenger comfort of the fleet. Based on regular OEM preventative maintenance inspections, the fleet is in need of component overhauls. |
| ELIGIBLE FUNDING SOURCE: TDA 4 | |
| 5 | PROJECT: P3010 Fleet-Friction Brake Overhaul |
| | PROJECT OWNER: Operations - Rail Vehicle Maintenance |
| | LOP: \$35,990,000 FY22: \$200,000 |
| | SCOPE: Overhaul of Friction Brake and Air Compressor Equipment. Overhaul will be at 5 kits per month to achieve overhaul compliance within a 4 to 5 year period. |
| | JUSTIFICATION: Friction Brake Overhaul is on a time based (5 year) interval as mandated by the car builder and CPUC regulations. |
| ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceed | |
| 6 | PROJECT: Metro Red Line SEG-2 Supervisory Control and Data Acquisition Systems Equip Replacement |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$8,270,000 FY22: \$5,000 |
| | SCOPE: The project / program includes complete replacement of the Fire/Emergency Management (FEM) Programmable Logic Controllers (PLC) and Local Emergency Management Panels (EMP). |
| | JUSTIFICATION: The majority of the Metro Red Line Segment 2 equipment is obsolete and spare parts are no longer available. Equipment is Fire/Life/Safety critical and must be replaced as soon as possible. |
| ELIGIBLE FUNDING SOURCE: PA35% | |
| 7 | PROJECT: Metro Green Line Overhead Catenary System (OCS) Replacement |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$38,350,000 FY22: \$35,000 |
| | SCOPE: The proposed project will replace the OCS on the Metro Green Line. In order to deliver the project staff will procure materials, tools, equipment and road-rail vehicles. |
| | JUSTIFICATION: The OCS on Metro Green Line is near the end of its useful life. Equipment, tools and materials are required to keep the current rail system operational. |
| ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceeds | |

| | |
|--------------------------------|--|
| 8 | PROJECT: Metro Gold Line Arroyo Seco Hill Stabilization |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$10,660,000 FY22: \$35,000 |
| | SCOPE: The Arroyo Seco Hillside Improvement project will conduct geotechnical surveys then excavate the hillside, repairing the slope. |
| | JUSTIFICATION: During the rainy season, the hillside at Arroyo Seco gives away and dirt and debris falls onto mainline tracks. This is a safety concern and there is potential for derailment, impacting revenue service and the risk of injury to patrons and employees. |
| ELIGIBLE FUNDING SOURCE: TDA 4 | |
| 9 | PROJECT: Systemwide Corrosion Control |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$21,350,000 FY22: \$35,000 |
| | SCOPE: Defective components of the corrosion control system must be replaced with new rectifiers, sacrificial anodes, field test terminals, and wiring. |
| | JUSTIFICATION: The components are critical for long term continuous use of the rail network. |
| ELIGIBLE FUNDING SOURCE: TDA 4 | |
| 10 | PROJECT: Metro Red Line Mainline Fastener Replacement |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$28,130,000 FY22: \$35,000 |
| | SCOPE: Need to replace approximately 112,000 fasteners in order to maintain our current service levels. |
| | JUSTIFICATION: Metro Red and Purple Line Mainline Fasteners have been in service for 27 years and the (Type 1) fasteners are showing signs of wear and cracking. The damp environment in the tunnels coupled with weight stress is detrimental to the structural integrity of the fasteners. |
| ELIGIBLE FUNDING SOURCE: PA35% | |
| 11 | PROJECT: Metro Red Line UPS/Batteries FY22-FY25 |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$5,640,000 FY22: \$30,000 |
| | SCOPE: Replacement of obsolete Uninterruptible Power Supplies (UPS) with new energy efficient units. |
| | JUSTIFICATION: The manufacturer no longer supports repairs. Also, the Battery Banks have reached the end of their useful life. The UPS provides power for emergency operation of Public Address (PA) Systems, Fire Protection Detection Systems, Security System/CCTV, Radio Communication Systems, Gas Monitoring Systems, Emergency Backup Power Systems (EBPS) Load Shed Panels and Traction Power Substation Control Power to operate High Voltage Breakers. |
| ELIGIBLE FUNDING SOURCE: TDA 4 | |
| 12 | PROJECT: Metro Blue Line 7th/Metro Substation Replacement |
| | PROJECT OWNER: Operations - Wayside Systems |
| | LOP: \$7,860,000 FY22: \$30,000 |

SCOPE: The job involves design and review of existing structural and electrical systems for compatibility and updated code requirements. A contractor will manufacture and install a new Traction Power Substation (TPSS) along with all necessary ancillary components, and structural upgrades necessary to make the system operational.

JUSTIFICATION: The 7th/Metro Traction Power Substation that handles the Blue and Expo lines failed and needs to be replaced for proper operation of Blue and Expo lines.

ELIGIBLE FUNDING SOURCE: PA35%

13

PROJECT: Call Point Security Light Boxes

PROJECT OWNER: System Security and Law Enforcement - Regional & Hubs

LOP: \$13,950,000

FY22: \$5,000,000

SCOPE: Replace the existing emergency blue light call boxes systemwide.

JUSTIFICATION: The existing analog emergency telephones are obsolete and no longer comply with updated American Disabilities Act standards. ITS is transitioning from analog to digital technology. The new call boxes will have voice over internet protocol (VOIP) with a phone integrated camera and a blue light for more visibility. The new system will be ADA compliant and will enhance safety and security for the general public, patrons, and employees.

ELIGIBLE FUNDING SOURCE: TDA 4

ATTACHMENT B

REIMBURSEMENT RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2022

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines including the Crenshaw/LAX Transit Corridor project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage related to Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY22 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, or grant revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$200.0 million for Measure R, \$200.0 million for Measure M and \$300 million for grant revenues.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event

later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$200.0 million for Measure R, \$200.0 million for Measure M and \$300 million for grant revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

FY22 Budget – Public Outreach

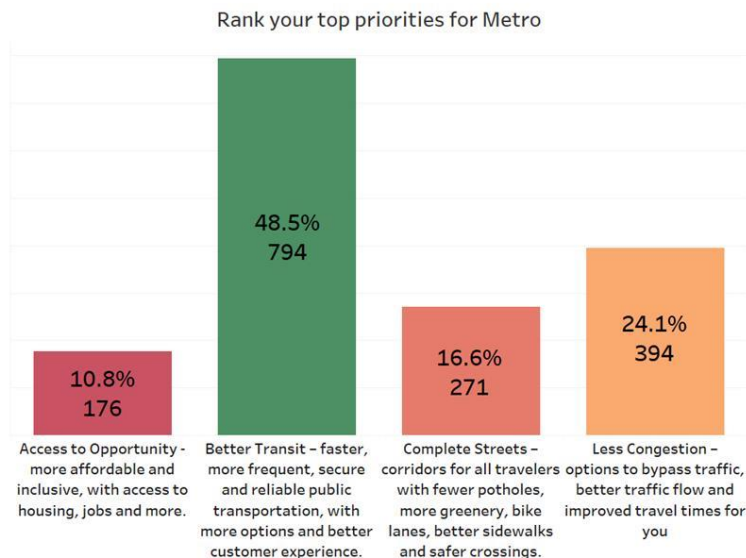
Summary of FY22 Proposed Budget Public and Stakeholder Efforts and Comments Received

| EVENTS | PARTICIPATION |
|-------------------------------------|---|
| Budget Briefings and Meetings | Covering all five Regional Service Councils, riders, the public and key stake holder meetings throughout Los Angeles County |
| Interactive Questionnaire | 1,700 February – April |
| Web Page visits | 2,249 February – April |
| Questionnaire & Email/mail Comments | 700 February – April |

Interactive Questionnaire

For the FY22 Budget an interactive questionnaire was used to solicit feedback and comments, thereby engaging the public in all areas of Los Angeles County. Respondents were asked a series of questions on transportation priorities. The questionnaire focused on four key areas: Better Transit, Less Congestions, Complete Streets and Access to Opportunity. These key areas are in line with the Long-Range Transportation Plan.

Respondents were able to rank what they considered top priorities. Below are results of the survey:



The questionnaire further broke down each four areas into subcategories for respondents to choose their priorities. The results indicate the following:

- Respondents selected “Expand Rail Network” and “Increased Safety” as their top choices for a faster more frequent, secure and reliable *Better Transit* experience;
- Respondents selected “Dedicated Bus Lanes” when considering *Less Congestion* as their main option to bypass traffic and better traffic flow;
- Respondents selected “Improve Pedestrian Crossing” as their first choice for *Complete Streets* when considering better sidewalks and safer crossings; and
- Respondents selected “High Density Developments Around Transit” and “Easier Reduced Fare Program” as their top priorities for *Access to Opportunity* when considering access to housing jobs and more.

Public Comments

Comments received from the public during the Metro FY22 Budget outreach process are summarized below. Key stakeholders, and customers provided input and suggestions on virtually every Metro function. However, due to the volume, not all comments can be included in this summary, but all questions and comments received during the budget briefing, stakeholder meetings, and public hearing have been addressed. Furthermore, comments received via mail, email and questionnaire were reviewed and forwarded to relevant departments for consideration in the development of their programs, projects or initiative. This is an ongoing process and we continue to receive comments on a daily basis.

| Key Topics | Summary of Comments |
|--|---|
| <p>Access to Opportunities</p> <ul style="list-style-type: none"> • High Density -Development • Better Mobile & Web experience | <ul style="list-style-type: none"> – That the times on electronic displays at train stations get updated on real times and match real arrival times – Need Metro>Muni>Metro (Transfer policy) – Improving bus service is the lowest hanging fruit - bus lanes, more route, safer - these things are the most cost-effective ways to start. Also, it should be free – Critical to update your web service – Need better ways to show detours electronically. – Redirect placing paper on bus sites when you should be doing this electronically – Service announcements should reflect Metro website especially during – Better communication about community meetings times – accommodate 9 to 5 job – Legalize high density housing near transit by expanding TOD communities – turn entire system to proof of payment to speed buses up – Consider small bus improvements on busy routes - signal prioritization, short segments of bus lane so the bus can jump queues. – Implement all door boarding and off board fare collection in as many places as possible to reduce bus dwell time |

| | |
|---|---|
| | <ul style="list-style-type: none"> - Metro investment in the creation of affordable housing near existing transit - Making Metro owned land near existing transit available for low to no cost for the development of affordable housing would increase ridership by low-income families and provide those families with adequate affordable transportation - Enforce/develop law for essential workers to have priority on all transportation. Implement support for bus drivers by giving them more authority to control troublesome passengers - Provide wayfinding with directions and distances. - Focus on affordable housing crisis be affordable. - Transitional homeless housing should figure into this as well. - Keep the names of the routes - You do not post prices of transit everywhere payment is required. Getting rail tickets is confusing |
| Easier & Reduced Fares Program/Fares | <ul style="list-style-type: none"> - Money Spent could even provide free transit as opposed to limited infrastructure - Your one-way pass doesn't work on buses - Free METRO rides ... so who pays? Someone has to ... because it ain't free. Oh maybe METRO employees and contract employees are donating their time now - Change the fare system - No Free Fares! It will only increase homelessness - Public Transportation is too expensive in LA - FREE FARE NOW - Metrolink needs to go on TAP - EZ Transit Pass within LA County under a zone structure (upcharge to cross zone borders, included if within one zone, tap in tap out required) - Flat rate of the price is not fair and not attractive to those that need to take short trip - Price is high for all services - Prioritize making system free for students or even better for all riders. And prioritize buses for low-income riders - Buses and subway should be free -- that would greatly reduce traffic - \$5 day pass that covers all transfers |
| <p>Better Transit</p> <ul style="list-style-type: none"> • Reduced wait times • Ridership experience/cleanliness • Expand Rail Network • Improve bus routes | <ul style="list-style-type: none"> - Please complete the Sepulveda Pass train project - Get the Gateway Cities light rail from Artesia to Downtown built - Need subway line which follows the 405 from the SF valley to a station directly in LAX - Need faster means of getting from the West Valley to the Westside, Airport, Hollywood, Pasadena, and Downtown, need subway under Ventura Blvd., Calabasas to Sepulveda Pass line trains integrated with 101 and 405 freeways, Gold Line / BART style. Monorail system along the freeways that are congested - Get rid of cloth seats – trains don't smell good - Mask mandate - Red line is filthy - Safety, cleanliness and quality of life on rail and bus lines are horrible - Please sanitize the buses – general cleaning |

- Ban vaping
- Train platforms are filthy
- Get rid of fabric upholstery
- Cleanliness is a priority
- Add more buses to avoid over-crowded buses and to keep the redline, purple line
- More airport connector
- Bring back Passport smaller busses running more frequently
- Need better and more reliable transit in Burbank
- extend the Orange Line to San Diego
- Please bring rail to West Hollywood
- Dedicated bus lanes and selling the time savings will greatly improve metro.
- The Metrolink and Metrorail have too many stops.
- Expand the Metro Micro to more cities for the last mile and offer cheaper price.
- would really like to see a train into LAX (like Chicago's Blue line).
- Better rail from antelope valley to Los Angeles.
- Metro could increase direct service in Western San Gabriel Valley
- Please build a north-south train line on the west side from expo line to Westwood
- Open back door right way
- Please improve transportation in the San Fernando Valley, particularly west of NoHo.
- Encourage rail from LAX to Westwood.
- More subway please
- weekend metro service for lines 169, 245
- Do not discontinue the 115 Playa Del Rey line
- Increase service to Downtown LA.
- Increase number of Metro light rail routes
- Consider a train down the center of major freeways like BART in NorCal
- More bus routes on the main roads all the way to Pomona
- The micro transit is great
- Please finish the regional connector
- Need rail system that goes north/south and links the San Gabriel valley to the inland empire - like the 71 freeway.
- Rail development needs to be accelerated. Especially 90501 transit hub. South Bay Curve extremely congested due to industry near LAX.
- We need better service on lines 244,167,158,166,243.
- Extend Gold line to SGV along 60
- Subway stops at Van Nuys, Ventura Blvd, UCLA, Wilshire Blvd (Purple Line), expo Line and Culver City, and LAX
- Refocus on Bus Rapid Transit, optimize and improve existing local bus routes,
- Add stop on La Cienega and Wilshire, more busses in the evening
- Increasing frequencies, especially during off-peak hour
- Need J or C Line expansion to Torrance for better travel to Downtown, Crenshaw, Culver City and Santa Monica.
- LAX needs a light rail stop
- REALLY look forward to the ability to take train from Long Beach to museums in LA

| | |
|--|---|
| | <ul style="list-style-type: none"> - Expand the Metro Micro to more cities and coordinate with rideshare app - More frequency of bus in the South Bay area - Need connection from the valley to LA - Expand the rail network and paint Bus Only lanes on all major boulevards. - Give light rail transit full traffic signal pre-emption through all at-grade crossings - Transit first, private autos second. - Connect green line to Metrolink at Norwalk use the train as an artery that is fed by busses - Express bus service on I-405 connecting LA and OC - More train lanes to Connect to one another directly - Express trains from Union Station to LAX - One seat, no changes. - Light rail project that connects Eagle Rock/Glendale to downtown via Glassell Park and Elysian Valley. - LATTC needs bus bench or overhang for protection - Need first mile last mile in Altadena area |
| <p>Complete Streets</p> <ul style="list-style-type: none"> • Improve Pedestrian crossing • More bike amenities, lanes, bike share • Increase coordination with Micromobility Companies (Lift, JUMP, Bird, Wheels) | <ul style="list-style-type: none"> - I have balance/mobility issues, being able to get across streets safely is critical - Need to improve bike share – reluctant due to limit of two bikes per bus - Find better ways to accommodate more bikes-trailers behind bus - Metro bike share program should be disbanded entirely or motorized completely and incorporated into existing public transportation - expand *protected* bike lanes - Expand bike infrastructure, make it easier and safer to walk - Sidewalks (or lack of them) need maintenance & pedestrian crossings are unsafe, Please, prioritize the safety of pedestrian crossings - Metro has wasted our tax dollars, the bike share program is not effective I resent it being forced on us - Reduce the number of bike hubs in areas where usage is minimal - Better pedestrian crossings- Imperial Highway by the 105 freeway - Need protected bike lanes - Bike lanes are a waste, typically rarely utilized - Expansion of active transportation is important for first/last mile connectivity |
| <p>Congestion Reduction</p> <ul style="list-style-type: none"> • Expand Rideshare • Dedicated Bus Lanes • Traffic Reduction Pilot • Expand Express Lanes/Hwys | <ul style="list-style-type: none"> - Express lanes should be implemented on all SOCAL freeways to help improve travel times and generate revenue for public transit services - Congestion pricing will increase inequities and cripple low-income communities - Fastrak is the WORST thing to happen to our freeways - Expand the rail network and paint Bus Only lanes on all major boulevards. - We need to complete the Metro HOV lane network - Give light rail transit full traffic signal pre-emption through all at-grade crossings - Transit first, private autos second |

| | |
|--|---|
| | <ul style="list-style-type: none"> - Freeway expansion is a long, inconvenient, costly mistake. Please prioritize making the region's transit options - especially bus travel - more reliable, with increased frequency - Get serious about eliminating carbon emissions - Metro is a critical part of that. - reduce speed limits (85% rule will likely be repealed in Sacramento) - BUS LANES NOW! BIKE LANES NOW! - Extend carpool to low emission vehicles - Please do not raise express lanes prices - More rail is what we need in my opinion to decrease LA's carbon footprint and the best most effective way to reduce congestion! - Stop spending resources on freeways- upgrades for cars when the future is in mass transportation, pedestrians, and bicycles. - Stop funding highways. Put money to transit services. We need better bus service like shorter wait times & more bus routes. Bus only lanes & protected bike lanes are a must. Metro must also STOP EXPANDING THE FREEWAYS. We know from decades of data that more traffic lanes merely beget more traffic. - Don't expect the older people to ride a bike or scooter to get to the station - Need to reduce the incentive for people to drive alone - Institute congestion tolls and/or increase substantially a parking tax |
| <p>Safety & Security</p> <ul style="list-style-type: none"> • COVID-19 • Cleanliness Homelessness | <ul style="list-style-type: none"> - PLEASE KEEP THE HOMELESS OUT - NO MORE TRANSIT COPS, AND BETTER BUSES! - Safety of passengers is primary - Better security inside Metro trains - Metro safer but not LAPD there, per BLM standards and what was agreed on in defund the police agreements and commitments - Enforce rules - Wearing mask - Homeless people jeopardize riders' safety - Gold Line need to be clean and safe before riding - Improve the security and cleanliness all over – COVID-19 - Make service feel safe - Blatant disregard for payment, smell of weed, urine and other unknowns - Not enough law enforcement - Not traveling because of major safety concerns using any kind of transit - Filthy trains, loud music, officers chatting, check tickets, bathrooms dirty - More police presence, make sure people are wearing masks Safety Safety Safety. Board should ride our trains not just once or during the day or with security - Increase the in-house transit security budget - Get Cops out of Metro! - Real solutions need not look the other way and hope it goes away! More housing and mental health programs - Safety is always a concern. I don't see many officers or security. |

| | |
|--|--|
| | <ul style="list-style-type: none"> - It is EXTREMELY dirty!! - It is a free for all for individuals that act out and cause concern. - Please prioritize safety. Hire customer service ambassadors Put a police officer or security guard on EVERY train |
| <p>Feedback</p> <ul style="list-style-type: none"> • Positive • Negative | <ul style="list-style-type: none"> - Easier to take a Torrance bus to the airport or anywhere - Mostly concerned about Metro staying funded and functioning, than I am to any changes in service. - Tax dollars not coming back the community no longer support anything Metro related - I love DASH service - GO METRO! - THANK YOU FOR ASKING!! - LA and the surrounding area has a good transit system, for the US. There is still a lot to do, but at least you are moving forward. Keep up the good work! - Black shirts Metro security have a sense of ownership and pride. And are well versed in current laws and procedures. - LIFE program helped a lot; difficult to sign up for, but once I figured it out it was great - I love the model of the SEED school. I think it is genius! - I rode express bus to LATTC often before I retired. Very good service, but need bus shelters - Thank you for your efforts. My best wishes and sincere gratitude - Place resources in areas where they are needed/requested |
| <p>Equity</p> | <ul style="list-style-type: none"> - Equity is not geographic, equity means "looking to the bottom" and serving those most in need first-- specifically, working class Black and Brown Angelenos, and caring for our unhoused neighbors - Do not focus on our budget on rail, freeway / highway expansions, or policing - Metro needs to redirect their priorities and to improving, maintaining, and supporting core services for those most dependent on transit, also providing good union jobs to members of vulnerable communities - Opposed to congestion pricing. Not everyone has the option to change when they are commuting on heavily trafficked roads. This is the first step to less congestion and greater equity - Most people in Watts work non-traditional hours so having more transportation options in the early morning and after hours is important and more frequently would help people feel safer - Metro needs to treat all members of the communities it purports to serve more equitable |
| <p>Outreach</p> | <ul style="list-style-type: none"> - Your survey is flawed and deceptive - How come I can't select more than one ethnicity in this survey? - Survey is not working properly - I really liked this survey format! - Almost all of these questions are really hard to rank. - Left out two reasons to ride Public Transit; Climate Change and less stressful commute. This survey is completely flawed. It |

| | |
|---------|--|
| | <p>ranks automatically without the respondent's input. A badly constructed survey. You can and must do better than this.</p> |
| Parking | <ul style="list-style-type: none">- Parking is no longer free at Green Line Crenshaw Station- Expand parking space especially when you construct a new station- eliminate parking requirements for new housing- Improve parking around rails; reduce parking- Expand parking space especially when you construct a new station.,- Need to provide security for the cars park at the station, too. Car should be allowed to park overnight without having to pay much money.- There needs to be parking on both sides of the street and buses need to come more often |

Compensation Adjustment

Human Capital and Development (HCD) will be adjusting the current compensation pay grade levels by 2.0%, effective July 1, 2021. Below are the proposed pay grade changes:

| FY21 ANNUAL SALARIES | | | |
|-----------------------------|-------------------------|--------------------------|-------------------------|
| Pay Grade | Minimum (Annual) | Midpoint (Annual) | Maximum (Annual) |
| HFF | \$341,723.20 | \$427,398.40 | \$513,094.40 |
| HEE | \$273,374.40 | \$341,702.40 | \$410,051.20 |
| HDD | \$218,296.00 | \$273,374.40 | \$328,452.80 |
| HCC | \$179,524.80 | \$224,411.20 | \$269,297.60 |
| HBB | \$156,062.40 | \$194,833.60 | \$233,584.00 |
| HAA | \$139,131.20 | \$174,428.80 | \$209,705.60 |
| H1Q | \$125,424.00 | \$156,769.60 | \$188,115.20 |
| H1P | \$112,902.40 | \$141,107.20 | \$169,312.00 |
| H1O | \$102,044.80 | \$127,566.40 | \$153,067.20 |
| H1N | \$92,643.20 | \$115,793.60 | \$138,964.80 |
| H1M | \$84,468.80 | \$105,560.00 | \$126,672.00 |
| H1L | \$77,334.40 | \$96,657.60 | \$115,960.00 |
| H1K | \$71,115.20 | \$88,878.40 | \$106,620.80 |
| H1J | \$65,790.40 | \$82,243.20 | \$98,716.80 |
| H1I | \$61,089.60 | \$76,356.80 | \$91,624.00 |
| H1H | \$56,971.20 | \$71,219.20 | \$85,446.40 |
| H1G | \$51,688.00 | \$64,604.80 | \$77,500.80 |
| H1F | \$46,966.40 | \$58,718.40 | \$70,470.40 |
| H1E | \$42,910.40 | \$53,622.40 | \$64,355.20 |
| H1D | \$39,416.00 | \$49,254.40 | \$59,092.80 |
| H1C | \$36,379.20 | \$45,468.80 | \$54,579.20 |
| H1B | \$33,654.40 | \$42,057.60 | \$50,460.80 |
| H1A | \$31,366.40 | \$39,208.00 | \$47,070.40 |

| FY22 ANNUAL SALARIES | | | |
|-----------------------------|-------------------------|--------------------------|-------------------------|
| Pay Grade | Minimum (Annual) | Midpoint (Annual) | Maximum (Annual) |
| HFF | \$348,566.40 | \$435,947.20 | \$523,348.80 |
| HEE | \$278,844.80 | \$348,545.60 | \$418,246.40 |
| HDD | \$222,664.00 | \$278,844.80 | \$335,025.60 |
| HCC | \$183,123.20 | \$228,904.00 | \$274,684.80 |
| HBB | \$159,182.40 | \$198,723.20 | \$238,264.00 |
| HAA | \$141,918.40 | \$177,923.20 | \$213,907.20 |
| H1Q | \$127,940.80 | \$159,910.40 | \$191,880.00 |
| H1P | \$115,169.60 | \$143,936.00 | \$172,702.40 |
| H1O | \$104,083.20 | \$130,124.80 | \$156,124.80 |
| H1N | \$94,494.40 | \$118,102.40 | \$141,752.00 |
| H1M | \$86,153.60 | \$107,681.60 | \$129,209.60 |
| H1L | \$78,873.60 | \$98,592.00 | \$118,289.60 |
| H1K | \$72,529.60 | \$90,646.40 | \$108,763.20 |
| H1J | \$67,100.80 | \$83,886.40 | \$100,692.80 |
| H1I | \$62,316.80 | \$77,875.20 | \$93,454.40 |
| H1H | \$58,115.20 | \$72,633.60 | \$87,152.00 |
| H1G | \$52,728.00 | \$65,894.40 | \$79,060.80 |
| H1F | \$47,902.40 | \$59,883.20 | \$71,884.80 |
| H1E | \$43,763.20 | \$54,704.00 | \$65,644.80 |
| H1D | \$40,206.40 | \$50,232.00 | \$60,278.40 |
| H1C | \$37,107.20 | \$46,384.00 | \$55,660.80 |
| H1B | \$34,320.00 | \$42,889.60 | \$51,480.00 |
| H1A | \$31,990.40 | \$39,998.40 | \$48,006.40 |

Note: The FY22 Non-Contract Pay Table has been adjusted by 2%.

