

Metro

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



Agenda - Final

Thursday, June 27, 2019

9:30 AM

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

Board of Directors - Regular Board Meeting

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

**Hyatt Regency Hotel & Conference Center, 900 Bellevue Way NE, Bellevue WA 98004*

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

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board 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.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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.

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

LIMITED ENGLISH PROFICIENCY

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



323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

ភាសាជប៉ុន

HELPFUL PHONE NUMBERS

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 23, 24, 26, 27, 28, 31, 32, 33, 37, 39, 42.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2019-0454](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 23, 2019.

Attachments: [Regular Board Meeting MINUTES - May 23, 2019](#)

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

6. **SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE** [2019-0070](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$8,384,000 dollars of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
 - Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. DEOBLIGATING \$26,993,000 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved projects.

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

11. SUBJECT: INFORMATION TECHNOLOGY SERVICES BENCH [2019-0293](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. INCREASE authorized funding in the amount of \$13 million for the Information Technology Services Bench (IT Bench) to perform information technology support services on an as-needed task order basis with multiple approved firms (see Attachment C) increasing the cumulative total authorized funding from \$17 million to \$30 million; and

B. AWARD and EXECUTE task orders for a not to exceed amount of \$30 million.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification_Change Order Log](#)
[Attachment C - Firms by Discipline](#)
[Attachment D - List of Task Orders and Values](#)
[Attachment E - DEOD Summary](#)

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

12. SUBJECT: FY20 AUDIT PLAN [2019-0254](#)

RECOMMENDATION

ADOPT the FY20 Proposed Audit Plan.

Attachments: [Attachment A - FY20 Audit Plan](#)

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

13. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM [2019-0182](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits with an \$8 million self-insured retention at a cost not to exceed \$6.9 million for the 12-month period effective August 1, 2019 to August 1, 2020.

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

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

14. SUBJECT: FISCAL YEAR 2020 TRANSIT FUND ALLOCATIONS

[2019-0243](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.4 billion in FY20 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchange of Federal Section 5307 discretionary funds awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$300,000 with Metro's TDA Article 4 allocation;
- C. APPROVING fund exchanges in the amount totaling \$13.8 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- D. AUTHORIZING the Chief Executive Officer to adjust FY20 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY20 budget as necessary to reflect the aforementioned adjustment;
- E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs; and
- F. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C).

Attachments:

[Attachment A - FY20 Transit Fund Allocations](#)

[Attachment B - Summary of Significant Information, Methodologies and Assumptions](#)

[Attachment C - TDA and STA Resolution](#)

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

- 15. SUBJECT: LOCAL RETURN PROPOSITION C AND MEASURE R
CAPITAL RESERVE**

[2019-0366](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and:

- A. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Bell, El Monte, and South Gate; and
- B. ESTABLISH Measure R Local Return funded Capital Reserve Account for the Cities of El Monte and Glendale.

Attachments: [Attachment A Project Summary for Proposed New Capital Reserve Accounts.pc](#)

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

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

[2019-0386](#)

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2019-20 Transportation Development Act (TDA) Article 8 funds estimated at \$28,747,096 as follows:
 - 1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$164,382 may be used for street and road projects, or transit projects, as described in Attachment A;
 - 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,862,652 and \$6,756,613 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,170,814 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$5,792,635 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

- Attachments:**
- [Attachment A - FY20 Proposed Findings and Recommendations](#)
 - [Attachment B - TDA 8 Apportionments FY19-20](#)
 - [Attachment C - FY2019-20 TD Article 8 Resolution](#)
 - [Attachment D - History and Definitions TDA 8](#)
 - [Attachment E - FY20 TDA Article 8 Public Hearingprocess](#)
 - [Attachment F - FY20 Summary of the Comments](#)
 - [Attachment G - Summary of Recommendations and Actions Taken FY20](#)
 - [Attachment H - Proposed Recommendation of SSTAC](#)

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

17. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2020 BUDGET [2019-0423](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING local and federal funding request for Access Services (Access) in an amount not to exceed \$103,425,544 for FY20. This amount includes:
- Local funds for operating and capital expenses in the amount of \$97,870,848;

- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,266,696;
- Programming of Federal Surface Transportation Block Grant (STBG) Program funds for operating expenses in the amount of \$3,288,000; and

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

Attachments: [Attachment A - Access FY20 Budget Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

23. SUBJECT: DIVISION 6 DEVELOPMENT GUIDELINES

[2019-0123](#)

RECOMMENDATION

ADOPT Development Guidelines (Attachment A) for the joint development of 3.12 acres of Metro-owned property at the Division 6 site located in the Venice community.

Attachments: [Attachment A - Development Guidelines for Division 6 Joint Development Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

24. SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION AND GOLD LINE FOOTHILL EXTENSION 2B

[2019-0170](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING Aviation/96th St. Station First/Last Mile Plan;
- B. ADOPTING Gold Line Foothill Extension 2B First/Last Mile Plan; and
- C. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines in fall 2019.

Attachments: [Attachment A - Aviation 96th St Station First Last Mile Plan Executive ...](#)
[Attachment B – Aviation 96th St. Station First Last Mile Plan](#)
[Attachment C - Gold Line Foothill Extension 2B First Last Mile Plan Executive S](#)
[Attachment D – Gold Line Foothill Extension 2B First Last Mile Plan](#)
[Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0):**

26. SUBJECT: LINK UNION STATION PROJECT

[2019-0420](#)

RECOMMENDATION

CONSIDER:

- A. CERTIFYING the Final Environmental Impact Report (FEIR);
- B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse;
- C. ADOPTING the:
 - 1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP).

Attachments: [Attachment A - Notice of Determination](#)
[Attachment B - Link US FEIR Project](#)
[Attachment C - Cost Comparison of Passenger Concourse Options](#)
[Attachment D - Bridge Aesthetic Concepts rev](#)
[Attachment E - Active Transportation Elements](#)
[Attachment F - Link US Mitigation Monitoring and Reporting Plan](#)
[Attachment G - Metrolink Memo on Link US dated Feb 20 2019](#)
[Attachment H - Support Letters from the Little Tokyo Community](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0):**

- 27. SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF LOS ANGELES ON STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE PROJECT**

[2019-0424](#)

RECOMMENDATION

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

Attachments: [Attachment A - Repayment Schedule](#)

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0):**

- 28. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK**

[2019-0430](#)

RECOMMENDATION

CONSIDER:

- A. DETERMINING that the Lone Hill to White Double Track Project is Statutorily Exempt, pursuant to California Environmental Quality Act Guidelines Section 15275 (a) and (b); and,
- B. DIRECTING staff to file a CEQA Notice of Exemption for the LHW Double Track Project with the Los Angeles County Clerk.

Attachments: [Attachment A - Map of LHW Double Track Project Corridor](#)
[Attachment B - CEQA Statutory Exemption](#)
[Attachment C - Letter of Support from City of San Dimas](#)
[Attachment D - Letter of Support from City of La Verne](#)

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

[2019-0268](#)

RECOMMENDATION

APPROVE Nominees for membership on Metro's Service Councils.

Attachments: [Attachment A - Listing of Qualifications](#)
 [Attachment B - Nomination Letters](#)

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

32. SUBJECT: ENGINE OIL FOR METRO BUS FLEET

[2019-0235](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 7 to Contract No. VM67502000, Engine Oil, with Rosemead Oil Products, Incorporated to provide engine oil for Metro's bus fleet, in the amount of \$252,000, increasing the total Contract value from \$1,789,600 to \$2,041,600.

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

33. SUBJECT: A650-2015, HEAVY RAIL VEHICLE MODERNIZATION AND CRITICAL COMPONENT REPLACEMENT PROGRAM

[2019-0152](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 4 for consultant Technical and Program Management Support Services for the A650 Heavy Rail Vehicle Modernization and Critical Component Replacement Program (MCCRP), Contract No. OP30433488, with LTK Engineering Services, extending the contract for a period of performance by ten (10) months in the not-to-exceed amount of \$993,693 for a new total contract value of \$5,488,530.