ATTACHMENT E

FY22 Non-Represented and Represented FTEs

Non-Represented FTEs for FY22 total 1,717 including the addition of 32 new positions to implement new initiatives in delivery Metro's Transit and Transportation programs

| | Department Name | New Positions | Comments |
|---|-----------------------------|---------------|--|
| 1 | CHIEF EXECUTIVE OFFICE | 2 | 1 for Customer Research 1 for Better Bus |
| 2 | CHIEF POLICY OFFICE | 4 | 1 for Women Girls Governing Council 2 for California Public Records Act 1 for Oversight and Support |
| 3 | COMMUNICATIONS | 4 | 1 CEO Initiatives and Fed & State Legislative Programs; 2 Commercial Sponsorship Program 1 Art & Design Expanded portfolio of MM Metro Art projects and Board directives |
| 4 | CONGESTION REDUCTION | 3 | 1 for HOV 5+ 2 for Service Authority for Freeway Emergencies-Regional Integration of Intelligent Transportation Systems (RIITS) & Strategic Initiatives |
| 5 | HUMAN CAPITAL & DEVELOPMENT | 4 | 1 for compliance with California Fair Chance Act 1 for Helping Employees Access Resources (HEAR) Office 2 for Absenteeism Task Force |
| 6 | OPERATIONS | 10 | 6 for Regional Connector 1 for Elevator Attendant Program; 1 for oversight of Transit Operation Supervisors, discipline policies and compliance 1 support for operating invoices and KPI statistics |
| 7 | PLANNING AND DEVELOPMENT | 1 | 1 for Grants Management |
| 8 | PROGRAM MANAGEMENT | 4 | 1 for Tunnel Engineering Expertise 1 for Moving Beyond Sustainability 1 for Leadership in Third Party Admin 1 Oversight of Construction Staff for the Westside D Line (Purple) Section 3 |
| 9 | Grand Total | 32 | |

Represented FTEs for FY22 total 8,630 including 178 new positions for pre-revenue service operations, service recovery and enhancements.

| | Department Name | New Positions | Comments |
|---|-------------------------------|---------------|--|
| 1 | INFORMATION TECHNOLOGY | 4 | |
| 2 | ATU | 4 | 4 to provide network communication systems maintenance on rail lines |
| 3 | OPERATIONS | 174 | |
| 4 | AFSCME | 33 | 10 Metro Micro 1 Martin Luther King Jr. Transit Center 22 Regional Connector Pre-Revenue |
| 5 | ATU | 32 | 3 Martin Luther King Jr. Transit Center 29 Regional Connector Pre-Revenue |
| 6 | TCU | 4 | 4 Martin Luther King Jr. Transit Center |
| 7 | SMART | 105 | 50 Metro Micro 55 Regional Connector Pre-Revenue |
| 8 | Grand Total | 178 | |

Fiscal Year 2022 Proposed Budget



Road to Recovery: Equity, Restoration and Service Enhancement



Bus & Rail Service Restoration



Implementation of NextGen



One-Seat Rides with Crenshaw/LAX & Regional Connector



New Security Model and Customer Experience



Equity & Race Lens

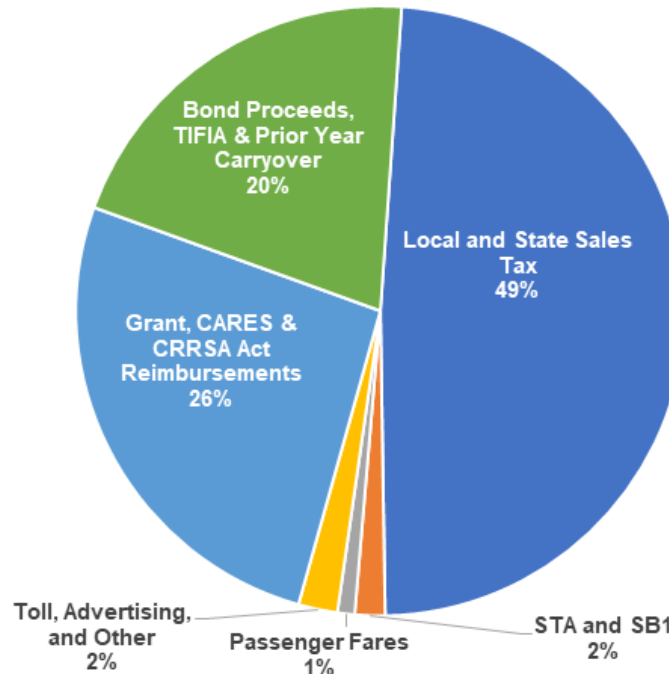
Continue Construction/ Planning for Transit Infrastructure

FY22 Resources Summary: **\$8.0B**



| | Resources (\$ in millions) | FY21 Budget | FY22 Proposed | \$ Change | % Change |
|----|--|-------------------|-------------------|-------------------|--------------|
| 1 | Local and State Sales Tax | \$ 3,783.6 | \$ 3,892.5 | \$ 108.9 | 2.9% |
| 2 | STA and SB1 | 183.6 | 127.8 | (55.8) | -30.4% |
| 3 | Sales Tax and STA/SB1 Revenues Subtotal | \$ 3,967.2 | \$ 4,020.3 | \$ 53.1 | 1.3% |
| 4 | Passenger Fares | 22.2 | 73.2 | 51.0 | 229.3% |
| 5 | ExpressLanes Tolls | 34.9 | 46.6 | 11.7 | 33.5% |
| 6 | Advertising | 18.9 | 24.1 | 5.2 | 27.8% |
| 7 | Other Revenues | 55.8 | 95.5 | 39.7 | 71.1% |
| 8 | Operating & Other Revenues Subtotal | \$ 131.8 | \$ 239.4 | \$ 107.6 | 81.6% |
| 9 | Grant, CARES & CRRSAA Act Reimbursement | 1,948.8 | 2,094.2 | 145.4 | 7.5% |
| 10 | Bond Proceeds, TIFIA & Prior Year Carryover | 945.0 | 1,648.7 | 703.7 | 74.5% |
| 11 | Capital & Bond Resources Subtotal | \$ 2,893.8 | \$ 3,742.9 | \$ 849.1 | 29.3% |
| 12 | Resources Total | \$ 6,992.9 | \$ 8,002.6 | \$ 1,009.7 | 14.4% |

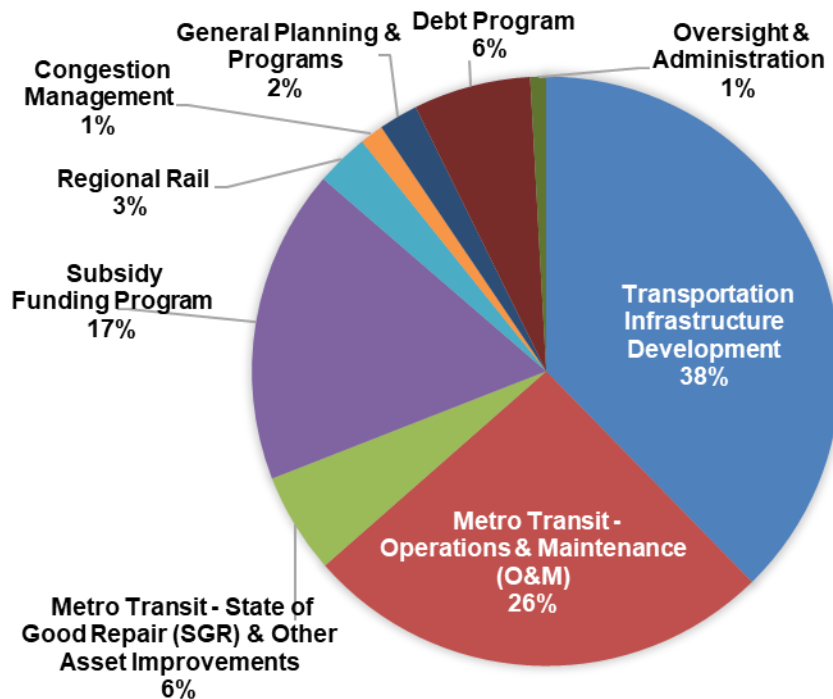
Note: Totals may not add up because of rounding.



FY22 Proposed Budget: **\$8.0B**



| Expenditure by Program Type (\$ in millions) | | FY21 Budget | FY22 Proposed | \$ Change | % Change |
|--|---|-------------------|-------------------|-------------------|--------------|
| 1 | Transportation Infrastructure Development | \$ 2,367.9 | \$ 3,015.1 | \$ 647.2 | 27.3% |
| 2 | Metro Transit | 2,357.3 | 2,512.2 | 154.8 | 6.6% |
| 3 | Metro Transit - Operations & Maintenance (O&M) | 1,844.1 | 2,069.9 | 225.8 | 12.2% |
| 4 | Metro Transit - State of Good Repair (SGR) & Other Asset Improvements | 513.2 | 442.3 | (70.9) | -13.8% |
| 5 | Subsidy Funding Program | 1,239.0 | 1,380.7 | 141.7 | 11.4% |
| 6 | Regional Rail | 244.7 | 233.0 | (11.7) | -4.8% |
| 7 | Congestion Management | 88.0 | 103.9 | 15.9 | 18.0% |
| 8 | General Planning & Programs | 157.4 | 172.0 | 14.6 | 9.3% |
| 9 | Debt Program | 474.9 | 516.0 | 41.1 | 8.7% |
| 10 | Oversight & Administration | 63.6 | 69.7 | 6.1 | 9.6% |
| 11 | Total Budget | \$ 6,992.9 | \$ 8,002.6 | \$ 1,009.7 | 14.4% |



Transit Infrastructure Program: \$2.5B

Major Transit Construction and Transit Planning Projects



Transit Construction:

- Crenshaw/LAX, Regional Connector project & Westside Subway Purple Line Ext (PLE) Sections 1, 2 & 3 continue construction progress & systems testing
- Airport Metro Connector begin construction phase
- Gold Line Foothill Extension 2B major construction continues
- G Line (Orange) Line Bus Rapid Transit Improvements begins major construction
- East San Fernando Valley Light Rail

Transit Planning:

- Sepulveda Pass: Predevelopment work to explore monorail and heavy rail
- West Santa Ana Branch: Continued development of Public Private Partnerships
- Eastside Extension Phase 2: Environmental and advanced conceptual engineering
- North San Fernando Valley BRT: Continue environmental review
- BRT Connector B (Red)/G (Orange) to L (Gold): Finalize environmental review
- Crenshaw Northern Extension: Continue environmental review
- C Line (Green) Extension: Continue draft environmental process

Transit Operations & Maintenance: \$2.1B



Bus Service \$1.4B

7.0M Revenue
Service Hours by
September 2021

Metro Micro \$40M:

- Expanding to include 9 zones



Rail Service \$628M

restored to pre-pandemic levels with adaptive headways

NextGen Bus Plan

- Implementation for more trips per hour
- Enhances current network
- Reallocating services to high ridership lines



Restoring and Enhancing Service



Pre-Revenue \$61M

- Crenshaw/LAX
- Regional Connector

Customer Experience \$54M

- Mar 2021 Board Motion
- Public Safety
- Homelessness Initiatives
- Other Customer Experience Initiatives



New System Security Model \$90M LEO Contract and \$75M Set Aside

- Consider Public Safety Advisory Committee (PSAC) recommendations for mid-year budget

Regional Subsidy Funding: **\$1.38B**



Subsidy Program is funding that Metro administers to regional partners to address transportation needs at the local level.



\$686M - Local Return to 88 cities and County of Los Angeles for transit and mobility improvements



\$437M - Regional Transit – Municipal Operators, Paratransit/Dial-A-Ride
\$123M - Access Services – ADA mandated paratransit service



\$119M - Regional Federal grants - TOD Planning, Open Streets, Regional TSM/TDM Grants, Active Transp. Bike Infrastructure, Farebox upgrade, Wayfinding



\$15M - Fare Assistance - LIFE Program provides transportation assistance to low-income individuals of LA County

FY22 Budget Outreach

Comments received as of 4/26/21

Stakeholder Meetings (>18)

- Regional Service Councils
- San Gabriel Valley COG
- Gateway Cities COG
- Valley Industry Commerce Association (VICA)
- Accessibility Advisory Committee (AAC)
- Bus Operator Subcommittee (BOS)
- Streets & Freeways Committee
- Technical Advisory Committee (TAC)
- Policy Advisory Council (PAC)
- Community Advisory Council (CAC)
- Local Transit Services Subcommittee (LTSS) Citizens Advisory Council (CAC)
- Measure M Oversight Committee
- Metro Budget Public Hearing



THESOURCE



Metro.net/myvoice



Comments received throughout LA County



Metro.net/myvoice

- Emails (>400,000)
- Visits (>2,600)



Questionnaire

- Responses (>1,650)
- Comments (>700)



Budgetcomments@

metro.net

- Email comments (27)

Top Transit Priorities



- **Better Transit** - “Expand Rail Network” and “Increased Safety”
- **Less Congestion** - “Dedicated Bus Lanes” and “Traffic Reduction Pilot”
- **Complete Streets** - “Improve Pedestrian Crossing” and “Improve Bike Program”
- **Access to Opportunity** - “Easier Reduced Fare Program”

Recommendations



A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);

1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

Next Steps



- Proposed Board Adoption expected on May 27th
 - Board Adoption is legally required before Fiscal Year starts
 - Metro will ensure revenue resources are available for funding by July 1st
- Mid-Year Budget Update (if needed) – December/January TBD



Board Report

File #: 2021-0123, File Type: Resolution

Agenda Number: 10.

**FINANCE, BUDGET & AUDIT COMMITTEE
MAY 19, 2021**

SUBJECT: MEASURE R BONDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. Adopting a Resolution, Attachment A, that:

1. Authorizes the negotiated sale and issuance of up to \$850 million in aggregate principal amount of Measure R Senior Sales Tax Revenue Bonds in one or more series, to finance capital projects; and refinance outstanding commercial paper notes.
2. Approves the forms of the Supplemental Trust Agreement, Continuing Disclosure Certificate, Preliminary Official Statement, Bond Purchase Contract and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution subject to modification as set forth in the Resolution;
3. Authorizes taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Measure R Senior Sales Tax Revenue Bonds, Series 2021-A (the "Bonds").

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE.)

ISSUE

The Debt Policy provides guidelines for new money financings that may be long-term or short-term. Measure R new-money bond issues are permitted to provide funding for eligible expenditures on highway, commuter rail, bus and rail capital projects (collectively, the "Projects").

BACKGROUND

Approval of the above recommendations will authorize the issuance of the Bonds, with a par amount not to exceed \$850 million of tax-exempt fixed rate bonds, which will fund or reimburse LACMTA for

Measure R eligible capital projects and expenditures and refinance commercial paper notes, the proceeds of which financed such costs.

DISCUSSION

The Measure R Ordinance (Ordinance) anticipated and authorized the use of debt to finance projects in the Measure R Expenditure Plan. Metro's Long Range Transportation Plan (LRTP) assumes the issuance of long-term debt to deliver projects sooner than the alternative "pay as you go" basis.

The proposed \$850 million tax-exempt fixed-rate bond issue is needed to bridge the gap between annual Measure R sales tax receipts and the revenue needed to fund Measure R capital projects. Metro's Board-approved Debt Policy permits new debt issues for financing capital projects and certain capital equipment where financing over time, with interest, allows us to meet certain public policy goals such as accelerating the completion of projects and/or improvements. With an aggregate par amount of approximately \$850 million, \$744 million of the bond proceeds will be used for Measure R project construction and to pay the costs of issuance related to the transaction. The \$106 million balance will refinance existing short-term debt that was used to pay for Measure R capital projects.

In accordance with Section 8(i)(4) of the Measure R Ordinance, the Measure R Independent Taxpayers Oversight Committee of Metro (the "Oversight Committee") is required to find that the benefits of any proposed Measure R debt financing for accelerating project delivery avoids cost escalation, and exceeds issuance and interest costs prior to the Board authorizing the debt issuance. Treasury is scheduled to present the proposed debt issuance to the Oversight Committee on April 19, 2021.

A negotiated sale method is recommended for this sale of Measure R Senior Bonds in accordance with the Board-approved Debt Policy criteria for determining the method of bond sale due to the relatively large size of the transaction. Further, if market conditions change suddenly, a negotiated sale provides Metro the flexibility to alter the sale date and/or bond structure as needed. A negotiated sale method also allows Metro to advance its DBE/SBE/DVBE firm participation goals as well. The underwriters will pre-market the issue to target as many investors as possible, assist with the credit rating process and advise on market conditions for optimal bond pricing.

Consistent with the Metro Debt Policy, underwriters for this transaction will be selected by a competitive Request for Proposal ("RFP") process conducted by Fieldman Rollapp and Associates ("FRA"), Metro's Transaction Municipal Advisor. Nixon Peabody LLP and Kutak Rock LLP has been selected by Treasury staff and County Counsel to serve as Bond Counsel and Disclosure Counsel, respectively.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The costs of issuance for the Bonds will be paid from proceeds of the financing and will be budget neutral. Funding for bond principal and interest expense for this Measure R financing will be added to FY22 and subsequent fiscal year budgets subject to the final debt service schedule. The funding sources for debt service of this financing are eligible for bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal:

Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could defer the issuance of the 2021 Measure R Bonds to a later time or indefinitely. This is not recommended as it could delay the construction of capital projects if Measure R funds are not available.