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

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

37. SUBJECT: INSPECTION OF STRUCTURES CONTRACT

[2019-0064](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute a seven-year firm fixed price Contract No. AE133246000, with Alta Vista Solutions for the inspection of Metro structures including light rail, roadway, bikeway, and busway bridges, elevated stations, subway tunnels, and retaining walls comprising a base term of five years in the amount of \$6,248,047; two, one-year options in the amount of \$665,174 for option year one and \$1,318,399 for option year two, and \$130,223 for an additional 15 inspections to accommodate additional assets that may be brought on line during the life of the contract, for a combined total of \$8,361,846~~3~~ subject to the resolution of protest(s), if any; and
- B. APPROVING Contract Modification Authority specific to Contract No. AE133246000 in the amount of \$1,672,369 or 20% of the total contract value, to cover any unforeseen issues that may arise during the course of the contract.

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

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

39. SUBJECT: METRO SUSTAINABLE ACQUISITION PROGRAM

[2019-0397](#)

RECOMMENDATION

AUTHORIZE the implementation of an enterprise-wide Metro Sustainable Acquisition Program.

Attachments: [Attachment A - Sustainable Acquisition Program -](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

42. SUBJECT: FEDERAL LEGISLATION

[2019-0457](#)

RECOMMENDATION

ADOPT staff recommended position:

- A. Senate Bill 846 (Cornyn) / House Resolution 2739 (Rouda) - Federal Funding Prohibition on State-Owned Rolling Stock Firms Based in China

WORK WITH AUTHOR

Attachments: [Attachment A - S 846 H R 2739](#)

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR

[2019-0513](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

[2019-0514](#)

RECOMMENDATION

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

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

18. SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE

[2018-0819](#)

RECOMMENDATION

RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:

- A. Draft Baseline Understanding Framework; and
- B. Draft Values Framework.

Attachments: [Attachment A - Baseline Understanding Framework](#)
 [Attachment B - Baseline Appendix](#)
 [Attachment C - Values Framework](#)
 [Presentation](#)

18.1 SUBJECT: DEFINING EQUITY FOCUS COMMUNITIES

[2019-0516](#)

APPROVE Motion by Directors Bonin, Garcia, Solis, Kuehl, Hahn and Dupont-Walker that the Board direct the CEO to:

- A. Adopt Equity Focus Communities as a working definition under the first pillar of the Equity Platform;
- B. Utilize this definition of Equity Focus Communities to evaluate scenarios in planning efforts currently underway, including NextGen and Congestion Pricing, along with supplemental metrics if necessary and appropriate;
- C. Continue to refine the definition and applicability of Equity Focus Communities through the development of the LRTP and in consultation with the Policy Advisory Council and Chief Equity Officer.
- D. Report back to the Board on the status of hiring the Chief Equity Officer.

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

22. SUBJECT: TRANSIT TO PARKS STRATEGIC PLAN

[2018-0774](#)

RECOMMENDATION

ADOPT the Transit to Parks Strategic Plan.

- Attachments:**
- [Attachment A - Board Motion #2016-0511](#)
 - [Attachment B - Transit to Parks Strategic Plan](#)
 - [Attachment C - Transit to Parks Strategic Plan Executive Summary](#)
 - [Attachment D - Implementation Matrix](#)
 - [Presentation](#)

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

30. SUBJECT: ORAL REPORT ON NEW BLUE PHASE 2 SERVICE UPDATE

[2019-0147](#)

RECOMMENDATION

RECEIVE oral report on New Blue Phase 2 Service Update.

- Attachments:**
- [Presentation](#)

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (3-0):

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

[2019-0262](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 5 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year two in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$22,084,754.50 to \$27,547,094.50 and extending the contract term from October 1, 2019 to September 30, 2020;
- B. EXECUTE Modification No. 4 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise and increase the value of option year two by \$929,031 from \$4,568,300 to \$5,497,331, increasing the total contract value from \$20,106,244 to \$25,603,575 and extending the contract term from October 1, 2019 to September 30, 2020;
- C. EXECUTE Modification No. 6 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year two by \$1,396,884 from \$5,751,654 to \$7,148,538, increasing the total contract value from \$28,253,220 to \$35,401,758 and extending the contract term from October 1, 2019 to September 30, 2020; and

Attachments: [Attachment A - Motion 79](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - Contract Modification - Change Order Log](#)
 [Attachment D - DEOD Summary](#)
 [Presentation](#)

**38.1 SUBJECT: METRO PILOT CRENSHAW/LAX TRANSIT PROJECT
 BUSINESS SOLUTIONS CENTER**

[2019-0521](#)

APPROVE Motion by Hahn, Solis, Butts, Garcia and Najarian to direct the CEO to:

1. Transition the Metro Business Solutions Center from a pilot to a permanent program, and expand the program to all upcoming light rail projects in the Measure M pipeline.
2. Evaluate and measure the impact of the current Metro Business Solutions Center and identify areas of improvement.
3. Propose a funding formula for the expanded Business Solutions Center, including the following equity criteria:
 - a. The estimated number of small and micro businesses impacted for each respective light rail project.
 - b. Percentage of businesses impacted that serve primarily low-income populations.
 - c. Number of businesses that operate in Disadvantaged Communities.
4. Coordinate with the Vendor/Contract Management to ensure that the expanded Metro Business Solutions Center complimenting Business Interruption Fund Program is properly timed according to each project's construction schedule working with the community based organization which will tailor the needs of the communities on the project corridors.

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED TO FULL BOARD:

40. SUBJECT: STATE AND FEDERAL REPORT [2019-0046](#)

RECOMMENDATION

RECEIVE AND FILE State and Federal Legislative Report.

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

41. SUBJECT: STATE LEGISLATION [2019-0455](#)

RECOMMENDATION

ADOPT staff recommended position:

A. Assembly Bill 1112 (Friedman) - Shared mobility devices: local regulation.

OPPOSE UNLESS AMENDED

Attachments: [Attachment A - AB 1112 Friedman](#)

45. SUBJECT: BOARD OFFICERS [2019-0476](#)

RECOMMENDATION

ELECTION of **2nd Vice Chair**.

46. SUBJECT: DESTINATION CRENSHAW [2019-0517](#)

RECOMMENDATION

RECEIVE oral report on Destination Crenshaw.

47. SUBJECT: LOS ANGELES COUNTY MICRO-MOBILITY REVIEW [2019-0520](#)

APPROVE Motion by Directors Garcia, Hahn, Solis and Dupont-Walker to direct the CEO to report back to the Board in 120 days on LA County's micro-mobility services, with the following information for each of the programs operating in LA County:

1. Program locations, as well as locations no longer being served, including demographics of populations served;
2. Discount programs and percentage of riders using each such program;
3. Methods of payment (credit card, cash, etc.);
4. How these programs are integrated into each other and into TAP;
5. Rider safety statistics (reported minor and severe injuries or fatal crashes);
6. System size (numbers of vehicles and coverage) and characteristics of the sponsoring agency (size of city or value of parent company, etc.);

7. Equipment lifecycle (lifespan of vehicles, rates of equipment loss through theft or vandalism, waste disposal practices, etc.);
8. For public systems: federal, state, and local funding sources available and their utilization;
9. Connectivity to bus and rail transit services; and,
10. Efforts by public agencies and private operators to launch public safety campaigns and encourage safe riding practices as it relates to bike and scooter share.