NEXT STEPS

- Obtain ratings on the Bonds
- Complete legal documentation and distribute the preliminary official statement to potential investors, initiate the pre-marketing effort
- Negotiate the sale of the Bonds with the underwriters

ATTACHMENTS

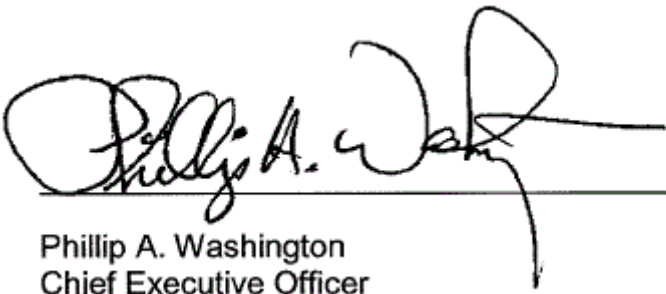
Attachment A - Authorizing Resolution

Attachment B - Finding of Benefit Resolution

Prepared by: Rodney Johnson, Deputy Executive Officer, Finance, (213) 922-3417

Michael Kim, Debt Manager, (213) 922-4026

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



Phillip A. Washington
Chief Executive Officer

Additional Documents

[http://libraryarchives.metro.net/DB_Attachments/2021-0123/1\)%20Supplemental%20Trust%20Agreement.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/1)%20Supplemental%20Trust%20Agreement.pdf)

[http://libraryarchives.metro.net/DB_Attachments/2021-0123/2\)%20Continuing%20Disclosure%20Certificate.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/2)%20Continuing%20Disclosure%20Certificate.pdf)

[http://libraryarchives.metro.net/DB_Attachments/2021-0123/3\)%20Preliminary%20Official%20Statement.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/3)%20Preliminary%20Official%20Statement.pdf)

[http://libraryarchives.metro.net/DB_Attachments/2021-0123/4\)%20Bond%20Purchase%20Contract.pdf](http://libraryarchives.metro.net/DB_Attachments/2021-0123/4)%20Bond%20Purchase%20Contract.pdf)

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY MEASURE R SENIOR SALES TAX REVENUE BONDS, APPROVING THE EXECUTION AND DELIVERY OF ONE OR MORE SUPPLEMENTAL TRUST AGREEMENTS, PURCHASE CONTRACTS, CONTINUING DISCLOSURE CERTIFICATES AND PRELIMINARY AND FINAL OFFICIAL STATEMENTS, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH

(MEASURE R SALES TAX)

W I T N E S S E T H:

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the “LACMTA”) is a county transportation commission duly organized and existing pursuant to Section 130050.2 of the California Public Utilities Code; and

WHEREAS, the LACMTA is authorized by Sections 130350.4 and 130350.5 of the California Public Utilities Code to impose a retail transactions and use tax at a rate of 0.5% that is applicable in the incorporated and unincorporated areas of the County of Los Angeles, California (the “County”) if authorized by at least two-thirds of the electors voting on the issue; and

WHEREAS, in accordance with such provision, the LACMTA, on July 24, 2008, adopted Ordinance No. 08-01, known as the Traffic Relief and Rail Expansion Ordinance, Imposing a Transactions and Use Tax to be Administered by the State Board of Equalization (the “Ordinance”) imposing the transactions and use tax for a period of 30 years, and the Ordinance was submitted to the electors of the County in the form of Measure R and approved by more than a two-thirds vote at an election held on November 4, 2008; and

WHEREAS, the Ordinance, as so approved, imposes for a period of 30 years, beginning July 1, 2009, a tax upon the sale of tangible personal property at retail at a rate of 1/2 of 1% of the gross receipts of the sale and a complementary tax upon the storage, use or other consumption in the County at a rate of 1/2 of 1% of the sales price of the property whose storage, use or other consumption is subject to the tax (the “Measure R Sales Tax”); and

WHEREAS, Section 130500 et seq. of the California Public Utilities Code (the “Act”) provides that the LACMTA may issue bonds, which terms includes indebtedness and securities of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, and all of such obligations shall be special obligations of the LACMTA, payable from the proceeds of the Measure R Sales Tax; and

WHEREAS, pursuant to the Act and the provisions of the Second Amended and Restated Trust Agreement, dated as of August 1, 2020 (as supplemented and amended from time to time, the “Trust Agreement”), between the LACMTA and U.S. Bank National Association (the “Trustee”), the LACMTA is authorized to issue Bonds (as defined in the Trust Agreement); and

WHEREAS, the LACMTA has determined that the issuance of one or more series of Bonds, in an aggregate principal amount not to exceed \$850,000,000, is necessary in order to: (a) finance, refinance (through repayment of all or a portion of the LACMTA's Subordinate Measure R Sales Tax Obligations ("Refunded Subordinate Obligations")), or reimburse itself for prior expenditures with respect to the costs of projects authorized in the Expenditure Plan adopted as part of the Ordinance (the "Expenditure Plan"); and (b) pay the costs of issuance incurred in connection with such Bonds (collectively, the "Financing"); and

WHEREAS, the LACMTA has determined that such Bonds shall be entitled "Los Angeles County Metropolitan Transportation Authority Measure R Senior Sales Tax Revenue Bonds," with such series designations and other additions and modifications as may be appropriate (collectively, the "Series 2021 Bonds"); and

WHEREAS, the LACMTA has determined that it is in its best interest to sell the Series 2021 Bonds to the public through a negotiated sale to one or more underwriters to be selected by a Designated Officer (as defined herein) through a competitive process by the LACMTA (the "Underwriters"); and

WHEREAS, the sale of the Series 2021 Bonds shall be in accordance with the Debt Policy of the LACMTA; and

WHEREAS, the forms of the following documents are on file with the Secretary or Acting Secretary (the "Secretary") of the Board of Directors of the LACMTA (the "Board") and have been made available to the members of the Board:

(a) a Supplemental Trust Agreement (the "Supplemental Trust Agreement"), by and between the LACMTA and the Trustee, one or more of which will supplement the Trust Agreement for purposes of providing the terms and conditions of the Series 2021 Bonds;

(b) a Purchase Contract (the "Purchase Contract"), one or more of which will be entered into by one or more of the Underwriters and the LACMTA, which shall set forth the terms of the sale of the Series 2021 Bonds;

(c) a Preliminary Official Statement (the "Preliminary Official Statement"), one or more of which will provide information about the Series 2021 Bonds, the LACMTA, the Measure R Sales Tax and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the Series 2021 Bonds; and

(d) a Continuing Disclosure Certificate (the "Continuing Disclosure Certificate"), one or more of which will be executed by the LACMTA, which will be used in order to assist the Underwriters in complying with Securities and Exchange Commission Rule 15c2-12(b)(5), and which will provide for the annual and periodic update of certain financial and operating information with respect to the LACMTA and the collection of the Measure R Sales Tax, among other things, and certain enumerated events; and

WHEREAS, the LACMTA has been advised by its bond counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified

and amended to reflect the various details applicable to the Series 2021 Bonds and whether such Series 2021 Bonds are issued in a single issuance or multiple issuances, and said documents are subject to completion to reflect the results of the sale of the Series 2021 Bonds; and

WHEREAS, the LACMTA has pledged the Pledged Revenues pursuant to the terms of the Trust Agreement to secure the Bonds and certain other obligations of the LACMTA and once issued, the Series 2021 Bonds will be “Bonds” as defined in the Trust Agreement and will be secured by the pledge of the Pledged Revenues under the Trust Agreement; and

WHEREAS, Section 5852.1 of the California Government Code requires that the governing body of a public body obtain from an underwriter, municipal advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Financing and to authorize the issuance of the Series 2021 Bonds, execution and delivery of one or more Supplemental Trust Agreements, Purchase Contracts and Continuing Disclosure Certificates, the preparation of one or more Preliminary Official Statements and preparation, execution and delivery of one or more Official Statements (as hereinafter defined) for the purposes, in the manner and upon the terms provided; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The Board finds and determines that the foregoing recitals are true and correct and that:

(a) The issuance of one or more series of its Series 2021 Bonds under the Trust Agreement and the Supplemental Trust Agreement to finance, refinance (through repayment of the Refunded Subordinate Obligations), or reimburse itself for prior expenditures with respect to the costs of projects authorized in the Expenditure Plan, and to pay certain costs of issuance related to the issuance of the Series 2021 Bonds, is in the public interest.

(b) Under the provisions of the Ordinance, all of the Pledged Tax Revenues are revenues of the LACMTA available for the Expenditure Plan and are available to be and are, by the terms of the Trust Agreement, pledged, to secure the Series 2021 Bonds, and, by this Resolution, such pledge is reaffirmed.

(c) The provisions contained in the Trust Agreement, as previously amended and supplemented, and as to be supplemented as set forth in the Supplemental Trust Agreement, are reasonable and proper for the security of the holders of the Series 2021 Bonds.

Section 2. Issuance of Series 2021 Bonds. The Board hereby authorizes the issuance by the LACMTA of one or more series of Series 2021 Bonds in a total aggregate principal amount not to exceed \$850,000,000 to: (a) finance, refinance (through repayment of the Refunded Subordinate Obligations), or reimburse itself for prior expenditures with respect to, the costs of projects authorized in the Expenditure Plan; and (b) pay the costs of issuance incurred in connection with the Financing; *provided, however*, that the True Interest Cost (as defined below) of each series of the Series 2021 Bonds shall not exceed 4.00%, as such shall be calculated by the LACMTA's municipal advisor as of the date of delivery of each series of the Series 2021 Bonds. The LACMTA hereby specifies that the Series 2021 Bonds shall mature not later than June 1, 2039.

The Series 2021 Bonds may be issued in a manner by which the interest thereon is excludable from gross income under the Internal Revenue Code of 1986, as amended. The LACMTA desires to designate the Chair of the Board, any Vice Chair of the Board, the Chief Executive Officer of LACMTA, the Chief Financial Officer of LACMTA, the Treasurer of LACMTA, any Assistant Treasurer of LACMTA, any Executive Officer - Finance of LACMTA and any Deputy Executive Officer - Finance of LACMTA, or any such officer serving in an acting or interim capacity, and any written designee of any of them (each a "Designated Officer") and the Designated Officers, acting in accordance with this Section 2, are each hereby severally authorized to determine the actual aggregate principal amount of each series of Series 2021 Bonds to be issued (not in excess of the maximum amount set forth above), and to direct the execution and authentication of the Series 2021 Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized. Payment of the principal of, interest on and premium, if any, on the Series 2021 Bonds shall be made at the place or places and in the manner provided in the Trust Agreement and the Supplemental Trust Agreement.

As used herein, the term "True Interest Cost" shall be the interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates to the dated date of the applicable series of Series 2021 Bonds and to the principal amount and original issue premium, if any, less underwriters' discount and original issue discount, if any, of the applicable series of Series 2021 Bonds. For the purpose of calculating the True Interest Cost, the principal amount of the applicable series of Series 2021 Bonds scheduled for mandatory sinking fund redemption as part of a term bond shall be treated as a serial maturity for such year. The calculation of the True Interest Cost shall include such other reasonable assumptions and methods as determined by the LACMTA's municipal advisor.

Section 3. Terms of Series 2021 Bonds. The Series 2021 Bonds shall be issued as current interest bonds and shall be available in denominations of \$5,000 and integral multiples thereof. The Series 2021 Bonds shall, when issued, be in the aggregate principal amounts and shall be dated as shall be provided in the final form of the Supplemental Trust Agreement. The Series 2021 Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the final form of the Supplemental Trust Agreement. Interest on the Series

2021 Bonds shall be paid at the rates and on the dates set forth in the final form of the Supplemental Trust Agreement; *provided, however*, no Series 2021 Bond shall bear interest at a rate in excess of 6.00% per annum. The Series 2021 Bonds may be subject to redemption at the option of the LACMTA on such terms and conditions as shall be set forth in the final forms of the Supplemental Trust Agreement and the Purchase Contract, or not be subject to redemption. The Series 2021 Bonds issued as term bonds, if any, shall be subject to mandatory sinking fund redemption as and to the extent set forth in the final forms of the Supplemental Trust Agreement and the Purchase Contract.

Execution and delivery of the Supplemental Trust Agreement, which document will contain the maturities, principal amounts, interest rates and the payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA's approval of such maturities, principal amounts, interest rates and payment obligations.

Section 4. Special Obligations. The Series 2021 Bonds shall be special obligations of the LACMTA payable from and secured by a prior lien on and pledge of Pledged Revenues and from the funds and accounts held by the Trustee under the Trust Agreement as provided therein.

Section 5. Form of Series 2021 Bonds. The Series 2021 Bonds and the Trustee's Certificate of Authentication to appear thereon shall be in substantially the form set forth in Exhibit A to the Supplemental Trust Agreement on file with the Secretary of the Board and made available to the Board, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Trust Agreement or the Supplemental Trust Agreement or as appropriate to adequately reflect the terms of such Series 2021 Bonds and the obligation represented thereby.

Section 6. Execution of Series 2021 Bonds. Each of the Series 2021 Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer(s) shall have the same force and effect as if such officer(s) had manually signed each of such Series 2021 Bonds.

Section 7. Approval of Documents; Authorization for Execution. The forms, terms and provisions of the Supplemental Trust Agreement, Purchase Contract and the Continuing Disclosure Certificate on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA one or more Supplemental Trust Agreements, Purchase Contracts and Continuing Disclosure Certificates, including counterparts thereof. The Supplemental Trust Agreement(s), Purchase Contract(s) and Continuing Disclosure Certificate(s), as executed and delivered, shall be in substantially the forms now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Supplemental Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate, now on file with the Secretary of the Board

and made available to the Board; and from and after the execution and delivery of the Supplemental Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of each Supplemental Trust Agreement, the Purchase Contract and the Continuing Disclosure Certificate.

Section 8. Sale of Series 2021 Bonds.

(a) The Designated Officers are each authorized and directed to engage third parties, including but not limited to, Underwriters, that such Designated Officer deems necessary or advisable in order to: consummate the Financing, assist with the issuance and sale of the Series 2021 Bonds, to manage and administer the Financing after the issuance and sale of the Series 2021 Bonds or otherwise to carry out, give effect to and comply with the terms and intent of this Resolution.

(b) The Board hereby authorizes the initial sale of the Series 2021 Bonds to the public through a negotiated sale to the Underwriters. The Series 2021 Bonds shall be sold subject to an Underwriters' discount (excluding original issue discount and premium) not to exceed \$1.50 per \$1000 of principal amount of the Series 2021 Bonds and subject to the terms and conditions set forth in the form of the Purchase Contract.

Section 9. Preliminary Official Statement and Official Statement. One or more Preliminary Official Statements shall be used by the LACMTA in connection with the sale and issuance of the Series 2021 Bonds. The form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board is hereby approved. The Preliminary Official Statement shall be substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as a Designated Officer approves (such approval to be conclusively evidenced by the execution and delivery of the certificate referenced in the following sentence). The Preliminary Official Statement shall be circulated for use in selling the Series 2021 Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect. The Preliminary Official Statement shall contain a description of the finances and operations of the LACMTA, a description of the Measure R Sales Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. The Preliminary Official Statement shall also contain a description of the applicable Series 2021 Bonds and the terms and conditions of the Trust Agreement and the Supplemental Trust Agreement together with such information and description as a Designated Officer determines is appropriate or necessary. The Underwriters are hereby authorized to circulate (via printed format and/or through electronic means) the Preliminary Official Statement for use in selling the Series 2021 Bonds from time to time. The Underwriters are hereby further authorized to distribute (via printed format and/or through electronic means) copies of the LACMTA's most recent annual audited financial statements and such other financial statements of the LACMTA as any Designated Officer shall approve. Upon the execution and

delivery of the Purchase Contract, from time to time, one or more of the Designated Officers shall provide for the preparation, publication, execution and delivery of one or more final Official Statements in substantially the form of the Preliminary Official Statement deemed final by a Designated Officer with such changes as any Designated Officer approves, such approval to be conclusively evidenced by the execution of such final Official Statement. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered to the Underwriters reflecting updated and revised information as shall be acceptable to the Underwriters and as the Designated Officers, or any one of them, approve. Each final Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Series 2021 Bonds at such time or times as a Designated Officer deems appropriate after consultation with the Underwriters, the LACMTA's municipal advisor and bond counsel and such other advisors as a Designated Officer believes to be useful. The Underwriters are hereby authorized to circulate (via printed format and/or through electronic means) the final Official Statement, any supplement to the final Official Statement and any revised final Official Statement, as the case may be.

Section 10. Trustee, Paying Agent and Registrar. U.S. Bank National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Series 2021 Bonds. Such appointments shall be effective upon the issuance of the Series 2021 Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 11. Additional Authorization. Each Designated Officer, for and on behalf of the LACMTA, is and they hereby are, jointly and severally authorized and directed to do any and all things necessary to effect the issuance of the Series 2021 Bonds, and the execution and delivery of each Supplemental Trust Agreement, each Purchase Contract, and each Continuing Disclosure Certificate, and to carry out the terms thereof. The officers, employees and agents of the LACMTA, including, but not limited to the Designated Officers, are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any tax certificates or agreements, any agreements for depository services, and any agreements for rebate compliance services, which they, or any of them, may deem necessary or advisable in order to consummate the Financing and the issuance and sale of the Series 2021 Bonds, to manage and administer the Financing after the issuance and sale of the Series 2021 Bonds and otherwise to carry out, give effect to and comply with the terms and intent of the Ordinance, this Resolution, the Series 2021 Bonds and the documents approved hereby.

All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, whether before or after the issuance of the Series 2021 Bonds, including, without limitation, any of the foregoing that may be necessary or desirable in connection with any investment of proceeds of the Series 2021 Bonds, or in connection with the addition, substitution or replacement of underwriters, or any agreements with paying agents or the Trustee or any similar action may be given or taken by any Designated Officer without further authorization or direction by the LACMTA, and each Designated Officer

is hereby authorized and directed to give any such approval, consent, direction, notice, order, request, or other action and to execute such documents and take any such action which such Designated Officer may deem necessary or desirable to further the purposes of this Resolution. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Any Designated Officer, on behalf of the LACMTA, is further authorized and directed to cause written notice to be provided to the California Debt and Investment Advisory Commission (“CDIAC”) of the proposed sale of the Series 2021 Bonds, said notice to be provided in accordance with Section 8855 et seq. of the California Government Code, to file the notice of final sale with CDIAC, to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended, if necessary, and to file such additional notices and reports as are deemed necessary or desirable by such Designated Officer in connection with the Series 2021 Bonds, and any such notices are hereby ratified, confirmed and approved.

In connection with the sale of all or a portion of the Series 2021 Bonds, any Designated Officers is hereby authorized on behalf of the LACMTA to purchase or otherwise arrange for the provision of (including the payment of such premiums, fees and other costs and expenses as such Designated Officer determines acceptable), one or more policies of municipal bond insurance to support the timely payment of principal of and interest on all or a portion of the Series 2021 Bonds, said municipal bond insurance to contain such terms and conditions as such Designated Officer(s) shall determine is appropriate or necessary for the issuance of the Series 2021 Bonds.

Section 12. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by Chair of the Board, any Vice Chair of the Board, the Chief Executive Officer of LACMTA, the Chief Financial Officer of LACMTA, the Treasurer of LACMTA, any Assistant Treasurer of LACMTA, any Executive Officer - Finance of LACMTA or any Deputy Executive Officer - Finance of LACMTA shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

Section 13. Investments. Each Designated Officer is hereby authorized to invest the proceeds of the Series 2021 Bonds in accordance with the Trust Agreement and the Supplemental Trust Agreement and the LACMTA’s Investment Policy and is further authorized to enter into or to instruct the Trustee to enter into one or more investment agreements, float contracts, swaps or other hedging products (hereinafter collectively referred to as the “Investment Agreement”) providing for the investment of moneys in any of the funds and accounts created under the Trust Agreement and the Supplemental Trust Agreement, on such terms as the Designated Officer shall deem appropriate. Pursuant to Section 5922 of the California Government Code, the LACMTA hereby finds and determines that the Investment Agreement is designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Series 2021 Bonds or enhance the relationship between risk and return with respect to investments.

Section 14. Good Faith Estimates. In accordance with Section 5852.1 of the California Government Code, good faith estimates of the following are set forth in Exhibit A attached hereto:

(a) the true interest cost of the Series 2021 Bonds, (b) the sum of all fees and charges paid to third parties with respect to the Series 2021 Bonds, (c) the amount of proceeds of the Series 2021 Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the Series 2021 Bonds, and (d) the sum total of all debt service payments on the Series 2021 Bonds calculated to the final maturity of the Series 2021 Bonds plus the fees and charges paid to third parties not paid with the proceeds of the Series 2021 Bonds.

Section 15. Further Actions. From and after the delivery of the Series 2021 Bonds, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify each document authorized or authorized to be amended by this Resolution at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's municipal advisor and bond counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof. Further, the Designated Officers and each of them are hereby authorized and directed to terminate any municipal bond insurance policy or investment agreement and enter into one or more municipal bond insurance policies or investment agreements as any such Designated Officer shall determine is appropriate or necessary.

Section 16. Costs of Issuance. The LACMTA authorizes funds of the LACMTA, together with the proceeds of the Series 2021 Bonds, to be used to pay costs of issuance of the Series 2021 Bonds, including, but not limited to, costs of attorneys, accountants, municipal advisors, trustees, the costs associated with rating agencies, bond insurance and surety bonds, printing, publication and mailing expenses and any related filing fees.

Section 17. Severability. The provisions of this Resolution are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared to be invalid, such sections, phrases and provisions shall not affect any other provision of this Resolution.

Section 18. Electronic Signatures. The Board hereby approves the execution and delivery of all agreements, documents, certificates and instruments referred to herein with electronic signatures as may be permitted under the California Uniform Electronic Transactions Act and digital signatures as may be permitted under Section 16.5 of the California Government Code using DocuSign.

Section 19. Effective Date. This Resolution shall be effective with respect to the Series 2021 Bonds issued on or before June 30, 2022.

CERTIFICATION

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 May 27, 2021.

[SEAL]

By _____
Interim Board Secretary, Los Angeles
County Metropolitan Transportation
Authority

Dated: _____, 2021

EXHIBIT A

GOOD FAITH ESTIMATES

The following information was obtained from Fieldman, Rolapp & Associates, Inc. (the “Municipal Advisor”) with respect to the bonds (the “Bonds”) approved in the attached Resolution, and is provided in compliance with Section 5852.1 of the California Government Code with respect to the Bonds:

Section 1. True Interest Cost of the Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Bonds, is 3.01%.

Section 2. Finance Charge of the Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the finance charge of the Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the Bonds), is \$1,603,407.35, as follows:

| | |
|--|-----------------------|
| (a) Underwriters’ Discount | \$1,086,727.50 |
| (b) Bond Counsel and Disbursements | 120,000.00 |
| (c) Disclosure Counsel and Disbursements | 48,500.00 |
| (d) Municipal Advisor and Disbursements | 70,000.00 |
| (e) Rating Agencies | 222,600.00 |
| (f) Other | 55,579.85 |
| Total | <u>\$1,603,407.35</u> |

Section 3. Amount of Proceeds to be Received. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the LACMTA for sale of the Bonds less the finance charge of the Bonds described in Section 2 above and any reserves or capitalized interest paid or funded with proceeds of the Bonds, is \$850,000,000.

Section 4. Total Payment Amount. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the LACMTA will make to pay debt service on the Bonds plus the finance charge of the Bonds described in Section 2 above not paid with the proceeds of the Bonds, calculated to the final maturity of the Bonds, is \$1,109,442,338.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of Bonds sales, the amount of Bonds sold, the amortization of the Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Bonds sold will be determined by the LACMTA based on need to provided funds for the Financing and other factors. The actual interest rates at which the Bonds will be sold will depend on the bond market at the time of each

sale. The actual amortization of the Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the LACMTA's control. The LACMTA has approved the issuance of the Bonds with a maximum true interest cost of 4.00%.

Finding of Benefit

(Measure R Senior Sales Tax Revenue Bonds, Series 2021-A Finding of Benefit
Resolution)

ATTACHMENT A

**RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE
BENEFITS OF A MEASURE R BOND ISSUANCE EXCEED ISSUANCE AND
INTEREST COSTS**

WHEREAS, the Measure R Ordinance provides for the establishment and implementation of a retail transactions and use tax for a period of thirty years and an expenditure plan that describes the Measure R transit capital projects to be constructed with the proceeds of such tax; and

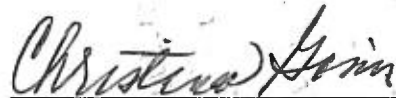
WHEREAS, the accelerated construction of certain Measure R transit capital projects would avoid inflationary cost escalation; and

WHEREAS, the proposed \$850 million debt financing would provide additional funds to meet the cash flow necessary to pay for an accelerated construction program for Measure R transit capital projects; and

NOW, THEREFORE, the Measure R Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of the \$850 million debt financing, which would accelerate project delivery and avoid inflationary cost escalation, exceed issuance and interest costs.

Adopted this 19th day of April, 2021.

Signed:



Interim Board Secretary, Los Angeles
County Metropolitan Transportation
Authority



Board Report

File #: 2021-0228, File Type: Project

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE MAY 20, 2021

SUBJECT: MICROTRANSIT OPERATIONS FARE STRUCTURE AND SERVICE ZONES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the proposed MicroTransit Fare Structure with the introductory rate of \$1 for the remainder of calendar year 2021 and adopt the \$2.50 full fare effective January 1, 2022 for zones 1-8. Additional zones will be set to full fare once the first six months of Revenue Service Operations has concluded.

- B. APPROVING the service maps for MicroTransit Zones (6-8)

ISSUE

In October 2020, the Board of Directors approved an introductory fare of \$1 for the first six months of Revenue Service Operations for all MicroTransit (Micro) zones. June 13, 2021 will mark the sixth month of operation for our first two Micro zones (Watts/Willowbrook and Inglewood/LAX).

BACKGROUND

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan. The goals of the service are to retain and grow ridership, to improve customer experience and to invest in workforce training and skill-building.

To date, Metro operates MicroTransit in 5 of 9 zones. Metro staff is on track to stand up an additional 4 zones later this year. The zone launch schedule for the three-year pilot is outlined below.

December 2020

- Watts/Willowbrook
- LAX/Inglewood

January 2021

- Compton/Artesia
- El Monte
- North Hollywood/Burbank

June 2021

- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre

August 2021

- Northwest San Fernando Valley

September 2021

- UCLA/Westwood/Century City

The agency's on-demand service has been planned to address systemic ridership losses by investing and prioritizing customer experience elements such as public safety, cleanliness, and responding directly to the needs of how women and girls travel on our system.

DISCUSSION

In 2020, MicroTransit Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure. The working group aimed to identify a fare structure that was consistent with Metro's family of services and similar to regional operators such as our paratransit provider Access Services. MicroTransit trips are reported as National Transit Database 5307 demand-responsive.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council

As such, Metro staff recommended the full price to be set at \$2.50 per trip, aligned with the fare structure of the Silver Line. As a new on-demand service, MicroTransit is similarly priced to Access Services rates which are \$2.75 per trip for trips up to 19.9 miles and \$3.50 for trips more than 20 miles. In light of the pandemic, the working group recommended an initial introductory rate of \$1

per trip which was approved by the Board in October 2020 (Attachment A).

As part of current Board action, Metro staff seek an extension of the current introductory rate of \$1 through December 2021 and a roll out of the full fare of \$2.50 in January 2022. A transfer to Metro's fixed-route network (bus and/or rail) will be honored within the full fare of the trip, unless otherwise directed.

To ensure that community members are served in areas that have seen reductions in bus service under NextGen, passengers in Equity Focused Communities in Metro Micro zones will continue to be charged the \$1 rate through December 31, 2022.

Service Maps

Operations staff has closely monitored the impacts of COVID-19 pandemic and has adjusted the MicroTransit service model to support the needs of essential workers as well as new and emerging travel patterns resulting from the rapid growth in telecommuting.

Metro Micro has developed an avid following, with the average user having taken approximately 10 rides on the service since our December launch. As such, Metro staff seeks approval for the three service maps and hours of operations in Attachment B.

DETERMINATION OF SAFETY IMPACT

Customer and operator safety are core to maintaining the highest standards of security and the optimal service design for MicroTransit.

FINANCIAL IMPACT

Moving to the originally proposed fare of \$1.00 per trip will decrease revenue during the promotional rate period. In addition, subject to Board approval of the FY22 Budget, funding of \$39.5M is allocated under cost center 3595 - in support of operations and maintenance activities for the MicroTransit pilot program. Since this is a multi-year project, the cost center manager, Sr. Director, Special Projects will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funding for this action will come from Proposition C 25% funding. Using this funding source will maximize fund use given designated provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the following goals of the Metro Strategic Plan:

Goal 1: Provide high quality mobility options.

This contract modification increases the amount of service zones for the pilot project, thus providing access to MicroTransit for a larger part of the population. This service will increase the number of customers to the Metro system by offering more entry points to Metro's family of services.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

The expansion of the MicroTransit pilot will supplement the agency's bus service and ensure our customers maintain mobility and access to major trip generators including employment centers, health services, parks and schools across Los Angeles County.

NEXT STEPS

Upon Board approval, Metro staff will prepare announcements of coming fare changes, maps for Micro zones, including execution of a comprehensive customer acquisition plan comprised of paid, digital and in-person activities in all Micro zones.

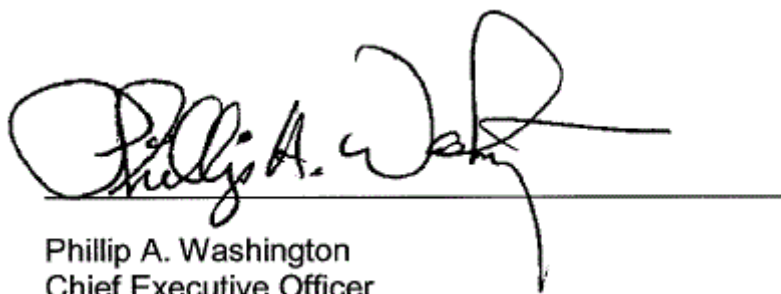
ATTACHMENTS

Attachment A - October 2020 Item # 23 (MicroTransit Fare Structure)

Attachment B - Microtransit Service Zones (Maps and Hours of Operations)

Prepared by: Rani Narula-Woods, Sr. Dir. Special Projects, (213) 922-7414

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #: 2020-0122, **File Type:** Plan

Agenda Number: 23.

**OPERATIONS, SAFETY & CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020**

SUBJECT: MICROTRANSIT OPERATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. APPROVE the proposed MicroTransit Fare Structure
- B. APPROVE adjustments to Service Zones per the NextGen Bus Plan

ISSUE

- A. Approve the proposed MicroTransit Fare Structure

Metro staff seeks approval of the proposed fare structure including introductory pricing for our new on-demand service, MicroTransit.

In May 2020, Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council
- MicroTransit Operations

The working group aimed to identify a fare structure that was consistent with Metro's current offerings and similar to regional operators such as our paratransit provider Access Services.

As such, Metro staff recommends the full price to be set at \$2.50 per trip, aligned with the fare

structure of the Silver Line. As a new on-demand service, MicroTransit is similarly priced to Access Services rates which are \$2.75 per trip for trips up to 19.9 miles and \$3.50 for trips more than 20 miles. MicroTransit trips have been deemed as eligible for National Transit Database 5307 demand-responsive reporting.

In light of the impacts of COVID-19 on our communities, Metro staff recommends a discount be applied for the first six months of Revenue Service Operations for each service zone launched in calendar years 2020 and 2021. As such, the introductory cost of each MicroTransit trip will be \$1.00 for all customers and will not include a transfer. MicroTransit passes will be sold at the introductory price in all MicroTransit service zones.

Operations staff will report back on a proposed timeline for the implementation of full fare 120 days following the launch of Revenue Service Operations.

B. Approve adjustments to Service Zones per the NextGen Bus Plan

MicroTransit Service Zones as approved at the February 2020 Board Meeting continue to be adjusted to support the buildout of Metro's NextGen Bus Plan.

Initial operations for MicroTransit will consist of up to a 12-hour service span, up to 7 days per week. Upon launch, hours of operation will be 7am-6pm Monday to Friday and 8am to 4pm on Saturday and Sunday in the Watts/Willowbrook service zone and 5am to 10am and 2pm to 7pm Monday to Friday in the LAX/Inglewood service zone.

MicroTransit is featured within Metro's NextGen Bus Plan recommendations and was presented as part of Metro's public hearings held in August 2020.

BACKGROUND

In light of the COVID-19 pandemic, which has resulted in new travel patterns across our fixed-route transit network, Metro staff is preparing for the roll out of MicroTransit Operations in alignment with Metro's NextGen Bus Plan.

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan. The goals of the service are to retain and to grow ridership for Metro while improving the customer experience for current and future riders of the Metro network.

As approved in February 2020, the agency's on-demand service will allow Metro customers to order trips on the new service and to connect to our bus routes and train lines using internet browsers, mobile applications and our in-house call center. MicroTransit has been planned to address systemic ridership losses by investing and prioritizing customer experience elements such as public safety, cleanliness, and responding directly to the needs of how women and girls travel on our system. MicroTransit will make rideshare a viable mode for many communities which may not be able to afford the cost of privately operated services.

Metro staff is currently preparing to launch MicroTransit in the six unique service areas listed below:

- Watts/Willowbrook
- LAX/Inglewood

- Northwest San Fernando Valley
- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre
- UCLA/Westwood/Century City

Operations staff has closely monitored the COVID-19 pandemic and has adjusted the MicroTransit service model in order to safely operate while still serving the transportation needs of vulnerable populations and disadvantaged communities. Operations will fully comply with all safety protocols to ensure that the risk of COVID-19 is minimized for both employees and customers.

In an effort to adjust and respond to evolving State and County directives, Operations staff ran on-street testing in this new operating environment. Testing was run with virtual customers and Metro employees in partnership with technology partner RideCo and vehicle partner Access Services in the summer of 2020. Additional testing will be conducted throughout the fall.

The technology being utilized and developed in this pilot continues to be a highly effective means to adjust public transit to be responsive to an evolving operational environment, including essential trips.

Revenue Service Operations remain on track to launch in December 2020 in the Watts/Willowbrook and LAX/Inglewood service zones.

FINANCIAL IMPACT

The revenue and funding sources will be finalized during future budget processes.

NEXT STEPS

MicroTransit Operations will continue to advance at pace with our NextGen Bus Plan. As a tool of NextGen, MicroTransit will be reviewed and service zones potentially reconfigured to best support the roll out of our systemwide changes to transit operations

Metro staff will continue to pursue funding at local, state and federal levels as well as sponsorship, private financing and related methods for revenue generation.

Prepared by: Rani Narula-Woods, Sr. Director of Special Projects, (213) 922-7414

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

MicroTransit Pilot

Overview

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan.

The goals of the service are to:

- retain ridership
- grow ridership
- improve the customer experience for current and future riders

Per approval by the Board in February 2020, Metro staff is currently preparing to launch

MicroTransit in the six unique service zones listed below:

- Watts/Willowbrook
- LAX/Inglewood
- Northwest San Fernando Valley
- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre
- UCLA/Westwood/Century City

Fare Working Group

In May 2020, Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.

The working group aimed to identify a fare structure that was consistent with Metro's current offerings and similar to regional operators such as our paratransit provider Access Services.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council
- MicroTransit Operations

MicroTransit Fare Structure

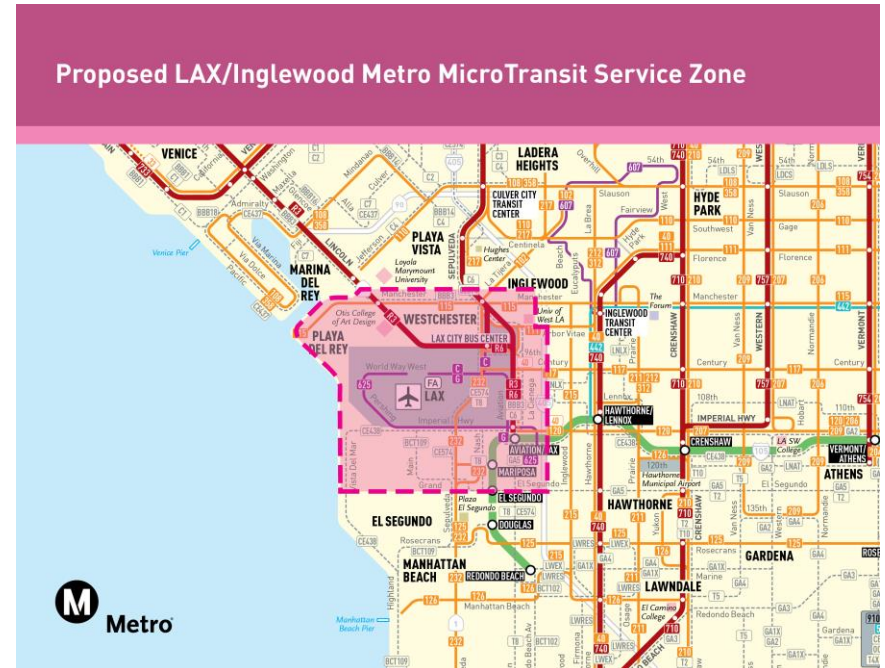
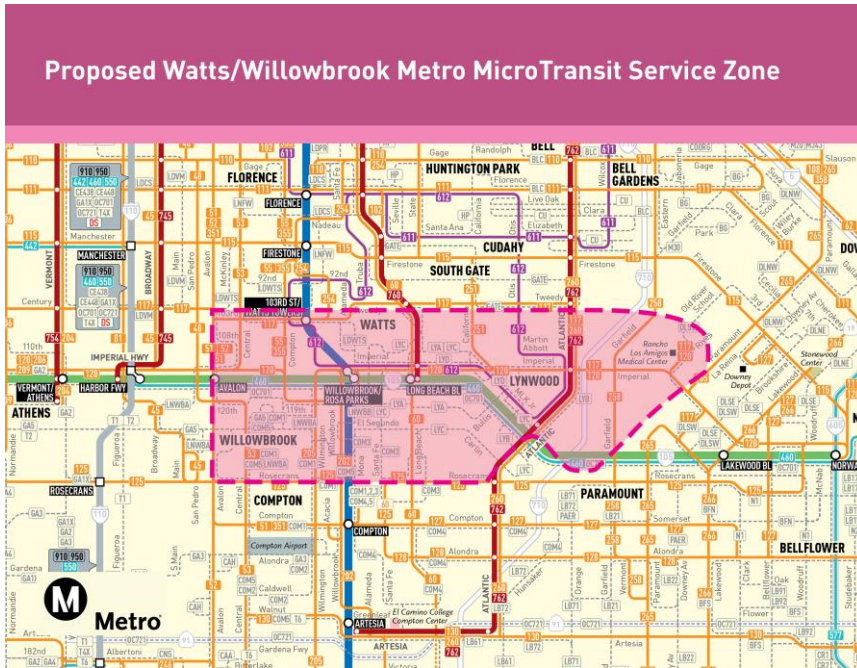
| Description | Cost |
|-------------------|-----------------|
| Full Fare | \$2.50 per trip |
| Introductory Fare | \$1.00 per trip |

| Service Zone | Introductory Fare |
|-------------------|------------------------|
| Watts/Willowbrook | December 2020-May 2021 |
| LAX/Inglewood | December 2020-May 2021 |

*Introductory fare to apply for first six months of operation in each service area in calendar years 2020 and 2021.

Service Zone Maps and Hours of Operation

| Service Zone | Monday-Friday | Saturday and Sunday |
|-------------------|----------------------------|---------------------|
| Watts/Willowbrook | 7am to 6pm | 8am to 4pm |
| LAX/Inglewood | 5am to 10am and 2pm to 7pm | |

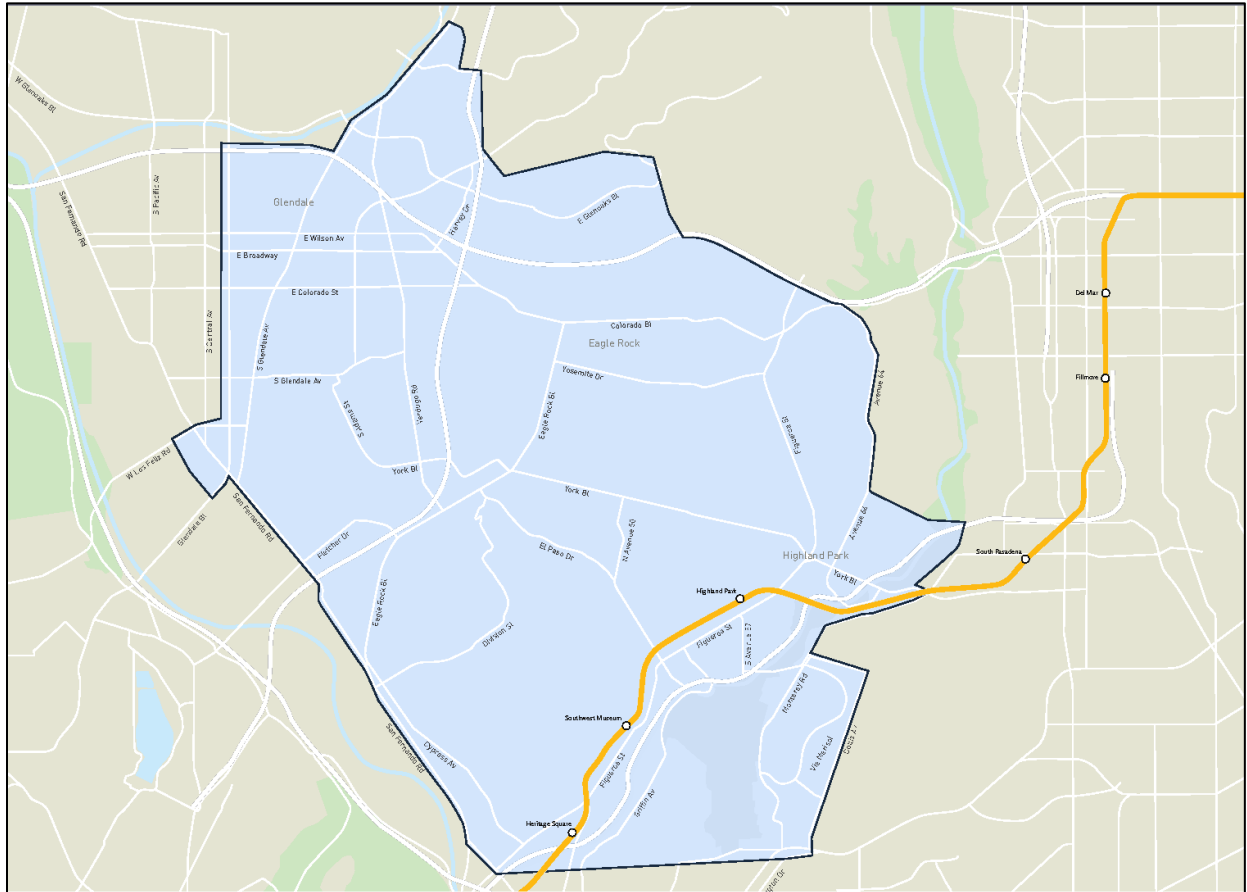


Zone boundaries and hours of operation will be adjusted based upon customer demand and utilization of the new service

Attachment B2

Zone 7: Highland Park / Eagle Rock / Glendale

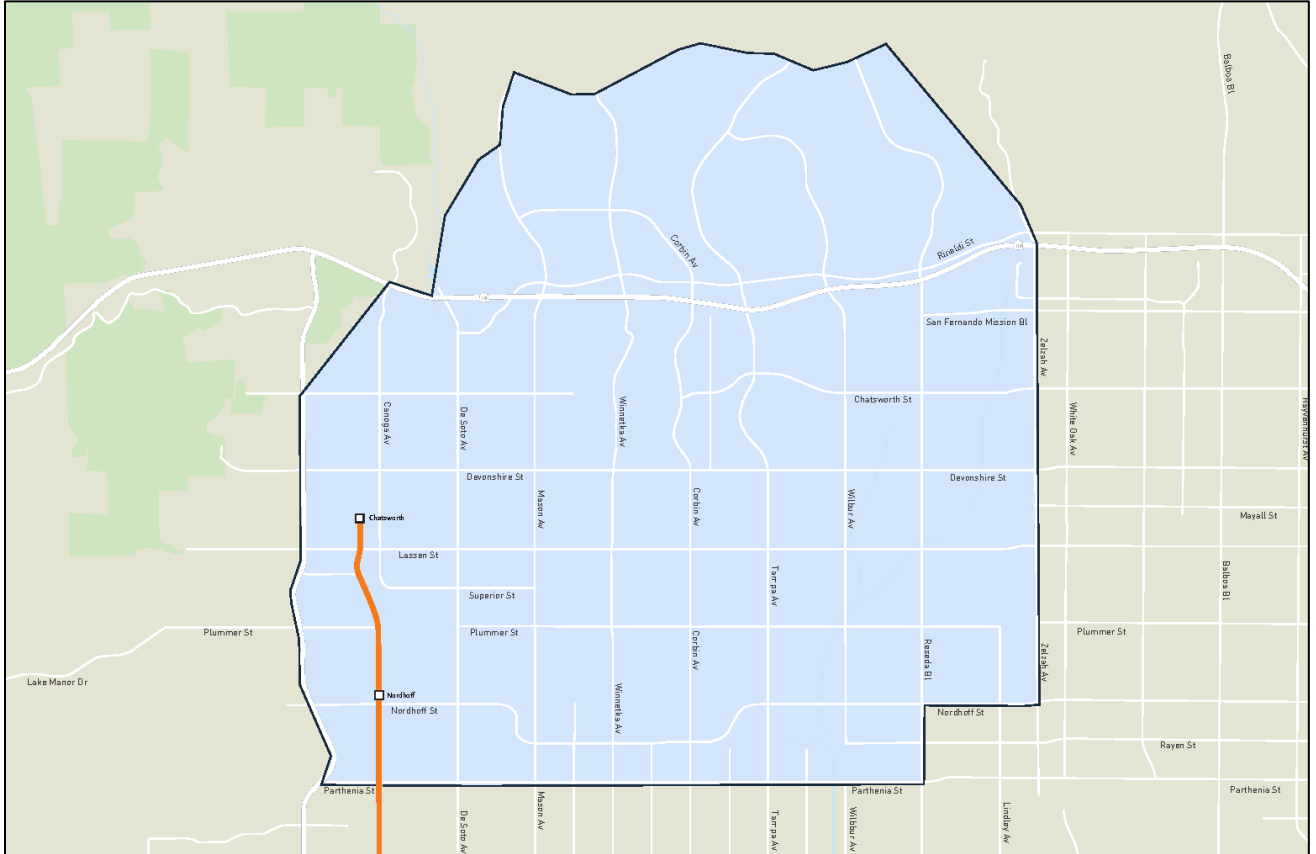
Daily Hours of Operation: 5:30 am to 9:30 pm



Attachment B3

Zone 8: Northwest San Fernando Valley

Daily Hours of Operation: 5:30 am to 9:30 pm



Attachment B4

Zone 9: UCLA / Westwood / Century City (Currently in Development)

Daily Hours of Operation: Currently in Development





MicroTransit

Operations Fare Structure and Service Zones

Executive Management Committee
May 20, 2021

Micro Launch Schedule



December 2020:

- ✓ Zone 1: Watts/Willowbrook
- ✓ Zone 2: LAX/Inglewood

January 2021:

- ✓ Zone 3: El Monte
- ✓ Zone 4: North Hollywood/Burbank
- ✓ Zone 5: Compton/Artesia

June 2021:

- ✓ Zone 6: Altadena/Pasadena/Sierra Madre
- ✓ Zone 7: Highland Park/Eagle Rock/Glendale

August 2021:

- ✓ Zone 8: Northwest San Fernando Valley

September 2021:

- ✓ Zone 9: UCLA/Westwood/Century City



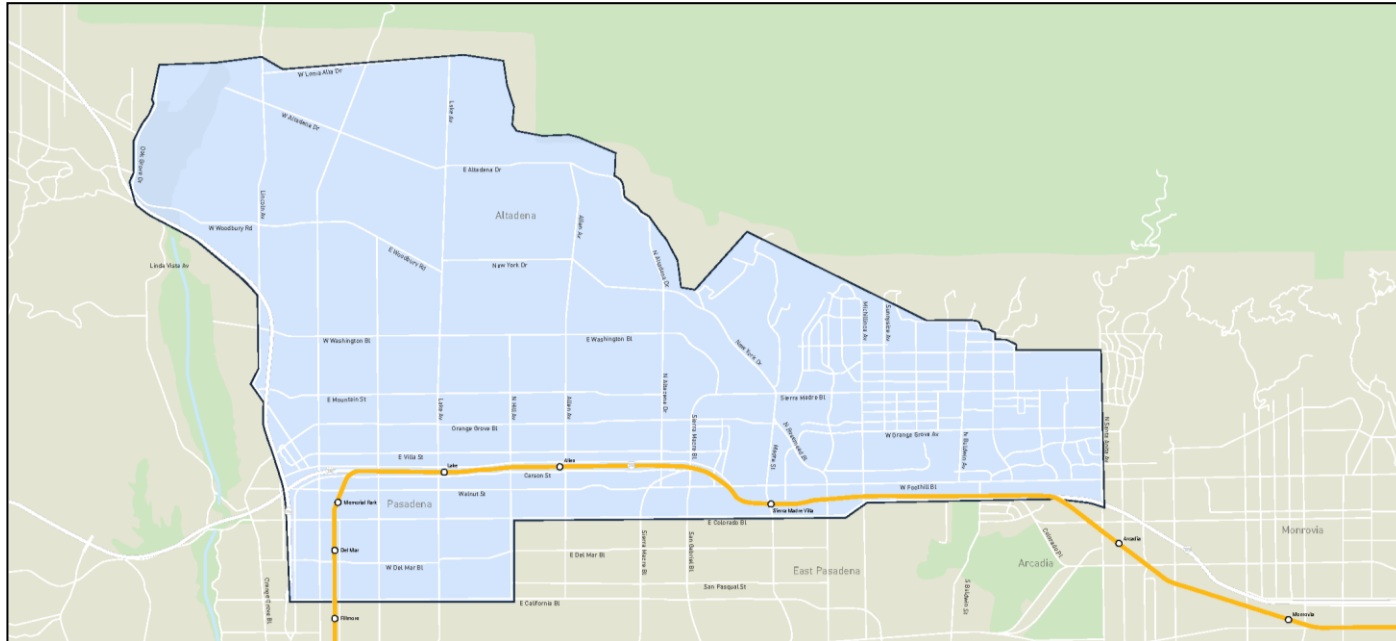
Recommendation

- ✓ In 2020, MicroTransit Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.
- ✓ Metro staff recommended the full price to be set at \$2.50 per trip, aligned with the fare structure of the Silver Line. As a new on-demand service, MicroTransit is similarly priced to Access Services rates which are \$2.75 per trip for trips up to 19.9 miles and \$3.50 for trips more than 20 miles.
- ✓ In light of the pandemic, the working group recommended an initial introductory rate of \$1 per trip which was approved by the Board in October 2020.
- ✓ As part of current Board action, Metro staff seek an extension of the current introductory rate of \$1 through December 2021 and a roll out of the full fare of \$2.50 in January 2021. A transfer to Metro's fixed-route network (bus and/or rail) will be honored within the full fare of the trip, unless otherwise directed.