**48. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES
FOR BUS CAPITAL PROJECTS**

[2019-0453](#)

RECOMMENDATION

AUTHORIZE:

- A. an increase to the total funding for Contract PS26331 with MARRS Services, Inc., for pending and future task orders to provide Construction Management Support Services (CMSS) in an amount not to exceed \$3,000,000, increasing the total value from \$3,000,000 to \$6,000,000;
- B. the Chief Executive Officer to exercise the two one-year options in Contract PS26331; and
- C. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

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

END OF NON-CONSENT ITEMS

49. SUBJECT: CLOSED SESSION

[2019-0515](#)

RECOMMENDATION

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

1. Marilyn Wolf v. LACMTA, LASC Case No. 18STCV09273

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

1. Property Description: 1119-1137 E. Redondo Boulevard
Inglewood, CA 90302
Agency Negotiator: Craig Justesen
Negotiating Party: Maranatha Community Church, Inc.
Under Negotiation: Terms and Price

C. Personnel Matters - G.C. 54957

Public Employment
Title: Chief Ethics Officer

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0522](#)

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 THE BOARD'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2019-0454, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 27, 2019**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 23, 2019.

Metro

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



MINUTES

Thursday, May 23, 2019

9:30 AM

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

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Sheila Kuehl, Chair
James Butts, Vice Chair
Eric Garcetti, 2nd Vice Chair
Kathryn Barger
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
*Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

*Via Telephone

Los Angeles City Hall, 200 North Spring Street, 3rd Floor, Los Angeles, CA 90012

CALLED TO ORDER AT: 9:35 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 8, 14, 15, 16, 17, *22, 26, 28, 30, 31, 32, 35, 37, 38

Consent Calendar items were approved by one motion except items 30, 35, and 37 which were held by a Director for discussion and/or separate action and items 22 & 32 which failed on the initial vote.

**Item required 2/3 vote.

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

2. **SUBJECT: MINUTES** **2019-0281**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 25, 2019.

3. **SUBJECT: REMARKS BY THE CHAIR** **2019-0437**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2019-0438**

RECEIVED report by the Chief Executive Officer.

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

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

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

8. SUBJECT: OPEN STREETS GRANT PROGRAM 2020 MINI-CYCLE FUNDING RECOMMENDATIONS 2019-0183

APPROVED ON CONSENT CALENDAR:

- A. AWARDING \$1,053,341 to five new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$242,000 from one cancelled Open Street Cycle Three event, Paramount and Bellflower Open Streets Neighborhood Connectivity Event, towards the next-highest-scored Cycle Three event, Beach Streets Downtown, in accordance with funding policy; and
- C. RESERVING the remaining \$44,347 in Board-awarded Cycle Three and 2020 Mini-cycle funds to be REPROGRAMMED in any future Board-authorized funding cycles of the program.

9. SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT 2019-0194

AUTHORIZED the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement with A Community of Friends to extend the term for an additional 24 months for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line.

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

10. SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES 2019-0191

RECEIVED AND FILED report on potential changes in the California High Speed Rail system.

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

**10.1 SUBJECT: CALIFORNIA HIGH SPEED RAIL
SOUTHERN CALIFORNIA SEGMENTS**

2019-0449

APPROVED Motion by Najarian, Solis, Barger, Butts and Krekorian that the Board direct the CEO to:

- A. Evaluate the anticipated June 18th report back to the California High Speed Rail Authority and subsequently update the analysis presented under Agenda Item No. 10, pursuant to the February 2019 motion by Director Barger;
- B. Continue monitoring any future developments regarding “bookend” high speed rail investments; and
- C. Report back to the Board at the July 2019 meeting.

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

**14. SUBJECT: PURPLE LINE SECTIONS 2 AND 3 FIRST/LAST MILE
PLAN AND GUIDELINES CONTRACT MODIFICATION**

2018-0584

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Task Order No. AE115994000 with IBI Group, for the Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines (Project), to: 1) provide additional community engagement for the Purple Line FLM planning, and 2) further the development of the FLM Guidelines, in the amount of \$118,512 increasing the task order value from \$986,246 to \$1,104,758; and
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. AE115994000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

**15. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - 2019-0222
ARROYO VERDUGO SUBREGION**

A. AUTHORIZED ON CONSENT CALENDAR:

1. Programming of \$3,958,591 in Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Program (Attachment A);
2. Programming of \$10,793,663 in Measure M MSP - Transit Program (Attachment B);
3. Inter-program borrowing and programming of \$7,131,180 from Subregion's Measure M MSP - Modal Connectivity and Complete Streets and Transit Programs to Active Transportation Program (Attachment C);
4. Inter-program borrowing and programming of \$1,140,000 from Subregion's Measure M MSP - Transit Program to Highway Efficiency, Noise Mitigation and Arterial Program (Attachment D); and

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

**16. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - 2019-0233
SAN GABRIEL SUBREGION**

A. AUTHORIZED ON CONSENT CALENDAR:

1. Programming of \$497,474 in Measure M MSP - Bus System Improvement Program (Attachment A);
2. Inter-program borrowing and programming of \$14,676,801 from subregion's Measure M Multi-year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Active Transportation Program (Attachment B);

(continued on next page)

(Item 16 – continued from previous page)

- 3. Inter-program borrowing and programming of \$16,890,775 from subregion's Measure M MSP - Highway Demand Based Program to to First/Last Mile and Complete Streets Program (Attachment C);
- 4. Inter-program borrowing and programming of \$5,273,500 from subregion's Measure M MSP - Highway Demand Based Program to Highway Efficiency Program (Attachment D); and

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

17. SUBJECT: METRO GREEN LINE (MGL) TRACK CIRCUITS AND TRAIN-TO-WAYSIDE COMMUNICATION (TWC) UPGRADE - MODIFICATION NO. 2 FOR TRAIN CONTROL SIMULATOR LAB 2019-0112

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. OP43306000 with Ansaldo STS USA, Inc. (Ansaldo STS) in the amount of \$996,221, increasing the total contract value from \$18,691,449 to \$19,687,670, for the fabrication of a train control simulator lab.

22. SUBJECT: P2550 LIGHT RAIL VEHICLES MIDLIFE MODERNIZATION - 2019-0057 REQUEST FOR PROPOSAL SOLICITATION AND ESTABLISH LOP

APPROVED UNDER RECONSIDERATION BY A 2/3 VOTE OF THE BOARD:

A. AUTHORIZING the Chief Executive Officer (CEO) to solicit a Best Value Request for Proposals (RFPs), as competitive negotiations, pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the midlife modernization of Metro's P2550 Light Rail Vehicles (LRV's); and

(REQUIRED 2/3 VOTE OF THE FULL BOARD)

B. ESTABLISHING a Life of Project budget (LOP) of \$160 million for the midlife modernization of Metro's fifty (50) P2550 LRVs; for CP 214003 (P2550 Light Rail Vehicle Mid-Life Modernization). This is an initial estimate for the midlife project; adjustments will be made once proposals are received and evaluated.

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

**26. SUBJECT: CONTRACT MODIFICATION - LA COUNTY DEPARTMENT 2019-0242
OF HEALTH SERVICES C3 HOMELESS OUTREACH
TEAMS**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. H-705713 with Los Angeles County Department of Health Services to extend the contract for Metro's C3 (city, county, community) homeless outreach teams for an additional two years at the cost of \$4,940,000 annually for a total cost of \$9,880,000, inclusive of administrative fees.

28. SUBJECT: SMALL BUSINESS BONDING ASSISTANCE PROGRAM 2019-0156

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to award a Contract to Merriwether & Williams Insurance Services (MWIS) for a not to exceed amount of \$2,197,870 for a three-year Bonding Assistance Program, effective June 1, 2019 to May 31, 2022;
- B. ADOPTING a resolution, Attachment A, authorizing the Chief Executive Officer and other Authorized Officers to continue the \$4,000,000 line of credit with Bank of America at a cost of \$18,000 per year, for three years and to execute as needed, individual standby letters of credit at a cost of \$2,000 each or 2% of the value of each letter of credit executed, whichever is greater, for a not-to-exceed amount of \$294,000; and

(REQUIRED SEPARATE, SIMPLE MAJORITY VOTE OF THE FULL BOARD)

- C. AUTHORIZING the Chief Executive Officer to approve a no cost Memorandum of Understanding (MOU) with the City of Los Angeles (City) for participation in the City's Contractor Development and Bonding Assistance Program.