Zone 6: Altadena/Pasadena/Sierra Madre



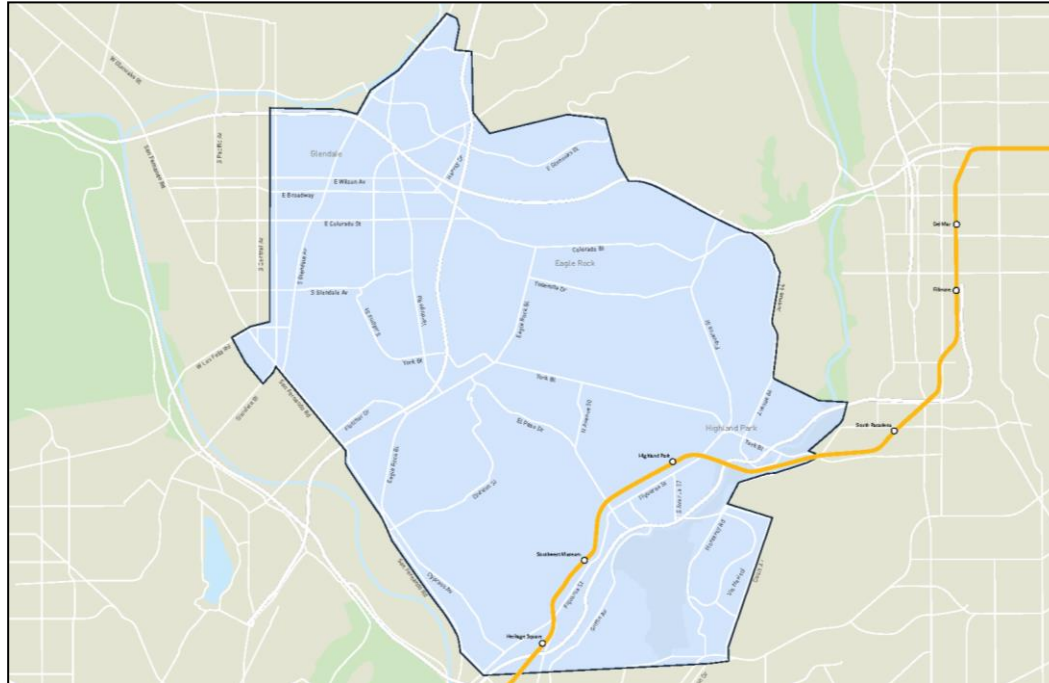
Daily Hours of Operation: 5:30 am to 9:30 pm



Zone 7: Highland Park/Eagle Rock/Glendale



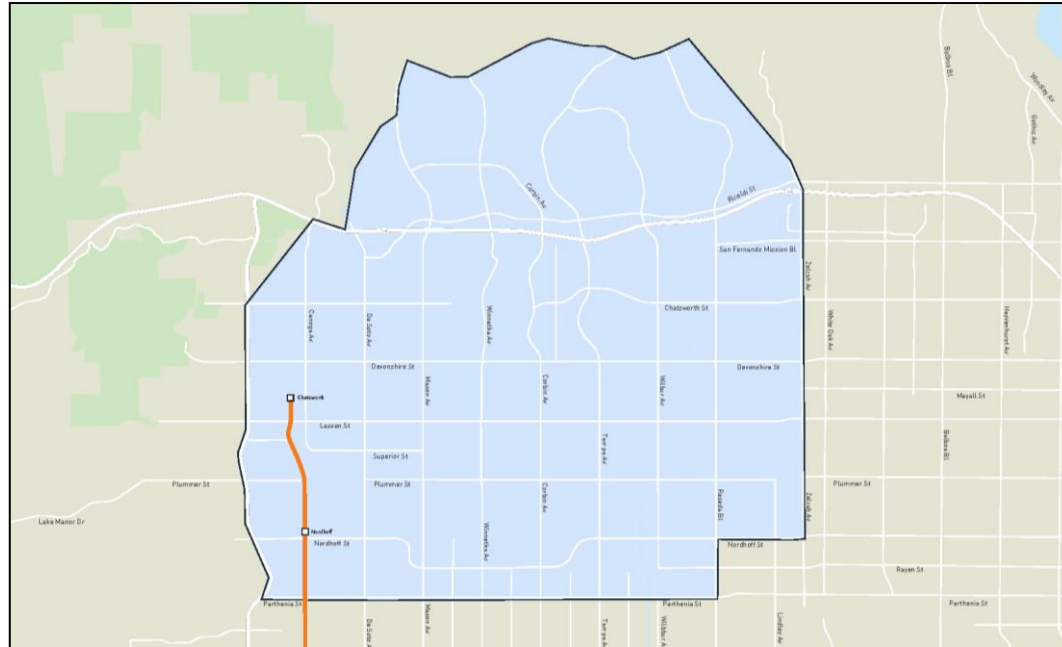
Daily Hours of Operation: 5:30 am to 9:30 pm



Zone 8: Northwest San Fernando Valley



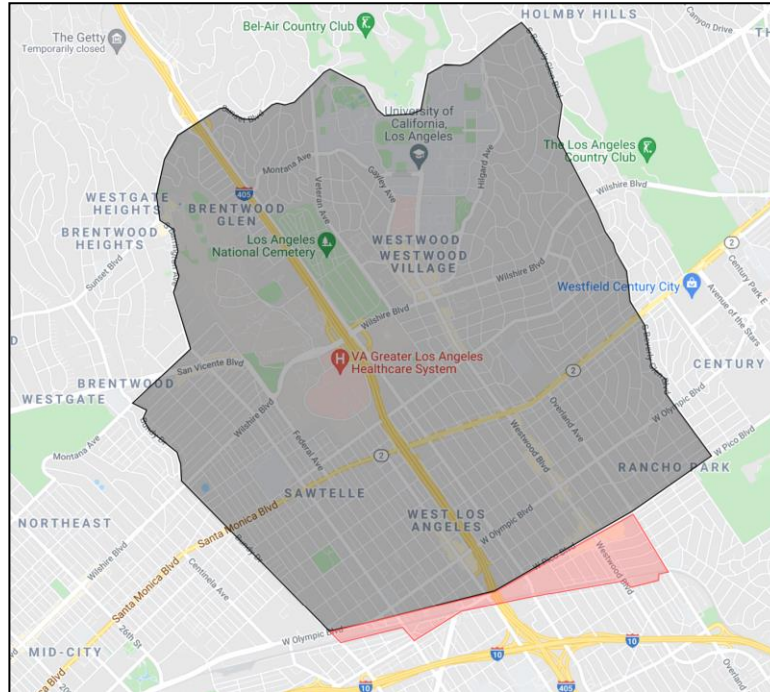
Daily Hours of Operation: 5:30 am to 9:30 pm



Zone 9: UCLA/Westwood/Century City

(Currently in Development)

Daily Hours of Operation: Currently in Development





File #: 2021-0371, File Type: Oral Report / Presentation

Agenda Number: 44.

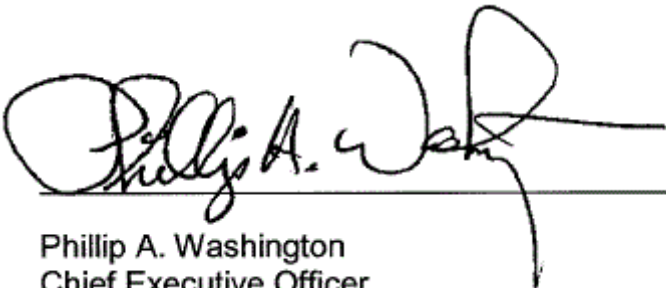
**REGULAR BOARD MEETING
MAY 27, 2021**

SUBJECT: TAP UPDATE

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on TAP Update.



Phillip A. Washington
Chief Executive Officer

TAP Update

David Sutton

Executive Officer, TAP Program

May 27, 2021

Fare Capping Approved by Board in March



- Simplifies fare purchase and enables best fares for all riders
- Up-front purchase no longer required; just pay as you go
- Pilot begins with Metro Day Pass in December/January
- Next step: Report back to full board after completion of Day Pass Pilot

Use your plastic TAP card or mobile device

Half-Price on Regular Metro Passes



- TAP will be ready for return to front-door boarding with half-price regular passes
- Half-price will remain in effect for 6 months
- Includes Metro Day Pass, 7-Day Pass and 30-Day Pass

Development of K-12 Fareless Options



- Pending Board approval:
 - Step 1:** Establish agreements, business rules and policies for the programs
 - Step 2:** Automatically load existing K-12 Student TAP cards (apx 40K)
 - Step 3:** Develop and launch a scalable web portal to enroll remaining Countywide students
- Multiple agreements will be needed for 1.4 M students in 80+ Districts in County (pending Muni partnerships)
- Timeline pending District participation and finalization of agreements

**Board Report**

File #: 2021-0221, **File Type:** Policy**Agenda Number:** 49.

**REGULAR BOARD MEETING
MAY 27, 2021****SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT****ACTION: ADOPT RESOLUTION OF NECESSITY TO ACQUIRE AN EXCLUSIVE
SUBSURFACE EASEMENTS W-4001-1, W-4001-2, W-4001-3, W-4002-1, and 6-
MONTH TEMPORARY CONSTRUCTION EASEMENT W-4001-7 and 12-MONTH
ACCESS AREA****RECOMMENDATION**

CONSIDER:

- A. Holding a public hearing on the proposed Resolution of Necessity; and
- B. Adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire the exclusive subsurface easements from the properties identified as Parcels W-4001-1, W-4001-2, W-4001-3 (APN: 4319-003-066) and W-4002-1 (APN: 4319-003-063), acquire a 6-month temporary construction easement from the property identified as Parcel W-4001-7, and acquire a 12-month access area for installation and monitoring of liquid level gauge devices (APN: 4319-003-066). The properties listed above are herein referred to as “the Property.”

REQUIRES 2/3 VOTE**BACKGROUND**

Acquisition of the above-referenced exclusive subsurface easements and 6-month temporary construction easement (“Easements”) and 12-month access area for the temporary installation and monitoring of liquid level gauge devices (“Access Area”) are required for the construction and operation of the Westside Purple Line Extension Section 3 Project (“Project”). The Easements and Access Area are required for the tunnel alignment that will connect the Century City Constellation Station with the Westwood/UCLA Station.

Written offer to purchase the Easements and Access Area were mailed to the Owner of Record (“Owner”) of the Property as required by California Government Code Section 7267.2. The Owner has not accepted the offer of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”), and the parties have not at this time reached a negotiated

settlement on the contemplated acquisition. Since the Easements and Access Area are necessary for construction of the Project, staff recommends the acquisition of the Easements and Access Area through eminent domain to determine the value of the Easements and Access Area, and to obtain possession thereof in order to maintain the Project's schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owner informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Easement is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA); and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence have been received from all interested parties, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Easements by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before it, and by vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that have been approved by counsel, and which set forth the required findings (Attachment B).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funding for the acquisition of the Easements is included in the fiscal year 2021 budget under Project 865523 (Westside Purple Line Extension Section 3), Cost Center 8510 (Construction Project Management), and Account Number 53103 (Acquisition of Land) and Fund 6012.

Impact to Budget

The approved FY21 budget is designated for the Westside Purple Line Extension Section 3 and does not have an impact to operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these properties for the Westside Purple Line Extension which will provide an additional mobility option.

NEXT STEPS

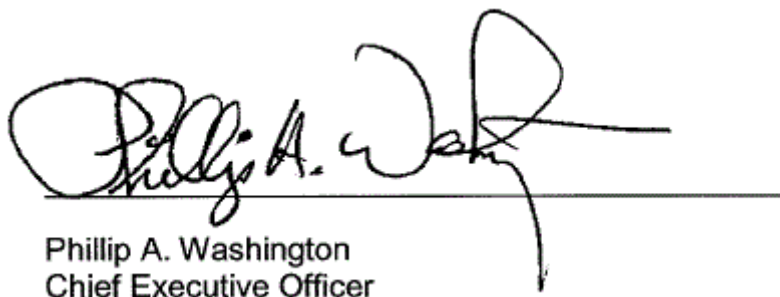
If this action is approved by the Board, the LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the property interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

Attachment A - Staff Report
Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Deputy Executive Officer-Right of Way, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Property Management & Development,
(213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF
PROPERTY FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 3**

BACKGROUND

The Easements and the Access Area are required for the construction and operation of the Westside Purple Line Extension Section 3 Project ("Project"). Possession of the Easements and Access Area are necessary on June 11, 2021, depending on specific location within the approved alignment. The address, record owner (as indicated by title report ("Owner")), physical description, and nature of the property interest sought to be acquired for the Project are listed below.

| Assessor's Parcel Number | Parcel Address | Property Owner | Property Interest Sought: | LACMTA Parcel Number |
|---------------------------------|---|---|--|---|
| 4319-003-066 | 1801 Avenue of the Stars, Los Angeles, CA 90067 | Century City Mall, LLC a Delaware Limited Liability Company | Subsurface Easement Upper Limit: 48-52 feet below finished grade Lower Limit: 101-105 feet below finished grade Area: 14,456 SF | W-4001-1 |
| | | | Subsurface Easement Upper Limit: 54-60 feet below finished grade Lower Limit: 106-112 feet below finished grade Area: 13,001 SF | W-4001-2 |
| | | | Subsurface Easement Upper Limit: 64-67 feet below finished grade Lower Limit: 112-115 feet below finished grade Area: 6,328 SF | W-4001-3 |
| | | | Temporary Construction Easement Duration: 6 months Area: 29,763 SF | W-4001-7 |
| | | | Access Area for installation of monitoring devices Duration: 12 Months | Geotechnical Instrumentation Plan Sheet |

| Assessor's Parcel Number | Parcel Address | Property Owner | Property Interest Sought: | LACMTA Parcel Number |
|--------------------------|---|---|---|----------------------|
| 4319-003-063 | 1930 Century Park West, Los Angeles, CA 90067 | Century City Mall, LLC a Delaware Limited Liability Company | Subsurface Easement Upper Limit: 60-63 feet below grade Lower Limit: 108-111 feet below finished grade Area: 7,037 | W-4002-1 |

Property Requirements:

The following property requirements apply to the affected properties listed in the above table:

Purpose of Acquisition: Construction and operation of underground tunnel.

Property Interests Sought: Exclusive subsurface easements with upper limits and lower limits, expressed in feet as depth below finish grade, as indicated for each property in the above table (the ranges are due to topography of the subject property lots) and 6-month temporary construction easement (“Easements”) and a 12-month access area for installation and monitoring of liquid level gauge devices (“Access Area”). Full descriptions are provided in the Exhibits to Attachment B.

Written offer to acquire the Easements and Access Area was delivered to the owner by letter dated **April 20, 2021**. The Owner has not accepted the offer of just compensation.

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.

3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

In June 2017, the Federal Register published a notice indicating the release of the Draft Supplemental Environmental Impact Statement (SEIS) for a 45-day comment period for the Westside Purple Line Extension Section 2. On November 22, 2017, the Federal Transit Administration (FTA) issued the Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation, and the Supplemental Record of Decision (ROD) supplementing the previously issued ROD on August 9, 2012. The FTA determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Westside Subway Extension (now called the Westside Purple Line Extension) Project located in Los Angeles County.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Property is required for construction and operation of the underground tunnel connecting Century City/Constellation and Westwood/VA Hospital Stations. The selected alignment requires subsurface tunneling beneath the Property to connect the two stations. The Easements and Access Area are required for the Project. The legal descriptions of the required Easements are attached to the Resolution of Necessity as Exhibits "A1 – A5" and are depicted on the Plat Map attached as Exhibit "B1 – B5". The Access Area is

attached to the Resolution of Necessity as Exhibit "A-6". The description of the subsurface easements' rights are attached to the Resolution of Necessity as Exhibit "C". The Property requirements were chosen based on the approved FEIS/FEIR for the Project.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained independent appraisals to determine the fair market value of the Easements, which included consideration of existing use of the Property, highest and best use of the Property, and impact to the remainder;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record and a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owner for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that the based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5;

Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act.

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, Metro has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 –
PARCEL NO. W-4001-1, W-4001-2, W-4001-3, W-4002-1, W-4001-7 and Access Area
for Liquid Level Gauge Devices**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of exclusive subsurface easements and a 6-month temporary construction easement ("Easements") as described more specifically in the legal descriptions (Exhibit "A-1" through "A-5"), depicted on the plat maps (Exhibit "B-1" through "B-5"), the access area for the installation of geotechnical instrumentation liquid level gauge devices ("Access Area") as defined in the Geotechnical Instrumentation Plan Sheet (Exhibit "A-6"), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The description of the subsurface easement rights is described in Exhibit "C".

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");

- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;
- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, CHRISTINA GOINS, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of May, 2021.

CHRISTINA GOINS
LACMTA Interim
Board Secretary

Date: _____

ATTACHMENTS

1. Legal Description (Exhibit A-1 through A-5)
2. Plat Map (Exhibit B-1 through B-5)
3. Geotechnical Instrumentation Plan Sheet (Exhibit A-6)
4. Exclusive Subsurface Easement (Exhibit C)

Parcel W-4001-1 – Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL "A" OF PARCEL MAP L.A. NO. 3784, AS PER MAP RECORDED IN BOOK 90, PAGES 15 AND 16 OF PARCEL MAPS AND OF LOT 1 OF TRACT NO. 26196, AS PER MAP RECORDED IN BOOK 684 OF MAPS, PAGES 78 TO 86 INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL "A"; THENCE NORTH 50°41'21" EAST, 206.64 FEET ALONG THE SOUTHEASTERLY BOUNDARY OF SAID PARCEL TO THE **POINT OF BEGINNING**; THENCE CONTINUING NORTH 50°41'21" EAST, 245.92 FEET ALONG SAID SOUTHEASTERLY BOUNDARY TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 903.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 28°47'17" EAST; THENCE LEAVING SAID SOUTHEASTERLY BOUNDARY, WESTERLY ALONG SAID CURVE, 338.41 FEET THROUGH A CENTRAL ANGLE OF 21°27'17"; THENCE SOUTH 39°18'28" EAST, 87.88 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 935.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 10°16'09" EAST; THENCE EASTERLY ALONG SAID CURVE, 75.76 FEET THROUGH A CENTRAL ANGLE OF 04°38'28" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF 225.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF 172.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 48 TO 52 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 101 TO 105 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

EXCEPT ALL MINERALS, OIL, GAS AND HYDROCARBONS, AND THE RIGHT TO EXPLORE FOR, DEVELOP, PRODUCE AND EXTRACT THE SAME, BUT WITHOUT RIGHT OF ENTRY UPON THE SURFACE OR UPPER 500 FEET (MEASURED FROM THE SURFACE) OF SAID LAND AS RESERVED BY FOX REALTY CORPORATION OF CALIFORNIA, A CORPORATION, IN DEED RECORDED APRIL 17, 1961, IN BOOK D1190, PAGE 104, OFFICIAL RECORDS.

NOTE:
THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:



JAMES L. ELLIOTT, P.L.S. 6334

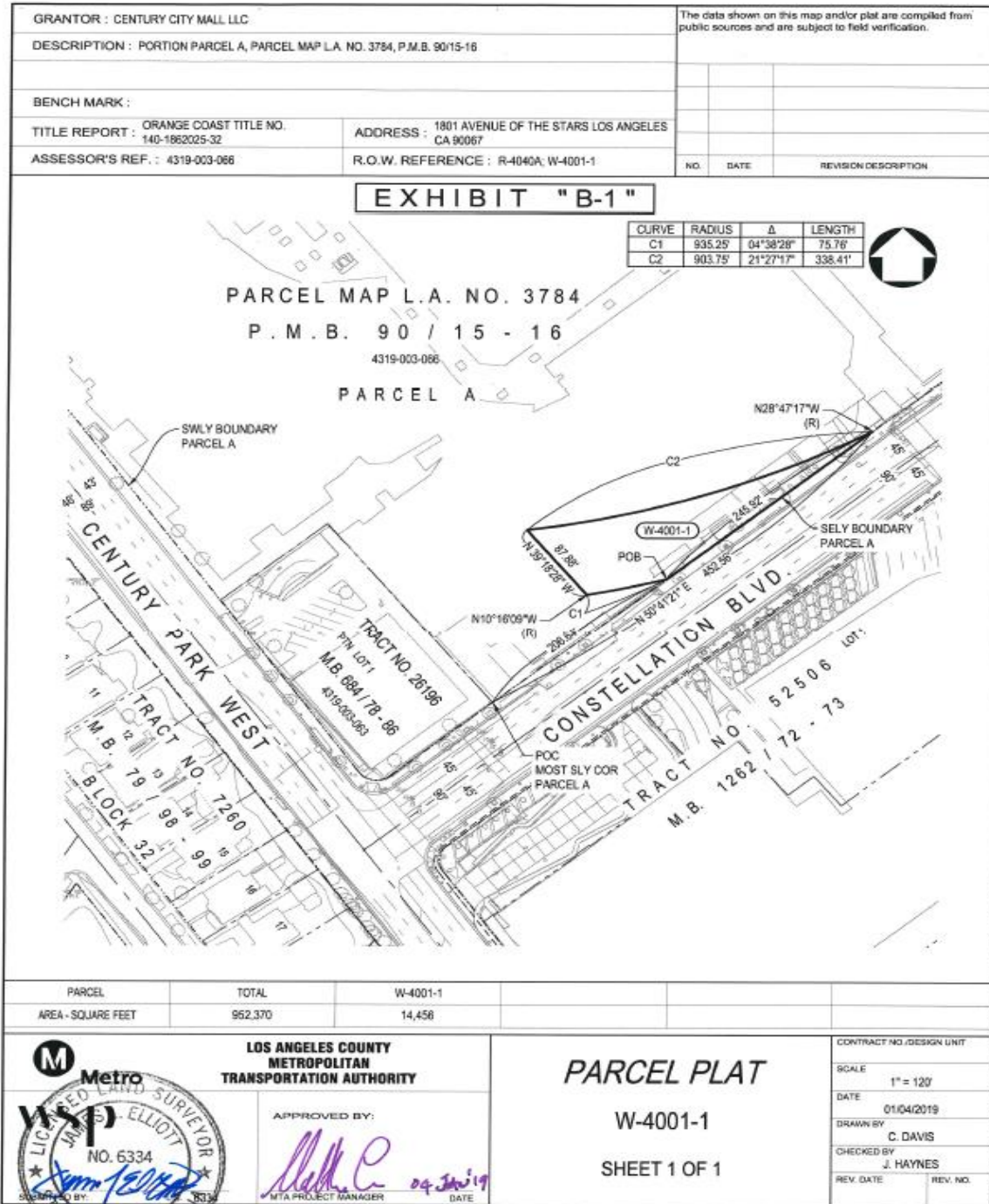


12-31-18
DATE

AFFECTS APN: 4319-003-066

W-4001-1

Parcel W-4001-1



Parcel W-4001-2 – Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL "A" OF PARCEL MAP L.A. NO. 3784, AS PER MAP RECORDED IN BOOK 90, PAGES 15 AND 16 OF PARCEL MAPS AND OF LOT 1 OF TRACT NO. 26196, AS PER MAP RECORDED IN BOOK 684 OF MAPS, PAGES 78 TO 86 INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL "A"; THENCE NORTH 50°41'21" EAST, 452.56 FEET ALONG THE SOUTHEASTERLY BOUNDARY OF SAID PARCEL TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 903.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 28°47'17" EAST; THENCE LEAVING SAID SOUTHEASTERLY BOUNDARY, WESTERLY ALONG SAID CURVE, 338.41 FEET THROUGH A CENTRAL ANGLE OF 21°27'17" TO THE **POINT OF BEGINNING**, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 07°20'00" EAST; THENCE CONTINUING WESTERLY ALONG SAID CURVE, 175.57 FEET THROUGH A CENTRAL ANGLE OF 11°07'52" TO A POINT IN THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL "A"; THENCE ALONG SAID SOUTHWESTERLY BOUNDARY, SOUTH 39°18'39" EAST, 100.26 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 935.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 00°02'22" WEST; THENCE EASTERLY ALONG SAID CURVE, 168.27 FEET THROUGH A CENTRAL ANGLE OF 10°18'30"; THEN NON-TANGENT TO SAID CURVE, NORTH 39°18'28" WEST, 87.88 FEET TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF 217.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF 165.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 54 TO 60 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 106 TO 112 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

EXCEPT ALL MINERALS, OIL, GAS AND HYDROCARBONS, AND THE RIGHT TO EXPLORE FOR, DEVELOP, PRODUCE AND EXTRACT THE SAME, BUT WITHOUT RIGHT OF ENTRY UPON THE SURFACE OR UPPER 500 FEET (MEASURED FROM THE SURFACE) OF SAID LAND AS RESERVED BY FOX REALTY CORPORATION OF CALIFORNIA, A CORPORATION, IN DEED RECORDED APRIL 17, 1961, IN BOOK D1190, PAGE 104, OFFICIAL RECORDS.

NOTE:
THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:


JAMES L. ELLIOTT, P.L.S. 6334

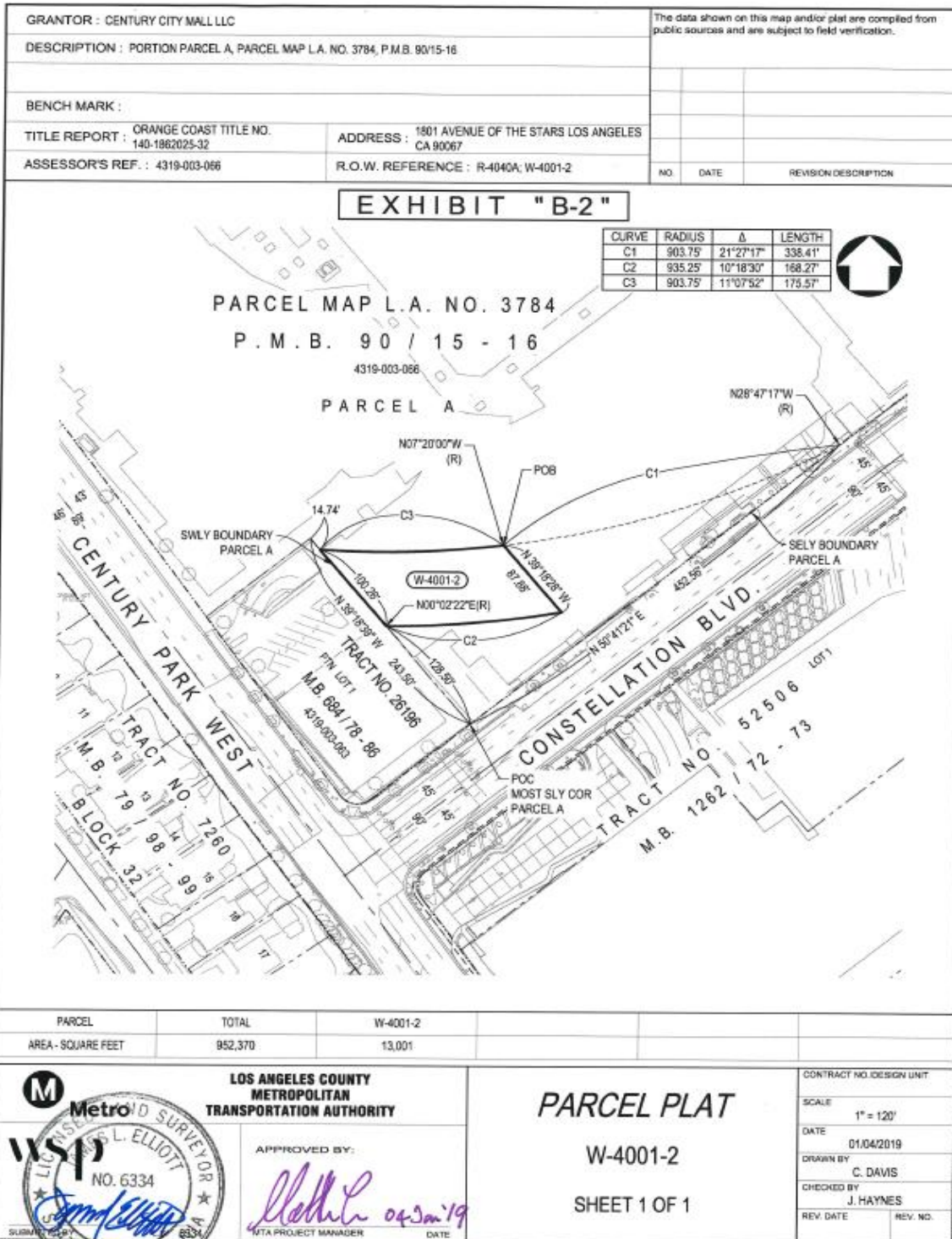


12-31-18
DATE

AFFECTS APN: 4319-003-066

W-4001-2

Parcel W-400-2 – Plat Map



Parcel W-4001-3 – Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL "A" OF PARCEL MAP L.A. NO. 3784, AS PER MAP RECORDED IN BOOK 90, PAGES 15 AND 16 OF PARCEL MAPS AND OF LOT 1 OF TRACT NO. 26196, AS PER MAP RECORDED IN BOOK 684 OF MAPS, PAGES 78 TO 86 INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL "A"; THENCE NORTH 39°18'39" WEST, 243.50 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL TO AN ANGLE POINT THEREIN; THENCE SOUTH 50°41'21" WEST, 15.38 FEET ALONG THE SOUTHEASTERLY BOUNDARY OF SAID PARCEL TO THE **POINT OF BEGINNING**, SAID POINT BEING A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 903.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 05°08'54" WEST; THENCE LEAVING SAID SOUTHEASTERLY BOUNDARY, WESTERLY ALONG SAID CURVE, 159.32 FEET THROUGH A CENTRAL ANGLE OF 10°06'02" TO A POINT IN THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL; THENCE ALONG SAID SOUTHWESTERLY BOUNDARY, SOUTH 35°24'56" EAST, 110.88 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 935.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 10°57'21" WEST; THENCE LEAVING SAID SOUTHWESTERLY BOUNDARY, EASTERLY ALONG SAID CURVE, 13.59 FEET THROUGH A CENTRAL ANGLE OF 00°49'57" TO A POINT ON SAID SOUTHEASTERLY BOUNDARY; THENCE NORTH 50°41'21" EAST, 102.09 FEET ALONG SAID SOUTHEASTERLY BOUNDARY TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF 207.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF 159.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 64 TO 67 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 112 TO 115 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

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NOTE:
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JAMES L. ELLIOTT, P.L.S. 6334

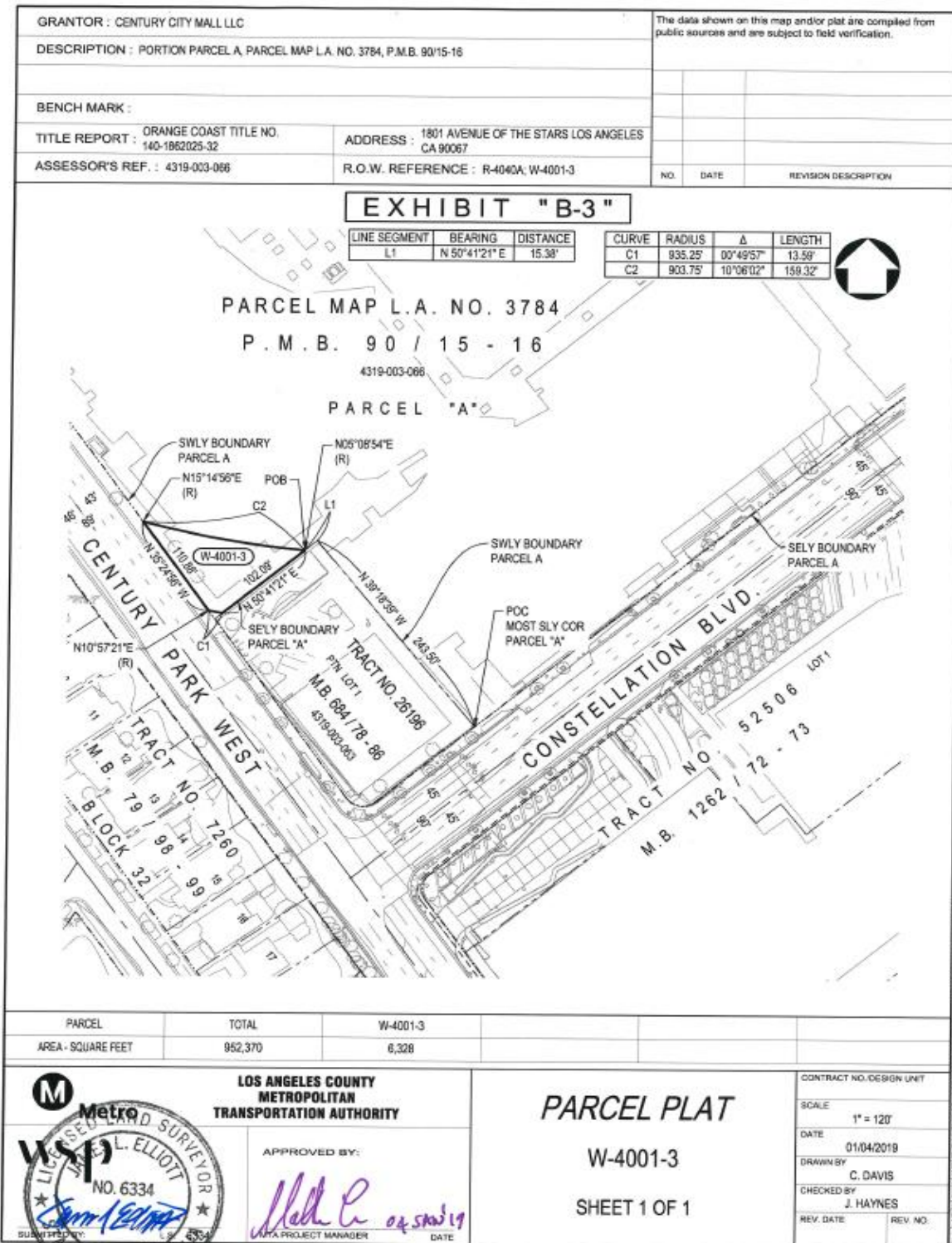
12-31-18
DATE



AFFECTS APN: 4319-003-066

W-4001-3

Parcel W-4001-3 – Plat Map



Parcel W-4002-1 – Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 1 OF TRACT MAP NO. 26196, AS PER MAP RECORDED IN BOOK 684 OF MAPS, PAGES 78 TO 86, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF 211.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF 163.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 60 TO 63 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 108 TO 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

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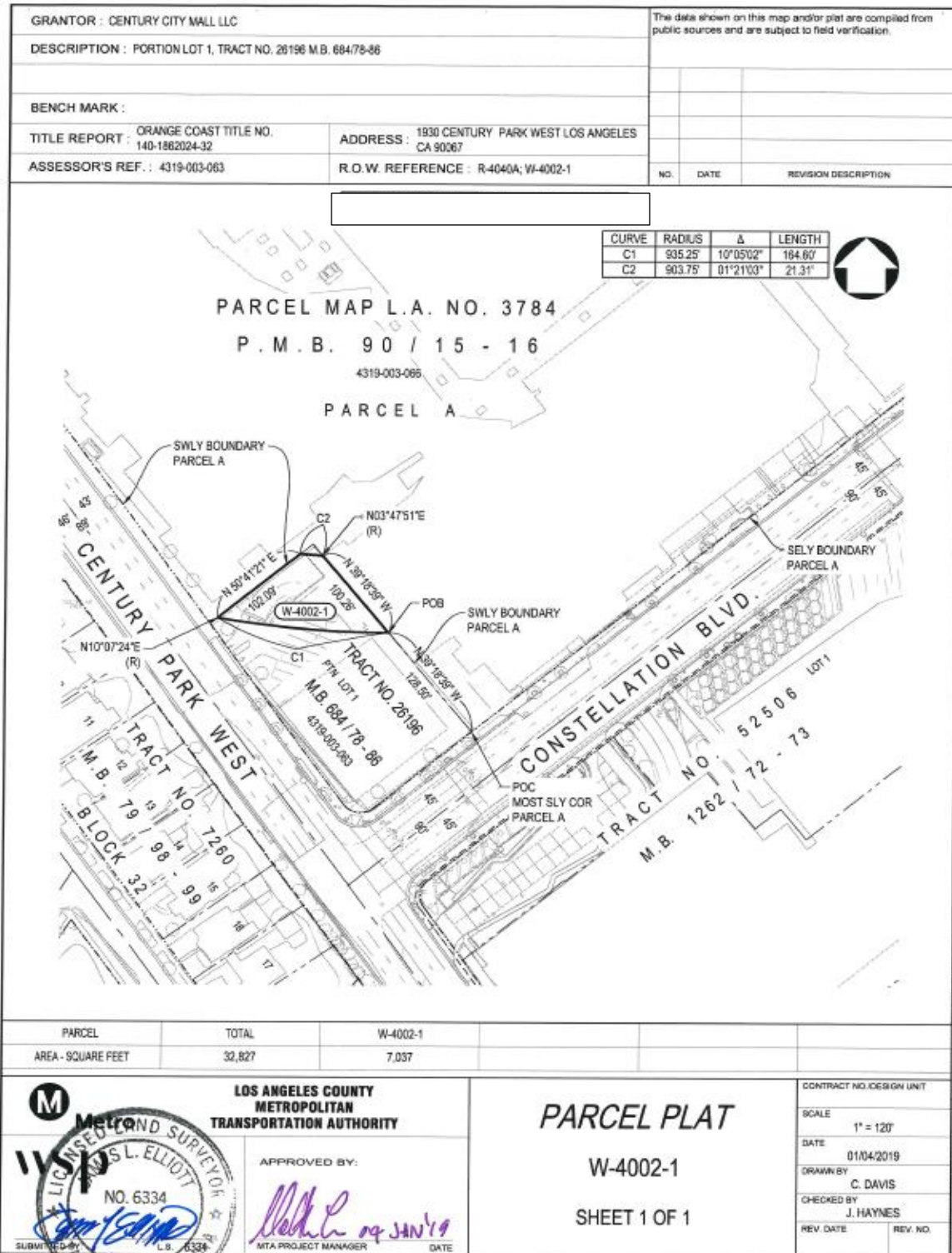
12-31-18
DATE



AFFECTS APN: 4319-003-063

W-4002-1

Parcel W-4002-1 – Plat Map



Parcel W-4001-7 – Legal Description

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COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL "A"; THENCE ALONG THE SOUTHEASTERLY BOUNDARY OF SAID PARCEL "A", NORTH 50°41'21" EAST, 94.43 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING ALONG SAID SOUTHEASTERLY BOUNDARY, NORTH 50°41'21" EAST, 255.95 FEET; THENCE LEAVING SAID SOUTHEASTERLY BOUNDARY, NORTH 39°18'30" WEST, 99.85 FEET; THENCE SOUTH 50°41'21" WEST, 171.35 FEET; THENCE NORTH 39°18'30" WEST, 49.72 FEET; THENCE SOUTH 50°41'21" WEST, 84.60 FEET; THENCE SOUTH 39°18'30" EAST, 149.57 FEET TO THE **POINT OF BEGINNING**.

NOTE:
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JAMES L. ELLIOTT, P.L.S. 6334