30. CARRIED OVER TO JUNE:

**SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2019-0187
FOR BUS CAPITAL PROJECTS**

AUTHORIZE:

- A. an increase to the total funding for Contract PS26331 with MARRS Services, Inc., for pending and future task orders to provide Construction Management Support Services (CMSS) in an amount not to exceed \$3,000,000, increasing the total value from \$3,000,000 to \$6,000,000;

(continued on next page)

(Item 30 – continued from previous page)

- B. the Chief Executive Officer to exercise the two one-year options in Contract PS26331; and
- C. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

31. SUBJECT: PATSAOURAS BUS PLAZA STATION PROJECT 2019-0195

APPROVED ON CONSENT CALENDAR AN INCREASE to the Life of Project Budget for Patsaouras Bus Plaza Station Project (CP Number 202317) by \$11,120,000, increasing the Life of Project Budget from \$39,793,000 to \$50,913,000.

32. SUBJECT: AIRPORT METRO CONNECTOR PROJECT 2019-0221

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer to:

- A. EXECUTE Modification No.6 for Contract No. PS298340011486 with Gruen Associates, for design (Phase II) and construction support (Phase III) modifications for Site Work, New Shoofly, Rail Platform Revisions and Design Adjustments in the firm fixed amount of \$2,064,031.93 increasing the total contract value from \$17,954,941 to \$20,018,972.93; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS298340011486 with Gruen Associates, in correspondence with the increased contract, in the amount of \$3,607,065 , increasing the total authorized CMA amount from \$3,557,979 to\$7,165,044 and authorize the CEO to execute contract modifications within the approved CMA amount.

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

33. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

2019-0256

AUTHORIZED the Chief Executive Officer (CEO) to award Contract C45161C1152 to Tutor Perini/O&G, JV, for the final design and construction of the Westside Purple Line Extension Section 3 Project Stations, Trackwork, Systems and Testing in the amount of \$1,363,620,000, pursuant to the Federal Transit Administration (FTA) approved Letter of No Prejudice (LONP) instead of a Full Funding Grant Agreement at this time.

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

*Voted under Rule of Necessity

35. SUBJECT: STATE LEGISLATION

2019-0275

ADOPTED staff recommended positions:

- A. Senate Bill 498 (Hurtado) - Trade Corridors Improvement Fund: Grant Program: Short-Line Railroads **OPPOSE**
- B. Assembly Constitutional Amendment 1 (Aguiar-Curry) - Local Government Financing: Affordable Housing And Public Infrastructure: Voter Approval **SUPPORT**

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

37. SUBJECT: FISCAL YEAR 2020 (FY20) BUDGET

2019-0198

APPROVED:

- A. ADOPTING the proposed FY20 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net):
 - 1. AUTHORIZING \$7.2 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan;
 - 2. AUTHORIZING a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which includes an increase of 45 Non-Represented FTEs;

(continued on next page)

(Item 37 – continued from previous page)

- 3. AUTHORIZING a 4% merit-based increase for Non-Represented wages which is in alignment with the Collective Bargaining Agreement with Metro’s union groups;
- 4. APPROVING the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5 million presented in Attachment A;
- B. AMENDING FY20 Proposed Budget document by increasing Bus service hours from 7,019,376 to 7,094,376, which is higher than FY19 service level of 7,014,606;
- C. APPROVING the Reimbursement Resolution declaring Metro’s intention to issue debt in FY20 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval; and
- D. AUTHORIZING the Non-Represented salary paygrade band to increase 2% to be more aligned with current market conditions.

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

38. SUBJECT: FY 2019-20 METROLINK ANNUAL WORK PROGRAM BUDGET 2019-0228

APPROVED ON CONSENT CALENDAR:

- A. the Los Angeles County Metropolitan Transportation Authority’s (Metro) share of the Southern California Regional Rail Authority’s (SCRRA operated as “Metrolink”) FY 2019-20 Budget Transmittal dated April 22, 2019, in the amount of \$111,341,440 along with Metro’s enhanced operations programs in the amount of \$6,546,563 as listed in Attachment A for a totaling programming amount of \$117,888,003;
- B. REPROGRAMMING the use of \$3,237,526 in FY 2017-18 Operating Surplus to fund a portion of Metro’s share of Metrolink’s operating costs detailed in Attachment A;
- C. REPROGRAMMING up to \$3,900,000 in surplus FY17 state of good repair funds to fund a portion of Metro’s share of Metrolink’s FY 20 rehabilitation and capital program listed in Attachment A;

(continued on next page)

(Item 38 – continued from previous page)

- D. additional funding for the San Bernardino Line 25% discount program in the amount of \$2,190,969 to establish the life of project budget of \$4,190,969;
- E. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program as follows:
 - FY 2013-14 from June 30, 2019 to June 30, 2020 - \$73,298
 - FY 2014-15 from June 30, 2019 to June 30, 2020 - \$2,663,905;
- F. the FY20 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
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

40. SUBJECT: STATUS REPORT ON FINANCIAL FORECAST TO DELIVER TWENTY-EIGHT BY '28 2019-0224

RECEIVED AND FILED status report on financial forecast to deliver the Twenty-Eight by '28 Initiative.

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

**41. SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT 2019-0203
PROJECT SECTION 2**

APPROVED BY A 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire two permanent subsurface tunnel easements and two temporary subsurface grouting easements in the properties identified as Parcels: W-3601, W-3601D, W-3601E (APN: 4319-001-902; 4319-001-901); W-3605 (APN: 4319-001-900) (hereinafter the "Property").

(REQUIRED TWO-THIRDS VOTE OF THE BOARD)

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

**42. SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT 2019-0204
PROJECT SECTION 2**

APPROVED AS CORRECTED BY A 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a permanent subsurface tunnel easement in the property identified as Parcel: W-3507 (APN: 4319-005-900) (APN: 4328-005-900). (hereinafter the "Property")

(REQUIRED TWO-THIRDS VOTE OF THE BOARD)

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

43. SUBJECT: REGIONAL RAIL ON-CALL SERVICES

2019-0278

AUTHORIZED the Chief Executive Officer (CEO) to:

A. AWARD six task order based on-call Contracts for Regional Rail Planning and Environmental services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. Gensler, Contract Number AE56752000
2. HDR Engineering, Inc., Contract Number AE56752001
3. Jacobs/CH2M Hill, Contract Number AE56752002
4. Mott MacDonald, LLC, Contract Number AE56752003
5. STV Inc., Contract Number AE56752004
6. WSP USA, Contract Number AE56752005

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

***Voted under Rule of Necessity**

B. AWARD five task order based on-call Contracts for Regional Rail Engineering and Design services to the firms listed below for a five-year base period in an amount not-to-exceed \$11 million, with two, one-year options not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$15 million, subject to resolution of protest(s) if any.

The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE56750000
2. HDR Engineering, Inc., Contract Number AE56750001
3. Mott MacDonald, LLC, Contract Number AE56750002
4. Pacific Railway Enterprises, Inc., Contract Number AE56750003
5. RailPros, Contract Number AE56750004

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

***Voted under Rule of Necessity**

(continued on next page)

(Item 43 – continued from previous page)

C. AWARD four task order based on-call Contracts for Regional Rail Project Management services to the firms listed below for a five-year base period in an amount not-to-exceed \$10 million, with two, one-year options in an amount not-to-exceed \$2 million each year, for a not-to-exceed cumulative total funding amount of \$14 million, subject to resolution of protest(s) if any. The following firms are recommended for award:

1. AECOM Technical Services, Inc, Contract Number AE5664300001
2. RPA Joint Venture, Contract Number AE5664300102
3. Stantec, Contract Number AE5664300202
4. WSP USA, Contract Number AE5664300302

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

*Voted under Rule of Necessity

D. EXECUTE individual task orders for planning and environmental on-call services in a total amount not-to-exceed \$14,000,000; for engineering and design on-call services in a total amount not-to-exceed \$15,000,000; and for project management on-call services in a total amount not-to-exceed \$14,000,000.

(CARRIED OVER FROM APRIL)

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

44. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) CORRIDOR 2019-0280

APPROVED:

- A. RECEIVING AND FILING the North Hollywood to Pasadena BRT Corridor Alternatives Analysis (AA) Study Report;
- B. AUTHORIZING the CEO to initiate the Draft Environmental Impact Report (DEIR); and

(continued on next page)

(Item 44 – continued from previous page)

- C. DIRECTING staff to study, as part of the EIR, the feasibility of dedicated bus lanes between the North Hollywood Station and Metro Gold Line, and the extension of BRT service in mixed flow traffic lanes from the Metro Gold Line to Pasadena City College.

(CARRIED OVER FROM APRIL)

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

45. SUBJECT: CLOSED SESSION

2019-0439

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

1. Arch Insurance Company v. LACMTA, LASC Case No. BC625948

APPROVED settlement in the amount of \$400,000.

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

2. Wei Zheng and (Lu Honghai), et al. v. LACMTA, LASC Case No. BC593874

APPROVED settlement in the amount of \$600,000.

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

(continued on next page)

(Item 45 – continued from previous page)

B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One Case)

NO REPORT.

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

Property Description: Wilmington Avenue & E. 119th Street,
Los Angeles, CA 90059

Agency Negotiator: Craig Justesen

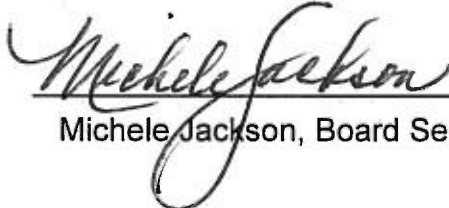
Negotiating Party: Community Development Commission of the
County of Los Angeles/Willowbrook Center Partnership

Under Negotiation: Terms and Price

NO REPORT.

ADJOURNED at 12:37 p.m. in memory of Hussein Ahmad Ghasham, Hussein Moussa Ayoub, Hussein Ali Saleh, and Hussein Yasser Saab.

Prepared by: Eric Chun
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary



Board Report

File #: 2019-0070, File Type: Program

Agenda Number: 6.

AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE JUNE 19, 2019

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$8,384,000 dollars of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. DEOBLIGATING \$26,993,000 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved projects.

ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope, funding allocation and the addition or removal of projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Lines 31, 32, 33, 35, 37, 38 of the 2008 Measure R Expenditure Plan addresses Highway Operational Improvement subfunds. The Highway Department in Program Management develops and environmentally clears highway projects with these subfunds and also manages grants to jurisdictions and coordinates with each of the subregions and eligible grant recipients.

To be eligible for funding, project must improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies at spot locations or segments. Updates on progress in development and implementation of the subregional highway programs are presented to the Board twice a year and on as-needed basis.

Performance of completed projects funded by highway subregional funds will be reported to the Board at set milestones.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Project Subfunds:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
- I-605 Corridor "Hot Spots" Interchange Imp. in Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities
- State Route 138 Capacity Enhancements in North County

The Subregional Highway capital projects are not fully defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/approved by Metro highway program staff for funding.

The changes in this update include \$8,384,000 million in additional programming for 12 new and 22 existing, projects in Arroyo Verdugo, Las Virgenes Malibu, Gateway Cities and South Bay subregions - as detailed in Attachment A.

A nexus determination has been completed for each new project. All of the projects on the attached project list provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo

The subregional list has 49 projects to be funded by Measure R Highway Subregional Funds. Of those, 16 projects have been completed. The subregion has invested \$33 million of Measure R subregional highway funds in projects. The 24 active projects are in planning, design, or construction phases. This update includes 1 new projects and funding adjustments to 4 existing projects as follows:

Glendale

- Program an additional \$250,000 in FY19 to MR310.37 - Verdugo Blvd Traffic Signal Mods at Valihi Way and SR-2. The total revised project budget is \$1,100,000. The city advertised the project and bids came in higher than the engineer's estimate. The additional funds will fully fund the construction phase of the project.
- Program an additional \$1,065,000 in FY21 to MR310.43 - Verdugo Rd. Street Improvements Project (Traffic Signal Modification). The total revised project budget is \$1,650,000. The city has updated their engineers estimate based on other recently advertised projects with similar scope. Additional funds are necessary to complete Plans, Specifications, and Estimates (PS&E) and Construction of the project.
- Program an additional \$1,200,000 in FY20 to MR310.49 - Traffic Signal Modification and Upgrades on Honolulu Ave. The total revised project budget is \$3,000,000. The city has updated their engineers estimate based on other recently advertised projects with similar scope. Additional funds are necessary to complete Plans, Specifications, and Estimates (PS&E) and Construction of the project.
- Program an additional \$300,000 in FY20 to MR310.52 - Traffic Signal Improvements at Chevy Chase Dr/California Ave. The total revised project budget is \$2,500,000. The city has updated their engineers estimate based on other recently advertised projects with similar scope. Additional funds are necessary to complete Plans, Specifications, and Estimates (PS&E) and Construction of the project.
- Program \$1,650,000 in FY20 for MR310.54 Traffic Signal Modifications on La Crescenta Ave and San Fernando Rd. The total project budget is \$1,650,000. The funds will be used to complete Plans, Specifications, and Estimates (PS&E) and Construction of the project.

Measure R NEXUS to Highway Operational Definition: This project proposes modifications to the existing signal system which will reduce delays and improve vehicular access to and from the I-5, I-210, SR-2 and SR-134 freeways from La Crescenta Ave and San Fernando Road, both principal arterial roadways. The improvements are eligible under Measure R Highway Operational Improvements.

Highway Operational Improvements in Las Virgenes Malibu Subregion

The subregion had listed 26 projects to be funded by Measure R Highway Subregional Funds. Of those, 11 projects have been completed. The subregion has invested \$110 million of Measure R Subregional highway funds in projects. The 12 active projects are in planning, design, or construction phases. This update includes funding adjustments to 2 projects as follows:

Malibu

- Program an additional \$1,200,000 in FY20 for MR311.24 - Malibu/Civic Center Way Widening. The total revised project budget is \$5,200,000. Updated estimates from the city showed an

increase in construction costs for the project. The city is using deobligated funds from MR311.29 to provide the additional funds necessary to complete construction and project close out.

- Deobligate \$1,200,000 from MR311.29 - PCH Regional Traffic Message System (CMS). Due to a proposed scope change, the project can reduce \$1,200,000 of the estimated project cost. The revised project cost is \$1,300,000. The city desires to reprogram the deobligated funds to MR311.24.

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

The subregion had listed 79 projects to be funded by Measure R Highway Subregional Funds. Of those, 15 projects have been completed. The subregion has invested \$84 million of Measure R Subregional highway funds. The 57 active projects are in planning, design, or construction phases. This update includes 4 new project and funding adjustments to 6 existing projects as follows:

Metro

- Program an additional \$3,300,000 in FY20 for MR312.30 - I-405 Improvements from I-105 to Artesia Blvd. The revised project budget is \$4,181,000. The Project Study Report (PSR) was completed in Oct 2018. The additional funds will be used to start and complete the Project Approval and Environmental Document (PA&ED) phase of the project.
- Program an additional \$3,600,000 in FY20 for MR312.55 - I-405 Improvements from I-110 to Wilmington. These funds will be used to complete the Project Study Report and Project Approval and Environmental Document Phases of the project.
- Deobligate \$170,000 from the PSR Phase of the Western Ave. (SR-213) improvements project from Palos Verdes Drive North to Gardena. This project is no longer being pursued for early development phases. No expenditures were incurred for the project.
- Deobligate \$170,000 from the PSR Phase of the PCH (SR-1) improvement project from the Eastern Boundary of Carson to the Eastern Boundary of Torrance. This project is no longer being pursued for early development phases. No expenditures were incurred for the project.