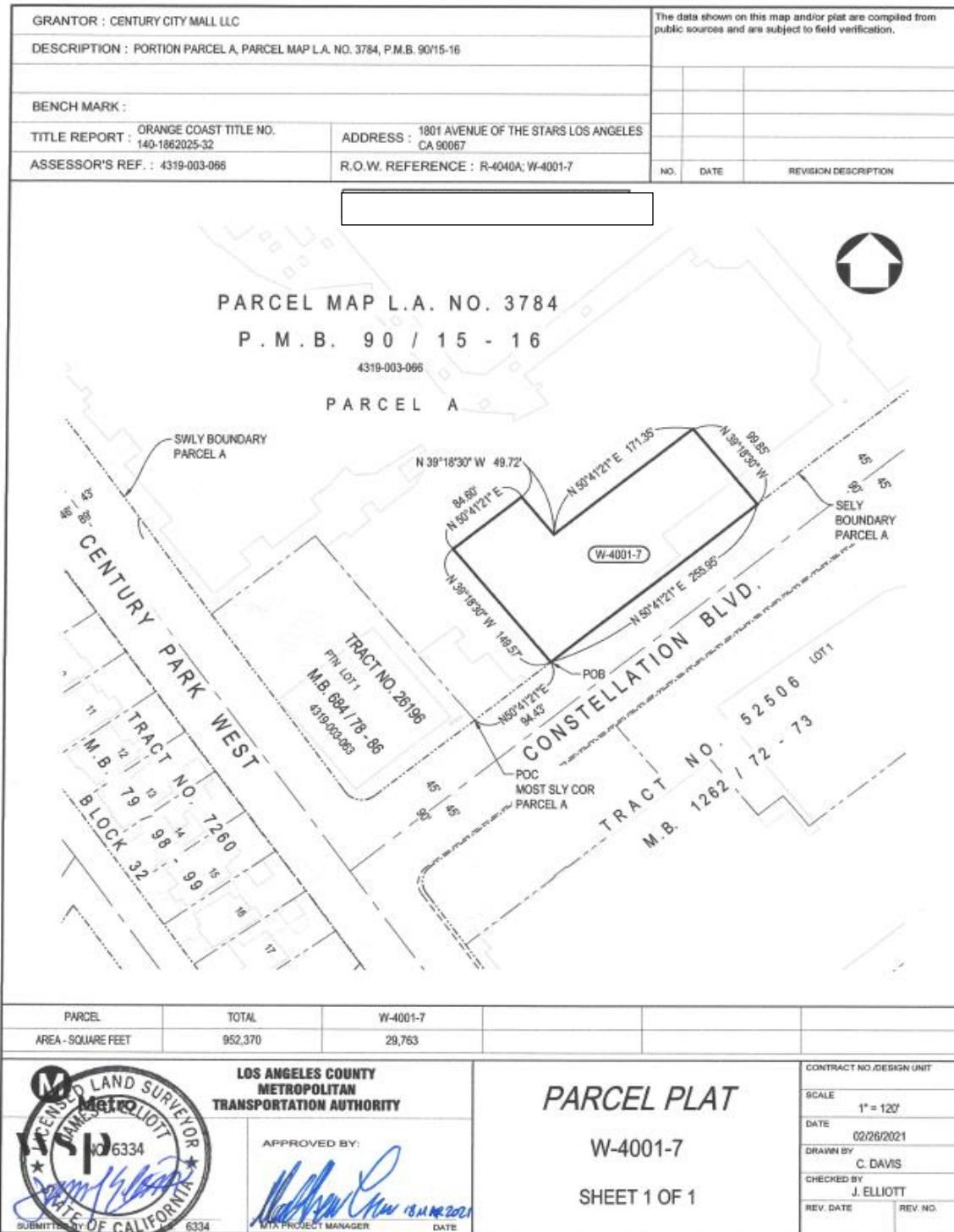


3-16-21
DATE

AFFECTS APN: 4319-003-066

W-4001-7

Parcel W-4001-7 – Plat Map



Geotechnical Instrumentation Plan Sheet

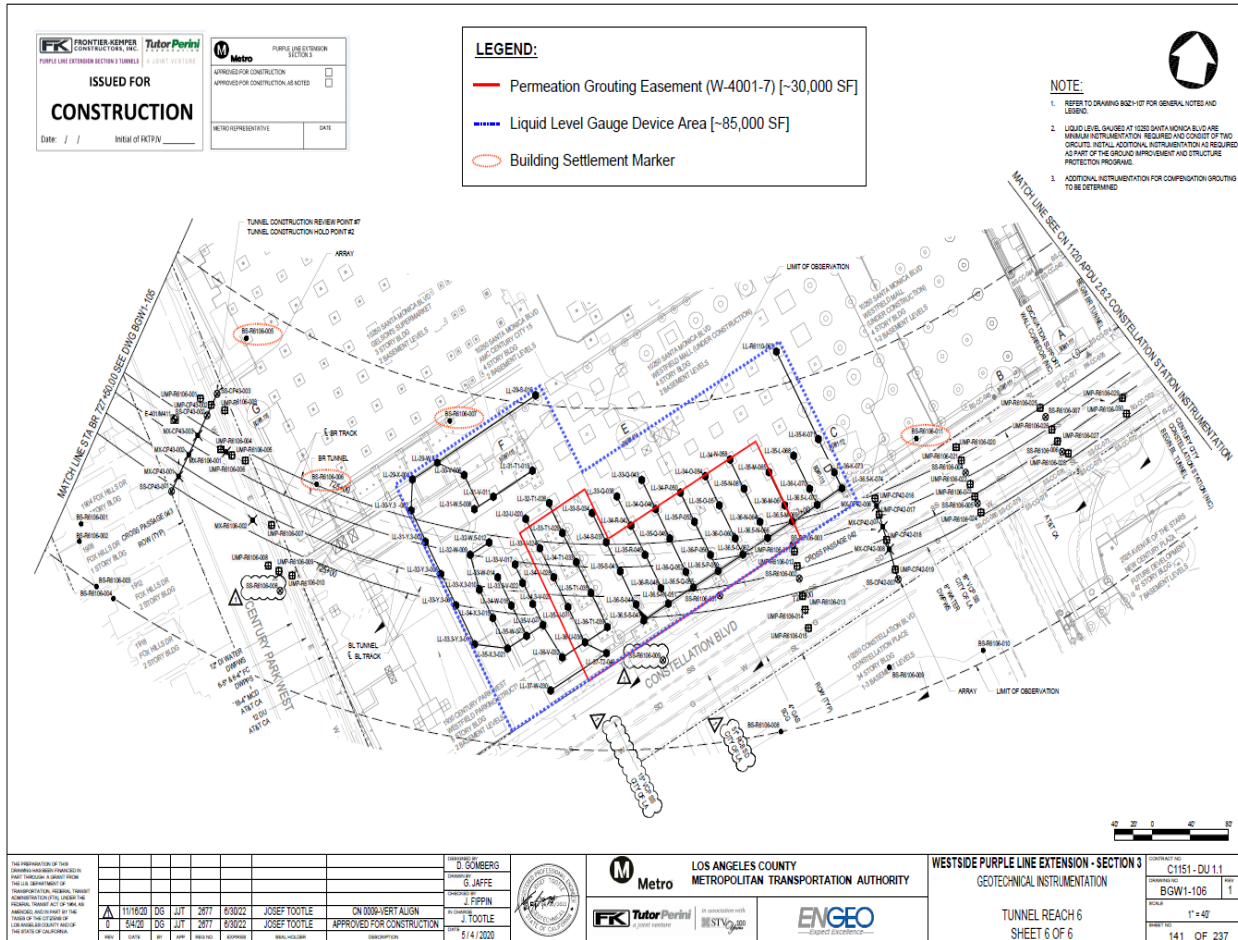


EXHIBIT C
SUBSURFACE EASEMENT

EXHIBIT C

SUBSURFACE EASEMENT

For valuable consideration, the receipt of which is hereby acknowledged, _____ (“**Grantor**”), hereby grants to the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public agency existing under the authority of the laws of the State of California (“**Grantee**”), its successors, and assigns, a perpetual, assignable and exclusive subsurface easement (“**Easement**”) in that certain real property in the City of Los Angeles, County of Los Angeles, State of California described in Exhibit “A” and easement area is depicted on Exhibit “B” attached hereto and incorporated herein by this reference (“**Easement Area**”). This Easement shall be for use by Grantee and its “Permitees” (which term refers to the officers, directors, employees, agents, contractors, licensees, customers, visitors, invitees, tenants and concessionaires of Grantee) to construct, maintain, repair, operate, replace, relocate, remove, use and occupy Grantee’s improvements for mass transit purposes, including, but not limited to, a portion of an underground rail tunnel, and all incidental uses related thereto (“**Grantee’s Facilities**”). Grantor understands Grantee intends to use the Easement Area to operate and provide rail train service as part of Grantee’s rail transit operations.

Grantor agrees that it will not build or use any property now owned or controlled by Grantor upon, above, or contiguous to the Easement Area that would interfere with, damage or endanger Grantee’s Facilities, or the excavation, construction, maintenance, replacement, enjoyment or use thereof. In order to ensure the structural integrity of Grantee’s Facilities, Grantor agrees it will not seek to excavate or construct above or adjacent to the Easement Area without Grantee’s express written consent, and after Grantee’s review of the plans and specifications for excavation or construction. Grantee’s right to consent to such excavation or construction is limited to this purpose, and Grantee may not unreasonably withhold its consent.

Grantor shall notify Grantee of Grantor Construction by providing Grantee the information requested on LACMTA’s Metro Adjacent Development Review In-take Form found at <https://www.metro.net/devreview>. Grantor shall also notify Grantee of Grantor Construction by email at: devreview@metro.net, or by any other notification method designated in writing by Grantee.

The Easement and all the provisions hereof shall inure to the benefit of, and be binding upon Grantor and Grantee and their respective successors and assigns.



Board Report

File #: 2021-0240, File Type: Policy

Agenda Number: 50.

REGULAR BOARD MEETING
MAY 27, 2021

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity.
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a portion of the leasehold interests, related leasehold improvements, and related improvements pertaining to APN: 4363-023-032 (hereinafter called the "Property Interests") as shown in Attachment C.

REQUIRES 2/3 VOTE

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the Westside Purple Line Extension Section 3 Project ("Project"). To date, staff has been unable to reach an agreement with the owner or tenants for the Property Interests.

BACKGROUND

The Westside Purple Line Extension Section 3 Project ("Project") requires acquisition of a portion of the property identified as APN 4363-023-032 (Attachment A) for the construction of the project. The acquisition will result in the displacement of tenants from portions of the property. As a result of the acquisition and displacement, the Los Angeles County Metropolitan Transportation Authority (LACMTA) was required to appraise and make an offer to acquire the Property Interests. A written offer for the non-movable assets including Improvements Pertaining to the Realty and the Leasehold Improvements ("Improvements Pertaining to Realty") was presented to the owners of the leasehold interests ("Tenants") and the underlying real property owner ("Property Owner"), as required by California Government Code Section 7267.2. To date, staff has been unable to reach an agreement with the Property Owner or Tenants for the Property Interests.

DISCUSSION

Findings

In light of the lack of agreement with the Tenants, the Property Owner asserts its right to receive compensation for its interest in the Improvements Pertaining to Realty. The Property Interests are necessary for construction of the Project; therefore, staff recommends the acquisition of the Property Interests through eminent domain to maintain the Project schedule.

Considerations

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment B). After LACMTA receives testimony and evidence from all interested parties, the LACMTA must make a determination as to whether to acquire the Property Interests by eminent domain and adopt the proposed Resolution of Necessity (Attachment C). The Board must find and determine that based upon all the evidence and the existence of the above stated conditions, acquisition by eminent domain is necessary; and a two-thirds vote of all the members of its governing body is required to adopt the Resolution of Necessity.

Equity Platform

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funding for the acquisition of the Property Interests is included in the Fiscal Year 2021 (FY21) budget under Project 865523 Westside Purple Line Extension Section 3, in Cost Center 8510 (Construction Project Management), and Account Number 53103 (Acquisition of Land) and Fund 6012.

Impact to Budget

The approved FY21 budget is designated for the Westside Purple Line Extension Section 3 and does not have an impact to operations funding sources. These funds were assumed in the Long-Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;

4. Transform LA County through regional collaboration and national leadership; and
5. Provide responsive, accountable, and trustworthy governance within the LACMTA organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it will hamper the Real Estate division's ability to respond quickly to the project's needs resulting in significant delays and cost increases for the project.

NEXT STEPS

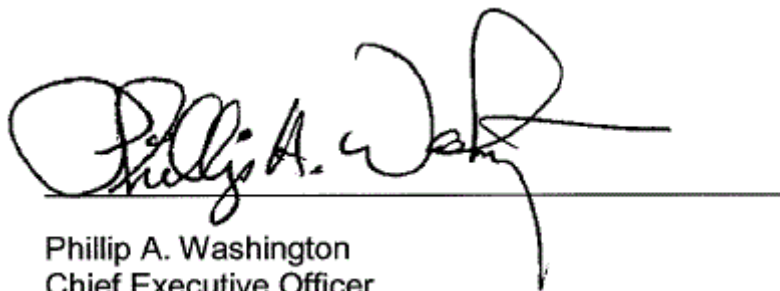
If this action is approved by the Board, the LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

Attachment A - Site Plan
Attachment B - Staff Report
Attachment C - Resolution of Necessity

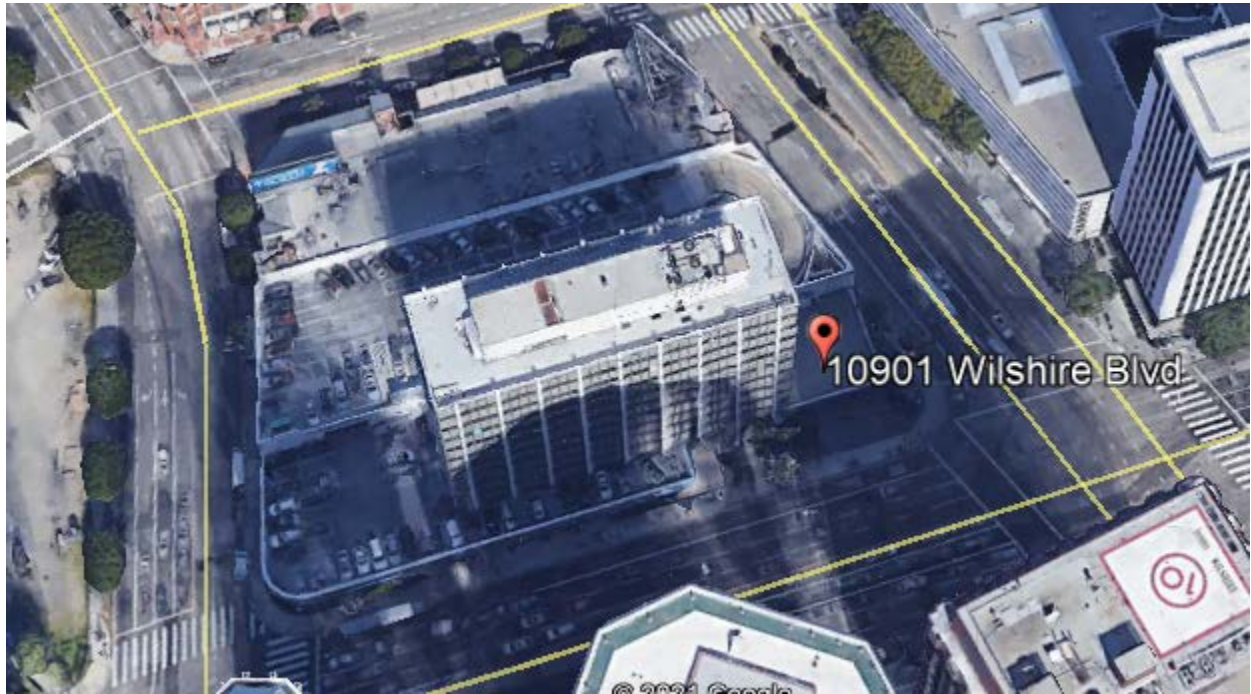
Prepared by: Craig Justesen, Deputy Executive Officer-Real Estate, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Property Management & Development,
(213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A



Westwood Medical Plaza
10901-10921 Wilshire Blvd., Los Angeles, CA

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE
PROPERTY INTERESTS REQUIRED FOR THE WESTSIDE PURPLE LINE
EXTENSION SECTION 3 (“PROJECT”)**

BACKGROUND

The Property Interests are required for the construction and operation of the Project as portions of the Westwood/UCLA Station, and appurtenances, will be built in the space currently occupied by the Property Interests. The address, record owner, physical description, and nature of the property interest sought to be acquired for the Project are summarized as follows:

| Assessor's Parcel Number | Parcel Address | Property Owner/ Tenant | Purpose of Acquisition | Property Interest(s) Sought |
|---------------------------------|---|---|--|---|
| 4363-023-032 | 10901 Wilshire Blvd., Los Angeles, CA 90024 | JP Morgan Chase Bank, Branch Number: 741147 (Chase) | Construction and operation of the underground tunnel and Westwood/UCLA Station | A portion of the leasehold interests, related leasehold improvements, and improvements pertaining to the realty |
| 4363-023-032 | 10921 Wilshire Blvd., Los Angeles, CA 90024 | Fitness International, LLC (LA Fitness) | Construction and operation of the underground tunnel and Westwood/UCLA Station | A portion of the leasehold interests, related leasehold improvements, and improvements pertaining to the realty |
| 4363-023-032 | 10901-10921 Wilshire Blvd., Los Angeles, CA 90024 | W.W. Westwood, L.P. a Delaware limited partnership (property owner) | Construction and operation of the underground tunnel and Westwood/UCLA Station | Leasehold and Improvements pertaining to realty |

Property Requirements:

The following property requirements apply to the affected property listed in the above table:

Purpose of Acquisition: Construction and operation of underground tunnel and Westwood/UCLA Station.

A first written offer was mailed to the Property Owner and JP Morgan Chase Bank on June 01, 2020, for acquisition of the Property Interests described in Exhibit "A-1" and "A-2". A first written offer was mailed to the Property Owner and Fitness International, LLC on July 24, 2020 for acquisition of the Property Interests described in Exhibit "B-1" and "B-2".

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that

the public interest and necessity require the Project.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the LACMTA Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

In June 2017, the Federal Register published a notice indicating the release of the Draft Supplemental Environmental Impact Statement (SEIS) for a 45-day comment period for the Westside Purple Line Extension Section 2. On November 22, 2017, the Federal Transit Administration (FTA) issued the Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation, and the Supplemental Record of Decision (ROD) supplementing the previously issued ROD on August 9, 2012. The FTA determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Westside Subway Extension (now called the Westside Purple Line Extension) Project located in Los Angeles County.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax

- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter, and by this reference they are incorporated herein. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property Interests are necessary for the Project.

The Property Interests are required for construction and operation of the underground tunnel connecting Century City/Constellation and Westwood/VA Hospital Stations and for construction of portions of the Westwood/UCLA Station. The selected alignment requires subsurface tunneling beneath the Property Interests to connect the Stations, and the area now occupied by the Property Interests will be incorporated into the structure of the Westwood/UCLA Station. The subsurface easements, surface easements and temporary construction easements within and beneath Owner's building and occupying portions of the Tenants' current leasehold areas are required for the Project. The areas and description of the required Property Interests listed below are attached to the Resolution of Necessity. Owner has pledged to deliver these necessary easements to LACMTA; however, Tenants currently occupy areas within these easements as part of their leaseholds, and therefore the Property Interests must be acquired from Tenants, and the Improvements Pertaining to Realty from Owner, in order for the Project to proceed. As identified in Exhibit "A-3", a portion of the JP Morgan Chase Bank lease area will be required for the project. The required lease area includes a portion of the basement area which is used for storage and back of house functions and the entire first floor which serves as the business operation. The first floor includes offices, partitions, teller stations, restrooms, and other improvements as identified in Exhibit "A-2". As identified in Exhibit "B-3", a portion of the Fitness International, LLC lease area will be required for the project. The required area is a portion of the basement area which is improved with a spa, sauna, locker rooms, and other improvements as identified in Exhibit "B-2". The areas of the Property Interests are based on the approved FEIS/FEIR for the Project.

Staff recommends that the Board find that the acquisition of the Property Interests are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner and Tenants, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and Tenants and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

1. Obtained FF&E appraisal to determine the fair market value in place of the Improvements Pertaining to Realty.
2. Reviewed and approved the FF&E appraisal, and established the recommended amount of compensation;
3. Made a written offer to the Property Owner and Tenants for the full amount of compensation which was not less than the approved appraised value;
4. Provided the Property Owner and Tenants with a written statement of, and summary of the basis for, the amount established as compensation with respect to the foregoing offer.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner and Tenants.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property or property interests by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the

Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, LACMTA has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interests by eminent domain.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN LEASEHOLD INTERESTS, LEASEHOLD IMPROVEMENTS,
AND IMPROVEMENT PERTAINING TO THE REALTY NECESSARY FOR PUBLIC
PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE
EXERCISE OF EMINENT DOMAIN
WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 3**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property or property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property or property interests by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests consists of the acquisition of the designated portions of the leasehold interests, related leasehold improvements, and related improvements pertaining to the realty ("Property Interests") as more particularly described in Exhibits A-1, A-2, A-3 and B-1, B-2, and B-3;

Section 4.

(a.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property Interest is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scope and descriptions of easements or other Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, CHRISTINA GOINS, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of May, 2021.

Date: _____

CHRISTINA GOINS
LACMTA Interim
Board Secretary

ATTACHMENTS

Exhibit A-1 and B-1 - Leasehold Improvements

Exhibit A-2 and B-2 – Improvements Pertaining to the Realty

Exhibit A-3 and B-3 – Descriptive Map of the Portions of the Leaseholds

EXHIBIT A-1

JP Morgan Chase Bank - Leasehold Improvements

JP MORGAN CHASE BANK, BRANCH NUMBER 741147, 10901 WILSHIRE BLVD., LOS ANGELES, CA
 LEASEHOLD IMPROVEMENTS
 EFFECTIVE DATE OF VALUE - APRIL 30, 2020

| Item No. | Qty. | Description |
|------------------------------------|------|---|
| GROUND FLOOR AND THROUGHOUT | | |
| 28 | 1 | Lot of suspended ceiling, approximately 4,050 square feet, metal t-bar grid, 2' x 2' mineral board panels |
| 29 | 1 | Lot of framed painted drywall ceiling and soffit surface area, approximately 1,258 square feet |
| 30 | 48 | Troffer light fixtures, 23- 2' x 2', 25- 4' x 2', local electrical |
| 31 | 1 | Lot of interior wall partitioning, approximately 275 linear feet, 8' to 10' high, framed 2-sided painted drywall, insulation, electrical receptacles, including: <ul style="list-style-type: none"> 9 Doors, 3' x 7', wood, with locks and closers 5 Interior windows, 3-5' x 4', with 1 upper transom window, anodized aluminum frames, 1- 22" x 75", wood frame 1 Pony wall, 6' L x 4' H, with stained wood cap 1 Triangular laminate ledge, 4.5' x 4.5' H x 7', stained wood cap 3 Glass office doors, 3' x 8', including 64.5 square feet of glass side panels 8 Linear feet of pony wall, 53" H, near stairs to basement, framed 2-sided drywall, stained wood cap, with 1 swing door, 3' x 4', stained wood 1 Walk up help desk at vault, 4' x 2', laminate tops, stained wood fascia, with 8' of pony wall, stained wood, 52" high, 1-3' x 4' swing door 1 Lot of interior wall finishing, approximately 160 linear feet, 8' to 10' high, including, furring, insulation, and painted single sided drywall |
| 32 | 1 | Lot of improvements for 2 restrooms, consisting of: <ul style="list-style-type: none"> 144 Square feet of 2" x 2" ceramic tile flooring 100 Square feet of wainscoting, 2" x 2" ceramic tile 2 Toilets 2 Fluorescent light fixtures, 4' dual, ceiling-mounted 2 Fluorescent light fixtures, 2' dual, wall-mounted 2 Vanity sinks, laminate counters, built-in soap dispensers 2 Flash water heaters, Chromomite 4 Mirrors, 2-16" x 28", 2-24" x 42" |

JP MORGAN CHASE BANK, BRANCH NUMBER 741147, 10901 WILSHIRE BLVD., LOS ANGELES, CA
LEASEHOLD IMPROVEMENTS
EFFECTIVE DATE OF VALUE - APRIL 30, 2020

| Item No. | Qty. | Description |
|------------------|------|--|
| | 4 | Grab bars, stainless steel, 4' |
| | 2 | Recessed trash/paper towel units, stainless steel |
| | 2 | Recessed seat cover dispensers, with dual toilet paper dispensers, stainless steel |
| | 2 | Light fixtures, ceiling-recessed |
| | 2 | Ventilation fans, ceiling-recessed |
| | 1 | Lot of local electrical and plumbing |
| 33 | 1 | Heating/ventilation/air conditioning package (HVAC) including mechanical, ducting and registers for approximately 4,835 square feet on ground floor and 725 square feet on basement level |
| 34 | 126 | Square feet of 12" x 12" vinyl tile floor covering |
| 35 | 15 | Electrical receptacles, 120 volt, 7 floor recessed, 8 floor-mounted, local electrical |
| 36 | 1 | Fire suppression system, throughout, consisting of: <ul style="list-style-type: none"> 51 Sprinkler heads, including piping, sensors and ancillary equipment 5 Pull stations 2 Fire hose cabinets 19 Strobe alarm lights |
| 37 | 8 | Emergency exit signs, throughout, local electrical |
| 38 | 14 | Light fixtures, ceiling recessed cylindrical fixtures, local electrical |
| BASEMENT* | | |
| 39 | 1 | Lot of suspended ceiling, approximately 597 square feet, metal t-bar grid, 2' x 2' mineral board panels |
| 40 | 725 | Square feet of 12" x 12" vinyl tile floor covering |
| 41 | 11 | Troffer light fixtures, 1- 2' x '2, 10- 4' x 2', local electrical |
| 42 | 1 | Lot of framed painted drywall ceiling, approximately 128 square feet |

JP MORGAN CHASE BANK, BRANCH NUMBER 741147, 10901 WILSHIRE BLVD., LOS ANGELES, CA
 LEASEHOLD IMPROVEMENTS
 EFFECTIVE DATE OF VALUE - APRIL 30, 2020

| Item No. | Qty. | Description |
|-------------|------|--|
| 43 | 1 | Lot of interior wall partitioning, approximately 265 linear feet, 8' high, framed 2-sided painted drywall, insulation, electrical receptacles, including, 9 doors, 3' x 7', wood, locks, closers, approximately 120 linear feet of interior wall finishing, 8' high, single sided painted drywall with furring and insulation |
| 44 | 1 | Lot of improvements for 2 restrooms, consisting of: 176 Square feet of wainscoting, washable wall board 2 Toilets 1 Urinal 2 Vanity sinks, 4' x 3', painted wood cabinet, 2 door, 3 drawer, Corian style countertop, 1 sink, built-in soap dispensers 2 Flash water heaters, Chromomite 2 Mirrors, 4' x 3' 2 Paper towel dispensers, C-fold, stainless steel 1 Recessed seat cover dispensers, with dual toilet paper dispensers, stainless steel 1 Seat cover dispenser, stainless steel 1 Toilet roll dispenser, metal 6 Light fixtures, ceiling-recessed 2 Ventilation fans, ceiling-recessed 1 Lot of local electrical and plumbing |
| 45 | 1 | Kitchen cabinetry, consisting of: 7.5 Linear feet of sink counter, painted wood, 6 doors, 4 drawers, polished stone countertop with backsplash, single drop-in aluminum sink, local plumbing 7.5 Linear feet of wall cabinets, painted wood, 6 doors 1 Set of paper towel and soap dispensers, plastic, wall-mounted |
| 46 | 1 | Janitorial sink, porcelain on cast iron, single faucet, wall-mounted, local plumbing |

TOTAL LEASEHOLD IMPROVEMENTS

*It is our understanding that some or all of the basement leasehold improvements may have been installed and/or constructed prior to the current tenant's occupancy.