Caltrans

- Deobligate \$6,980,000 from MR312.24 - I-110 Aux lane from SR-91 to Torrance Blvd & I-405/I-110 Connector. The revised project budget is \$8,120,000. This project is fully funded and currently is in construction. Funds are being deobligated to develop other I-405 Improvements.
- Program \$80,000 in FY19 for MR312.78 - I-405 IQA Review for PSR (Main St to Wilmington). Metro will be procuring services for an I-405 PSR. Caltrans requires reimbursement for IQA services rendered for PSR reviews.

Carson

- Program \$1,000,000 in FY20 for MR312.80 - 223rd St. Improvements. The total project budget is \$1,000,000 for construction. 223rd St is classified as a major highway, comprised of 4 lanes (2 eastbound and 2 westbound) and provides access to the I-405 Wilmington on/off ramps. Street maintenance items outside of the proposed project widening will be paid for by other city funds.

Measure R Nexus to Highway Operational Definition: This project proposes to widen approximately 1000ft on the South Side of 223rd street, east of S. Wilmington Ave.

Gardena

- Program \$144,000 in FY20 for MR312.79 - Traffic Signal Installation at Vermont Ave. and Magnolia Ave. The total project budget is \$144,000. The funds will be used to complete the Project Approval & Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project.

Measure R NEXUS to Highway Operational Definition: This is a traffic signal improvement project which will create a safer, more efficient way for vehicles to cross Vermont Ave. on Magnolia Ave. and/or 157th to access the I-110 Freeway. This is an eligible Highway Operational Improvement which would reduce delays and enhance traffic flow.

Redondo Beach

- Program \$300,000 in FY20 for MR312.38 - Pacific Coast Highway (PCH) at Anita St Intersection Improvements (Westbound left and right turn lane). The total project budget is \$300,000. The funds will be used to complete the Project Approval & Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement which would reduce delays and enhance traffic flow at the intersection of PCH and Anita Street, two key arterials. The project would extend the right turn lane and the center median of Anita Street to increase queuing space for the westbound left turn lane.

Torrance

- Program \$500,000 in FY20 for MR312.63 - Pacific Coast Highway (PCH) at Crenshaw Boulevard Intersection Improvement. The total project budget is \$500,000. The funds will be used to complete the Project Study Report (PSR) phase of the project to evaluate existing deficiencies and proposed modification to add through and turn lanes, modifications to traffic signal, utilities and right-of-way needs.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement which would reduce delays and enhance traffic flow at the intersection of PCH and Crenshaw Boulevard. Improvements would provide operational benefits to Crenshaw

Blvd, a major north-south arterial, as well as Pacific Coast Highway.

I-605 Corridor “Hot Spots” Interchanges

The Gateway Cities subregion had listed 39 projects to be funded by Measure R Highway Subregional funds. Of those, 2 projects have been completed. The subregion has invested \$118 million of Measure R Subregional highway funds. The 37 active projects are in planning, design, or construction phases. This update includes funding adjustments adjustments to 8 existing projects as follows:

Metro

- Deobligate \$14,500,000 from MR315.50 - Freeway Early Action Projects (PA&ED & PS&E). The funds will be used to fund other I-605 Hot Spot early action projects that are currently in environmental or design.
- Program \$2,308,100 in FY20 for MR315.72 - Whittier Intersection Improvements. The City of Whittier has requested that Metro deliver the project due to lack of staffing. Metro previously completed the PA&ED for this project. Services will be procured for Plans, Specifications & Estimates. Funds deobligated from MR315.44 and MR315.45 are funding this project.

Gateway Cities COG

- Program an additional \$450,000 in FY20 for MOU.306.03 - Gateway Cities Council of Governments Engineering Support Services. The revised project budget is \$1,550,000. The programming of additional funds is to cover Gateway Cities Council of Government engineering support services for three years. The expenditures are equally shared between the I-710 Early Action Projects and the I-605 Hot Spots programs. The additional funds will extend the funding agreement end date to April 30, 2022.

Long Beach

- Deobligate \$800,000 from MR315.68 - Atherton Bridge & Campus Connection. The funds were the local match for CFP F9532. The City of Long Beach received ATP funding and the CFP funds were deobligated by the Metro Board on July 27, 2017.

Pico Rivera

- Program an additional \$5,461,250 in FY19 for MR315.05 - Rosemead Blvd. & Beverly Blvd. Intersection Improvements Project. The total revised project budget is \$13,935,250. The funds will be used to cover additional Right-of-Way (ROW) and construction costs.
- Program an additional \$433,500 in FY19 for MR315.09 - Rosemead Blvd. & Whittier Blvd Intersection Improvements Project. The total revised project budget is \$1,821,500. During the Plans, Specifications, and Estimates (PS&E) phase of the Project, Construction costs were

reevaluated and subsequently increased. The funds will be used to complete the PS&E and Construction phases of the project.

- Program an additional \$706,000 in FY19 MR315.19 - Rosemead Blvd. & Slauson Ave. Intersection Improvements Project. The total revised project budget is \$2,901,000. During the Plans, Specifications, and Estimates (PS&E) phase of the Project, construction costs were reevaluated and subsequently increased. The additional funds will be used to PS&E and Construction phases of the project.
- Program an additional \$13,000 in FY19 MR315.21 - Rosemead Blvd. & Washington Blvd. Intersection Improvements Project. The total revised project budget is \$53,000. During the Plans, Specifications, and Estimates (PS&E) phase of the Project, construction costs were reevaluated and subsequently increased. The additional funds will be used to complete PS&E and Construction phases of the project.

Santa Fe Springs

- Program an additional \$3,200,000 in FY19 for MR315.42 - Florence Ave. Widening Project, from Orr & Day Rd. to Pioneer Blvd. The total revised project budget is \$3,800,000. The additional funds will be used to complete the Construction phase of the project.

Whittier

- Deobligate \$785,100 from MR315.44 - Whittier Blvd Intersection Improvements at Santa Fe Springs Rd. The revised project budget is \$1,585,900. The City of Whittier has requested that Metro deliver the project due to lack of staffing. Metro previously completed the PA&ED for this project. Services will be procured for Plans, Specifications & Estimates (PS&E).
- Deobligate \$1,523,000 from MR315.45 - Whittier Intersection Improvements at Painter Ave. The revised project budget is \$2,750,000. The City of Whittier has requested that Metro deliver the project due to lack of staffing. Metro previously completed the PA&ED for this project. Services will be procured for Plans, Specifications & Estimates (PS&E).

I-710 South and/or Early Action Projects

The Gateway Cities subregion had listed 18 projects to be funded by Measure R Highway Subregional Funds. Of those, 4 projects have been completed. The subregion has invested \$118 million of Measure R Subregional highway Funds. The 13 active projects are in planning, design, or construction phases. This update includes 6 new project and funding adjustments to 2 existing projects as follows:

Gateway Cities COG

- Program an additional \$450,000 in FY20 for MOU.306.03 - Gateway Cities Council of Governments Engineering Support Services. The revised project budget is \$1,550,000. The programming of additional funds is to cover Gateway Cities Council of Government

engineering support services for three years. The expenditures are equally cost shared between the I-710 Early Action Projects and the I-605 Hot Spots programs. The additional funds will extend the funding agreement end date to April 30, 2022.

Metro

- Program \$865,000 in FY20 for MR306.59 - Imperial Hwy. Capacity Enhancements Project. On October 25, 2018, the Metro Board approved MR306.54 - Imperial Hwy. Corridor Capacity Enhancements Project in the City of Lynwood. The City of Lynwood has requested that Metro deliver the Project due to lack of staffing resources. Metro will procure services for Project Approval & Environmental Document (PA&ED) and Plans, Specifications, & Estimates (PS&E) phases of this Project.
- Extend the lapsing date for MR306.5B - SCE Third Party Support for I-710 Corridor Project EIR/EIS from June 30, 2018 to December 31, 2019. The extension will allow SCE to provide support during the Advanced Preliminary Engineering phase of the I-710 South Corridor Improvement Project.

Commerce

- Program \$1,500,000 in FY19 for MR306.45 - Atlantic Blvd. Improvements Project. The total project budget is \$1,500,000. The funds will be used to complete the Construction phase of the Project.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement Project which will improve operations and reduce congestion on Atlantic Blvd. between Washington Blvd. and Como St. Atlantic Blvd. is a major north-south arterial providing regional arterial connection between I-710 and I-5 where there is currently no north to south freeway connector. The project will provide a new traffic signal, install raised medians, and improve the southbound Atlantic Blvd. left-turn lane onto Washington Blvd.

Downey

- Scope and funding revision for MR306.42 - Firestone Blvd. Improvements Project (Old River School Road to west city limits). The City of Downey has revised the project scope and funding sources to include \$969,231 of repurposed Federal Earmark to Proposition C funds. The revised scope includes activities during the construction phase of the Project. The Measure R budget of \$323,000 remains unchanged.

Lynwood

- Deobligate \$865,000 from MR306.54 -- Imperial Hwy. Capacity Enhancements Project. On October 25, 2018, the Metro Board approved MR306.54 - Imperial Hwy. Corridor Capacity Enhancements Project in the City of Lynwood. The City of Lynwood has requested that Metro deliver the Project due to lack of staffing resources. Metro will procure services for Project Approval & Environmental Document (PA&ED) and Plans, Specifications, & Estimates (PS&E)

phases of this Project.

Long Beach

- Program \$2,520,000 for MR306.60 - Shoreline Drive Realignment Project. The funds will be programmed as follows: \$520,000 in FY19 and \$2,000,000 in FY20. The funds will be used to complete the Plans, Specifications, and Estimates (PS&E) phase of the Project.

Measure R NEXUS to Highway Operational Definition: The Project will realign and reconfigure Shoreline Drive to match the future location of the Shoemaker Bridge Replacement Project (to be done as part of the I-710 Corridor Project), allowing for two-way traffic between 6th Street and Ocean Blvd. West Broadway and 3rd Street would also be reconfigured to reconnect with Shoreline Drive and distribute traffic to and from the freeway, both providing safety and operational benefits.

Maywood

- Program \$445,000 in FY19 for MR306.56 - Slauson Ave./Atlantic Blvd. Congestion Relief & Slauson Ave. Corridor Project. The total project budget is \$445,000. The funds will be used to complete the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project.

Measure R NEXUS to Highway Operational Definition: This Project provides congestion relief on Slauson Ave., a major east-west arterial providing regional access to and from the I-710. Intersection improvements at Slauson Ave. and Atlantic Blvd. include traffic signal improvements and adding eastbound and northbound left-turn lanes. Slauson Ave Corridor improvements include traffic signal improvements and synchronization, and the addition of protective left-turn vehicle heads at 8 intersections. This project is eligible under Measure R Highway Operational Improvements.

South Gate

- Program \$1,456,250 in FY19 for MR306.57 - Imperial Highway Corridor Improvement Project. The total project budget is \$1,456,250. The funds will be used to complete the Construction phase of the Project.

Measure R NEXUS to Highway Operational Definition: The Project will provide operational improvements on Imperial Highway from Ryerson Ave to the Los Angeles River, a major east-west arterial providing regional access to and from the I-710. Proposed improvements include the construction of raised medians, and traffic signal improvements and synchronization to reduce congestion and enhance traffic circulation. This project is eligible under Measure R Highway Operational Improvements.

- Program \$700,000 in FY19 for MR306.58 - Firestone Blvd. at Otis St. Improvements Project. The total project budget is \$700,000. The funds will be used to complete the Construction phase of the Project.

Measure R NEXUS to Highway Operational Definition: The Project will provide operational improvements at the intersection of Firestone Boulevard and Otis Street. Proposed improvements include the installation of an eastbound right-turn lane pocket and traffic signal modification and synchronization which will reduce congestion and enhance traffic circulation. This project is eligible under Measure R Highway Operational Improvements.

- Scope revision for MR306.33 - Firestone Blvd. Regional Corridor Capacity Enhancement Project. The City has revised the project scope to provide clarity on the intersections included in the project. This is a no cost scope modification.

State Route 138 Capacity Enhancements

The North Los Angeles County subregion had listed 11 projects to be funded by Measure R Highway Subregional Funds. Of those, 1 projects has been completed. The subregion has invested \$35 million of Measure R Subregional highway Funds. The 10 active projects are in planning, design, or construction phases. There are no updates to the existing project list.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY19 Budget amendment at this time. Highway project management staff will monitor the respective projects and adjust funding as required to meet project needs within the Adopted FY19 Highway budget. Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY19 funds are allocated for Arroyo Verdugo (Project No. 460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in FY19 budget. These three programs are budgeted under Cost Center 0442 in Account 54001 (Subsidies to Others).

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Funding for the I-605 Corridor "Hot Spots" Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services); 461314, Task 5.2.100; 462314, Task 5.2.100; 463314, Task 5.2.100; 469314, Task 5.3.100; 460345, Task 5.2.100; 460346, Task 5.2.100; and for I-710 Early Action Projects, in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316, Task 5.2.100; 463316, Task 5.3.100; 463416, Task 5.3.100; and 463516, Task 5.3.100 in Account 50316 (Professional Services) in Cost Center 4720, are all included in the FY19 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY19 budgets to funds the identified priorities. Should additional funds be required for FY19 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with 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 highways.

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

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocation. However, this option is not recommended as it will delay development of the needed improvements.

NEXT STEPS

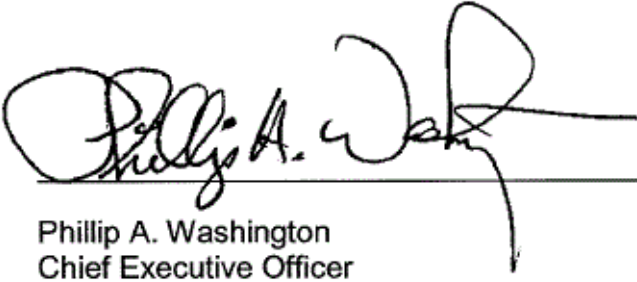
Metro Highway Program Staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R Funds
Attachment B - Subregional Performance

Prepared by: Isidro Panuco, Sr Mgr. Transportation Planning, (213) 418-3208
Abdollah Ansari, Sr. Executive Officer, (213) 922-4781

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
<i>(Dollars in Thousands)</i>												
HIGHWAY OPS IMP GRAND TOTAL				1,076,935	8,384	1,075,319	798,172	155,366	112,796	17,290	1,695	0
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Arroyo Verdugo Operational Improvements				80,873.4	4,465.0	85,338.4	50,007.4	11,867.0	12,035.0	11,429.0	0.0	0.0
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0					
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	250.0			3,717.0		
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0					
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)		2,975.0	0.0	2,975.0	2,975.0					
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	250			3,647.0		
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	1,600.0		2,000.0			
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	(0.0)	659.8	659.8					
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	1,300.0	700.0				
Burbank	MR310.33	Media District Traffic Signal Improvements		1,400.0	0.0	1,400.0	1,400.0					
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	800.0	350.0				
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements		3,200.0	0.0	3,200.0	500.0	1,400.0	1,300.0			
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		1,000.0	0.0	1,000.0		1,000.0				
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0			250.0			
		TOTAL BURBANK		29,023.8	(0.0)	29,023.8	14,659.8	3,450.0	3,550.0	7,364.0	0.0	0.0
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7					
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0					
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0					
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0					
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5					
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0					
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5					
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0					
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0					
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9					
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3					
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0					
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0					