EXHIBIT A-2

JP Morgan Chase Bank - Improvements Pertaining to the Realty

JP MORGAN CHASE BANK, BRANCH NUMBER 741147, 10901 WILSHIRE BLVD., LOS ANGELES, CA
 IMPROVEMENTS PERTAINING TO THE REALTY
 EFFECTIVE DATE OF VALUE - APRIL 30, 2020

| Item No. | Qty. | Description |
|----------|-------|---|
| 1 | 2 | Signs, 24" channel letters, "Chase" with logo, exterior wall-mounted, interior illumination |
| 2 | 18 | Surveillance cameras, brackets, cabling, 1 exterior weather housing |
| 3 | 1 | ATM surround, exterior wall-mounted, painted metal, sign topper, metal, plastic lettering, "Chase" with logo, includes wall fenestration for interior vault |
| 4 | 1 | Night depository box, LeFebure, exterior wall mounted, stainless steel, includes wall fenestration and interior vault |
| 5 | 1 | Door bell, with actuator, wiring, near vault |
| 6 | 2,250 | Safety deposit boxes, metal, dual key locks, consisting of: 1,500 5" x 3" 750 10.5" x 3" |
| 7 | 1 | Voice and data cabling and receptacles for approximately 35 stations |
| 8 | 3 | Countertops, laminate, 2- 7.5', 1- 8', 2' deep, near vault |
| 9 | 3 | Fire extinguisher cabinets, wall mount, metal, glass window |
| 10 | 48 | Linear feet of customer service/teller's counter, laminate fascia, Kevlar lined, Corian style dual ledges, upper acrylic bandit barrier, 1" thick, 4' high with 7 teller windows, 21 electrical receptacles, local electrical, 6 built-in deposit slip holders, 18" x 5" H, 5 slots, 5 laminate keyboard trays, including, 25 linear feet of framed pony wall, with upper bandit barrier, 6' high, 1 high security access door, acrylic with code padlock, 1 sign, "Chase", 12" high, mounted above teller line |
| 11 | 1 | Vault, 25' x 9' x 14.5', assumed to be class 2 construction, including: <ul style="list-style-type: none"> 1 Vault door, Kumahira Safe Company, Inc., 10" thick steel, with day gate, 36" x 77", steel rails 1 Emergency lighting pack, dual element 1 Emergency button 2 Microphones, Potter, M: VSM: Microphone, ceiling mount |

JP MORGAN CHASE BANK, BRANCH NUMBER 741147, 10901 WILSHIRE BLVD., LOS ANGELES, CA
 IMPROVEMENTS PERTAINING TO THE REALTY
 EFFECTIVE DATE OF VALUE - APRIL 30, 2020

| Item No. | Qty. | Description |
|----------|------|---|
| 12 | 1 | Lot of commercial grade carpeting, approximately 3,660 square feet |
| 13 | 1 | Lot of ceramic tile floor covering, approximately 795 square feet |
| 14 | 60 | Linear feet of handrails, polished tubular metal, wall-mounted, to garage entry doors |
| 15 | 1 | Alarm system, consisting of: 1 Control panel 4 Code pads 6 Motion sensors 9 Door contact sensors 1 ATM contact sensor 1 Line cut battery backup 11 Panic buttons |
| 16 | 18 | Window shades, nylon mesh, manual, consisting of: 5 10' high, 1-4' wide, 3- 6' wide, 1- 7' wide 2 7' x 6' 3 7' x 4' 2 3.5' x 7' 5 6' x 10' 1 5.5' x 10.5' |
| 17 | 6 | Speakers, 8" diameter, ceiling recessed, wiring |
| 18 | 5 | WiFi access points, Cisco, wiring |
| 19 | 2 | Pendant light fixtures, local electrical, in lobby |
| 20 | 10 | Linear feet of base counter, laminate, 5 drawer, 5 doors, with attached counter, 5' x 2', laminate, in cash room |
| 21 | 15 | Linear feet of wall cabinets, laminate, 9 doors, in cash room |
| 22 | 1 | Countertop, 5' x 2', laminate, outside cash room |
| 23 | 1 | Shelf, 5' x 2', laminate, in cash room |

JP MORGAN CHASE BANK, BRANCH NUMBER 741147, 10901 WILSHIRE BLVD., LOS ANGELES, CA
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 30, 2020

| Item No. | Qty. | Description |
|----------|------|--|
| 24 | 2 | Exterior exit door alarms, closers, 1 with panic bar |
| 25 | 1 | Lot of anti-skid stair covering, plastic, for 21 treads and risers, 44" wide and approximately 55 square feet of landings, on stairs to basement |
| 26 | 60 | Linear feet of handrail, 2" diameter painted tubular metal, at stairs to basement |
| 27 | 1 | Sign, in lobby, FDIC, 22" x 28", plastic cover, wall-mounted |

TOTAL IMPROVEMENTS PERTAINING TO THE REALTY

Fitness International, LLC – Leasehold Improvements

LA FITNESS, 10921 WILSHIRE BLVD., LOS ANGELES, CA
 LEASEHOLD IMPROVEMENTS
 EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item No. | Qty. | Description |
|------------------------------------|-------|--|
| GROUND FLOOR AND THROUGHOUT | | |
| 42 | 5,121 | Square feet (estimate) of suspended ceiling system, metal t-bar grid, 2' x 2' mineral board panels |
| 43 | 1,877 | Square feet of framed painted drywall ceiling, insulation |
| 44 | 96 | Troffer light fixtures, 93-2' x '2, 3-4' x 2', local electrical |
| 45 | 2,490 | Square feet (estimate) of framed dry walled ceiling soffit, insulation, consisting of: 1,440 Square feet of approximately 3' high, approximately 2,835 square feet of surface area 380 Square feet of approximately 1' high, approximately 449 square feet of surface area 670 Square feet of approximately 4' to 5' high, approximately 1,939 square feet of surface area 480 Square feet of soffit trim, laminate faux wood planks |
| 46 | 1 | Lot of interior wall partitioning, framed 2-sided painted drywall, insulation, local electrical, including: 100 Linear feet of 10' high, 8 electrical receptacles 103 Linear feet of 15' high, with 8 pilasters, 6' wide x 12' high, 15" deep, 2 electrical receptacles 40 Linear feet of 15' high, with 2 pilasters with crown cross member (drinking fountain surround), 7' x 10' x 2', irregular shape, 6 electrical receptacles 1,190 Square feet of wall finishing, including, furring, insulation and single sided painted drywall, mounted on interior of building exterior walls, 11 electrical receptacles 34 Linear feet, 8' high, including, 1 radiused shelf, 13' long x 3.5' deep, 1 fixed window, 13' x 1', stainless steel frame 48 Linear feet, 7.5' high, for restrooms 2 Doors, 3' x 7', painted wood, with closers and code pad locks, for restrooms |
| 47 | 1 | Lot of improvements for 2 ground floor restrooms, consisting of: 98 Square feet of 3" x 3" ceramic tile flooring 378 Square feet of wall tile, 3" x 3" ceramic tile 2 Toilets |

LA FITNESS, 10921 WILSHIRE BLVD., LOS ANGELES, CA
LEASEHOLD IMPROVEMENTS
EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item No. | Qty. | Description |
|----------|------|--|
| | 4 | Fluorescent light fixtures, ceiling mounted |
| | 2 | Toilet paper dispensers, dual, plastic, wall mounted |
| | 2 | Pedestal vanity sinks |
| | 2 | Soap dispensers, stainless steel, wall mounted |
| | 2 | Mirrors, 32" x 39", wall mounted |
| | 4 | Grab bars, stainless steel, 4' |
| | 2 | Recessed trash/paper towel units, stainless steel |
| | 2 | Recessed seat cover dispensers, with dual toilet paper dispensers, stainless steel |
| | 2 | Paper towel dispensers, plastic, wall mounted |
| | 2 | Ventilation fans, ceiling-recessed |
| | 1 | Wall shelf, 18" x 6", stainless steel |
| | 1 | Sanitary napkin receptacle, wall mounted |
| | 1 | Lot of local electrical and plumbing |
| 48 | 1 | Heating/ventilation/air conditioning package (HVAC) including mechanical, ducting and registers for approximately 9,488 square feet on ground floor and approximately 14,602 square feet on basement level, not inspected, per Mr. Nery Solis - the system includes a mixture of 14 older and new heat pump units, with 2 air circulation fans, temperature controls |
| 49 | 1 | Staircase, 5' wide, metal, 22 treads, 1 radiused landing, 9' x 4' overall, rubber covering, 64 linear feet of hand railing, 41" high, tubular metal, 11 cross members |
| 50 | 29 | Electrical receptacles, 120 volt, 17 floor recessed, 12 ceiling-mounted, (on ground floor), local electrical |
| 51 | 1 | Fire suppression system, throughout, consisting of: <ul style="list-style-type: none"> 171 Sprinkler heads, including piping, smoke detectors and ancillary equipment 3 Pull stations 14 Sirens 38 Strobe alarm lights |
| 52 | 29 | Emergency exit signs, local electrical |
| 53 | 76 | Light fixtures, ceiling recessed cylindrical fixtures, local electrical |

BASEMENT

LA FITNESS, 10921 WILSHIRE BLVD., LOS ANGELES, CA
LEASEHOLD IMPROVEMENTS
EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item No. | Qty. | Description |
|----------|--------|---|
| 54 | 815 | Square feet (estimate) of framed dry walled ceiling soffit, 1' high, insulation, approximately 1,151 square feet of surface area |
| 55 | 3,450 | Square feet (estimate) of framed painted drywall ceiling, insulation |
| 56 | 10,337 | Square feet (estimate) of suspended ceiling system, metal t-bar grid, 2' x 2' mineral board panels |
| 57 | 119 | Troffer light fixtures, 4' x 2', local electrical |
| 58 | 1 | Lot of interior wall partitioning, (all glass is assumed to be tempered and fire rated), including: <ul style="list-style-type: none"> 412 Linear feet of 8' high, framed 2-sided painted drywall, insulation 111 Linear feet of 8.5' high, framed 2-sided painted drywall, insulation, including 1-fixed window, 17.5' x 7' 85 Linear feet of 9' high, framed 2-sided painted drywall, insulation 5,357 Square feet of wall finishing, including, furring, insulation and single sided painted drywall, mounted on interior of building exterior walls 29 Linear feet of 9' high glass partitioning, metal frame, in boxing room 2 Fixed windows, 51" x 86", in boxing room 10 Doors, 3' x 7', full vision glass, metal frames, fire rated, closers, 2 with panic bars, including 18 linear feet of fixed transom windows, 2' high 6 Doors, 3' x 7', painted wood, fire rated, with closers and locks, 1 with safety glass window, 16" x 16" 1 Emergency exit door, 3' x 7', metal, fire rated, with alarm, closer and panic bar, in spa room 1 Door, 3' x 7', metal frame, inset full vision glass, to dry sauna 2 Fixed windows, 43" x 46", metal frame, at dry sauna room 459 Square feet of glass partitioning, 8' to 9' high, painted metal frame <ul style="list-style-type: none"> 1 Wall partition, 6.5' x 8' x 2', framed, drywall covering 4 Pairs of double fire doors, with panic bars, magnetic hold opens and closers, in hallway |

LA FITNESS, 10921 WILSHIRE BLVD., LOS ANGELES, CA
LEASEHOLD IMPROVEMENTS
EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item | | |
|------|------|-------------|
| No. | Qty. | Description |

TOTAL LEASEHOLD IMPROVEMENTS

Fitness International, LLC – Improvements Pertaining to the Realty

LA FITNESS, 10921 WILSHIRE BLVD., LOS ANGELES, CA
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item No. | Qty. | Description |
|------------------------------------|-------|---|
| GROUND FLOOR AND THROUGHOUT | | |
| 1 | 1 | Sign, 24" channel letters, "LA FITNESS", exterior wall-mounted, interior illumination |
| 2 | 4 | Surveillance cameras, HIKVision, (2 on ground floor, 2 in basement), brackets, cabling |
| 3 | 3 | Paper towel dispensers, plastic, including, 4 hand sanitizer dispensers |
| 4 | 1 | Drinking fountain, Elkay, M: LZWSR-1D, S: 191117950, with bottle filler, stainless steel, refrigerated, local plumbing and electrical |
| 5 | 2 | Drinking fountains, Elkay, non-refrigerated, stainless steel, local plumbing |
| 6 | 6,774 | Square feet of simulated plank floor covering, 1.5' x 1.5' tiles, laminate |
| 7 | 2,040 | Square feet of composite rubber floor covering |
| 8 | 1 | Lot of cabling for 14 televisions, 12 on ground floor, 2 on basement level |
| 9 | 1,096 | Square feet of slate tile floor covering, 1' x 1', epoxy coated |
| 10 | 1 | Fire extinguisher cabinet, wall recessed, stainless steel, glass window, in mezzanine |
| 11 | 320 | Square feet of carpet tile floor covering, 2' x 2' |
| 12 | 48 | Linear feet of handrail, 2" diameter painted tubular metal, wall mounted |
| 13 | 40 | Linear feet of circular reception counter, 3.5' high x 2.5' deep, laminate, 8 doors, 5 drawers, 20 linear feet of upper laminate ledge, electrical receptacle, local electrical |
| 14 | 2 | Sconce lights, wall-mounted, local electrical |

LA FITNESS, 10921 WILSHIRE BLVD., LOS ANGELES, CA
 IMPROVEMENTS PERTAINING TO THE REALTY
 EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item No. | Qty. | Description |
|-----------------|-------|--|
| 15 | 1 | Alarm system, consisting of: 1 Control panel 1 Code pad 32 Motion sensors 1 Line cut battery backup |
| 16 | 260 | Square feet of window shades, nylon mesh, manual |
| 17 | 37 | Speakers, 8" diameter, ceiling recessed, wiring |
| 18 | 2 | WiFi access points, wiring |
| 19 | 5 | Cell phone lockers, 22" x 28" x 9", metal, 15 compartments each, wall mounted |
| 20 | 1,120 | Square feet of wall mirror |
| 21 | 808 | Square feet of wallpaper, printed textured vinyl, multi-colored, graphics |
| 22 | 1 | Voice/data cabling for approximately 15 stations, including receptacles |
| 23 | 1 | Lot of minor miscellaneous signage, throughout |
| BASEMENT | | |
| 24 | 1 | Whirlpool spa, 8' x 3' x 7', in-ground, plaster finish, mechanical package, with dual handrails |
| 25 | 704 | Square feet of wall and floor tile covering, ceramic, in spa room, including, 418 square feet of 4" x 4" wall tile, 286 square feet of floor tile, 1" x 1" |
| 26 | 1 | Lot of dry sauna improvements, including 412 square feet of cedar plank ceiling and wall covering, 116 square feet of ceramic floor covering, 1" x 1", 22 linear feet of cedar plank benches, 2 tier, sauna heater, local electrical |
| 27 | 1 | Lot of improvements for women's locker room, consisting of: 68 Square feet of wainscoting, 1" x 1" ceramic tile 1,440 Square feet of ceramic tile wall covering |

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 IMPROVEMENTS PERTAINING TO THE REALTY
 EFFECTIVE DATE OF VALUE - MAY 14, 2020

| Item No. | Qty. | Description |
|-------------|-------|---|
| | 1 | Light fixture, 4' long, dual fluorescent, local electrical |
| | 5 | Toilets |
| | 5 | Toilet partitions, metal, 1 is ADA |
| | 5 | Sanitary napkin receptacles, metal |
| | 5 | Seat cover dispensers, plastic |
| | 5 | Toilet paper dispensers, plastic, dual |
| | 2 | Sink counters, laminate casework, Corian style countertops, 1-15' long with 4 sinks, 1-12' long with 2 sinks |
| | 3 | Paper towel dispensers, plastic |
| | 2 | Mirrors, 1-15' x 4', 1-12' x 4' |
| | 4 | Electrical receptacles, 120 volt, duplex, GFI, local electrical |
| | 580 | Square feet of ceramic floor tile, 2" x 2", in locker room |
| | 492 | Square feet of ceramic floor tile, 1" x 1" |
| | 74 | Locker stacks, laminate, 2 compartments each, 11" x 40" x 16" openings, louvered doors, 3 hinges/each door, with hanger rods and coat hooks |
| | 1 | Lot of local plumbing for 4 showers, 5 toilets, 6 sinks, floor drains |
| 28 | 1 | Lot of improvements for men's locker room, consisting of: |
| | 87 | Square feet of wainscoting, 1" x 1" ceramic tile |
| | 1,032 | Square feet of ceramic tile wall covering |
| | 5 | Light fixtures, 4' long, dual fluorescent, local electrical |
| | 4 | Light fixtures, 4' x 2', ceiling mounted, local electrical |
| | 3 | Toilets |
| | 3 | Toilet partitions, metal, 1 is ADA |
| | 3 | Urinals, with 2 metal privacy panels |
| | 3 | Seat cover dispensers, plastic |
| | 3 | Toilet paper dispensers, plastic, dual |
| | 1 | Grab bar, 4' long, metal |
| | 4 | Sink counters, laminate casework, Corian style countertops, 1-8' long with 2 sinks, 1-13' long with 2 sinks, 1-6.25' long with 2 sinks, 1-5.5' long with 2 sinks, 4 countertop mounted soap dispensers |
| | 2 | Paper towel dispensers, plastic |
| | 4 | Mirrors, 1-8' x 4', 1-13' x 4', 1-5.5' x 4', 1-6.25' x 4' |
| | 7 | Electrical receptacles, 120 volt, duplex, GFI, local electrical |
| | 520 | Square feet of ceramic floor tile, 2" x 2", in locker room |

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|----------|-------|--|
| | 548 | Square feet of ceramic floor tile, 1" x 1" |
| | 72 | Locker stacks, laminate, 2 compartments each, 11" x 40" x 16" openings, louvered doors, 3 hinges/each door, with hanger rods and coat hooks |
| | 1 | Lot of local plumbing for 6 showers, 3 toilets, 8 sinks, 3 urinals, floor drains |
| 29 | 2 | Hot water boilers, roof-mounted, for locker room showers and sinks, not inspected, descriptions provided by Nery Solis of ABM Engineering Service, Raypak fire tube boilers, including, local electrical and plumbing, piping to basement, 1-Model: WI-0514A-DEDHDA, Serial: 9608133160, 419,430 BTUs/Hour, 1-Model: WI-0403B-CEDHBAA, Serial: 9611135445, 327,180 BTUs/Hour |
| 30 | 4 | Drinking fountains, Elkay, not refrigerated, stainless steel, wall mounted, local plumbing |
| 31 | 5 | Wall posters, printed textured vinyl wallpaper, multi-colored, on wood backing and furring, 3-5' x 7', 2-5' x 5', in hallway |
| 32 | 4 | Wall paper, 2-7' x 5', 2-12' x 6', printed textured vinyl, multi-colored, with 8" wood frames, in hallway |
| 33 | 3,273 | Square feet of wall mirror |
| 34 | 2,796 | Square feet of engineered wood floor covering, in boxing room |
| 35 | 151 | Square feet of carpet floor covering, in boxing room |
| 36 | 10 | Heavy bag wall brackets, square tube steel, with floor plate, in boxing room |
| 37 | 782 | Square feet of carpet wall covering |
| 38 | 410 | Square feet of wallpaper, printed textured vinyl, multi-colored, graphics |
| 39 | 4,023 | Square feet of composite rubber floor covering |
| 40 | 5,034 | Square feet of laminate floor covering, 3' x 3' tiles |

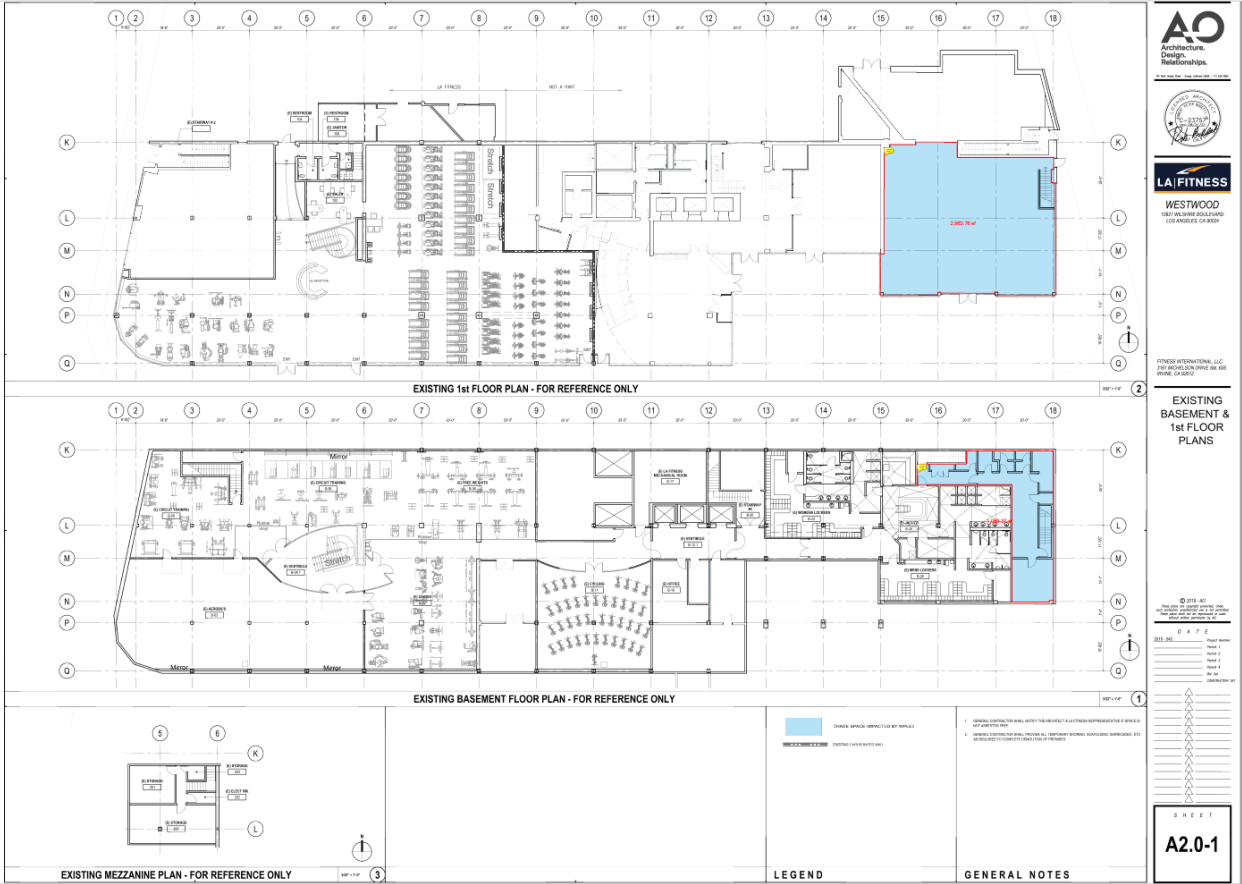
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| Item No. | Qty. | Description |
|-------------|------|--|
| 41 | 4 | Roll paper towel dispensers, plastic, with 4 sanitizer dispensers, wall mounted |

TOTAL IMPROVEMENTS PERTAINING TO THE REALTY

Descriptive Map of the Portions of the Leaseholds

JP Morgan Chase Bank



Descriptive Map of the Portions of the Leaseholds

Fitness International, LLC