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3					
Glendale	MR310.25	210 Soundwalls Project		4,520.0	0.0	4,520.0	0.0	1,520.0		3,000.0		
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	165.0	60.0				
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	400.0	100.0				
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0					
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2					
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly		600.0	0.0	600.0	0.0	100.0	500.0			
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0					
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2	Chg	850.0	250.0	1,100.0	50.0	1,050.0				
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	0.0	150.0	1,050.0			
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Completed)		3,315.0	0.0	3,315.0	3,315.0					
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,200.0	250.0				
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2					
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	Chg	585.0	1,065.0	1,650.0	0.0		585.0	1,065.0		
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	1,200.0	825.0				
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0					
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave	Chg	1,800.0	1,200.0	3,000.0	150.0	1,650.0	1,200.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/	Chg	2,200.0	300.0	2,500.0		1,000.0	1,500.0			
Glendale	MR310.54	Traffic Signal Modification on La Crescenta Ave and San Fernando Rd.	Add	0.0	1,650.0	1,650.0			1,650.0			
		TOTAL GLENDALE		38,005.6	4,465.0	42,470.6	25,215.6	6,705.0	6,485.0	4,065.0	0.0	0.0
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0					
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0					
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0		1,712.0	2,000.0			
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	6,388.0	1,712.0	2,000.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	3,044.0					
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	3,044.0	0.0	0.0	0.0	0.0	0.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0					
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		80,873.4	4,465.0	85,338.4	50,007.4	11,867.0	12,035.0	11,429.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Las Virgenes/Malibu Operational Improvements				156,651.0	0.0	156,651.0	143,451.0	12,000.0	1,200.0	0.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7					
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7					
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0					
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,419.0	0.0	9,419.0	9,419.0					
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6					
		TOTAL WESTLAKE VILLAGE		18,301.0	0.0	18,301.0	18,301.0	0.0	0.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comando Interchange		11,000.0	0.0	11,000.0	6,000.0	5,000.0				
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		800.0	0.0	800.0	800.0					
Agoura Hills	MR311.05	Agoura Road Widening (Completed)		36,500.0	0.0	36,500.0	36,500.0					
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	500.0	200.0				
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0					
		TOTAL AGOURA HILLS		49,100.0	0.0	49,100.0	43,900.0	5,200.0	0.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0					
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8					
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2					
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0					
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0					
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0					
		TOTAL CALABASAS		49,550.0	0.0	49,550.0	49,550.0	0.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Malibu	MR311.24	Malibu/Civic Center Way Widening	Chg	4,000.0		1,200.0	5,200.0	4,000.0		1,200.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0		0.0	6,950.0	6,950.0					
Malibu	MR311.27	PCH Intersections Improvements		1,000.0		0.0	1,000.0	1,000.0					
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0		0.0	900.0	900.0					
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)	Deob	2,500.0		(1,200.0)	1,300.0	1,000.0	300.0				
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0		0.0	500.0	500.0					
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0		0.0	950.0	950.0					
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0		0.0	3,500.0	3,500.0					
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		13,700.0		0.0	13,700.0	9,200.0	4,500.0				
		TOTAL MALIBU		34,000.0		0.0	34,000.0	28,000.0	4,800.0	1,200.0	0.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0		0.0	5,700.0	3,700.0	2,000.0				
		TOTAL HIDDEN HILLS		5,700.0		0.0	5,700.0	3,700.0	2,000.0	0.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		156,651.0		0.0	156,651.0	143,451.0	12,000.0	1,200.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps					235,001.9	1,604.0	236,605.9	175,846.2	31,609.7	22,691.0	4,764.0	1,695.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration <i>(Project Development Budget Included)</i>		13,375.0	0.0	13,375.0	12,164.0	594.0	617.0				
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	12,164.0	594.0	617.0	0.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		5,357.0	(0.0)	5,357.0	5,357.0						
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector	Deob	15,100.0	(6,980.0)	8,120.0	8,120.0						
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		24,400.0	0.0	24,400.0	9,900.0	7,900.0	6,600.0				
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		9,000.0	0.0	9,000.0	9,000.0						
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	0.0	1,000.0					
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd)		150.0	0.0	150.0	0.0	150.0					
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington)	Add	0.0	80.0	80.0		80.0					
		TOTAL CALTRANS		55,007.0	(6,900.0)	48,107.0	32,377.0	9,130.0	6,600.0	0.0	0.0	0.0	0.0
Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		150.0	0.0	150.0	150.0						
Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400.0	0.0	1,400.0	1,400.0						
Carson	MR312.80	223rd st Widening	Add	0.0	1,000.0	1,000.0			1,000.0				
		TOTAL CARSON		1,550.0	1,000.0	2,550.0	1,550.0	0.0	1,000.0	0.0	0.0	0.0	0.0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0						
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400.0	0.0	400.0	400.0						
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		350.0	0.0	350.0	350.0						
		TOTAL EL SEGUNDO		3,250.0	0.0	3,250.0	3,250.0	0.0	0.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0		0.0	4,967.0	4,967.0					
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0		0.0	393.0	393.0					
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3		0.0	2,090.3	2,090.3					
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0		0.0	1,500.0	1,500.0					
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0		0.0	2,523.0	260.0	2,263.0				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave	Add	0.0		144.0	144.0			144.0			
		TOTAL GARDENA		11,473.3		144.0	11,617.3	9,210.3	2,263.0	144.0	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0		0.0	2,100.0	2,100.0					
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		3,600.0		0.0	3,600.0	3,600.0					
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0		0.0	7,551.0	7,551.0					
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0		0.0	1,237.0	618.0	619.0				
Hawthorne	MR312.54	Intersection widening & Traffic Signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Pocket Road on Crenshaw at Oak Northbound on 120th St.		2,000.0		0.0	2,000.0	2,000.0					
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St.		4,400.0		0.0	4,400.0	1,600.0	2,800.0				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0		0.0	1,995.0	0.0	200.0	700.0	600.0	495.0	
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0		0.0	3,200.0	0.0	500.0	1,000.0	1,200.0	500.0	
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0		0.0	2,000.0	0.0	400.0	400.0	500.0	700.0	
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0		0.0	600.0	0.0	100.0	300.0	200.0		
		TOTAL HAWTHORNE		28,683.0		0.0	28,683.0	17,469.0	4,619.0	2,400.0	2,500.0	1,695.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7		0.0	574.7	498.0	76.7				
		TOTAL HERMOSA BEACH		574.7		0.0	574.7	498.0	76.7	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0		0.0	3,500.0	2,500.0	1,000.0				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		384.0		0.0	384.0	192.0	192.0				
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project		205.0		0.0	205.0	205.0					
Inglewood	MR312.71	La Cienega Blvd Synchronization Project		80.0		0.0	80.0	0.0	80.0				
Inglewood	MR312.72	Arbor Vitae Synchronization Project		130.0		0.0	130.0	0.0	130.0				
Inglewood	MR312.73	Florence Ave Synchronization Project		255.0		0.0	255.0	0.0	255.0				
		TOTAL INGLEWOOD		4,554.0		0.0	4,554.0	2,897.0	1,657.0	0.0	0.0	0.0	0.0
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0		0.0	100.0	100.0					
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0		(0.0)	1,313.0	1,313.0					
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		2,875.0		0.0	2,875.0	2,875.0					
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0		0.0	3,580.0	0.0	1,000.0	1,000.0	1,580.0		
		TOTAL LA CITY		7,868.0		(0.0)	7,868.0	4,288.0	1,000.0	1,000.0	1,580.0	0.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0		0.0	307.0	307.0	0.0				
LA County	MR312.52	ITS: Improvements on South Bay Arterials		1,021.0		0.0	1,021.0	401.0	620.0				
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0		0.0	2,000.0	1,000.0	1,000.0				
		TOTAL LA COUNTY		3,328.0		0.0	3,328.0	1,708.0	1,620.0	0.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		43.0		0.0	43.0	43.0					
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (completed)		878.3		0.0	878.3	878.3					
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3		0.0	1,039.3	1,039.3					
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0		0.0	508.0	300.0	208.0				
		TOTAL LAWDALE		2,468.6		0.0	2,468.6	2,260.6	208.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut		1,506.0		0.0	1,506.0	1,506.0					
		TOTAL LOMITA		1,506.0		0.0	1,506.0	1,506.0	0.0	0.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5		0.0	346.5	346.5					
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0		0.0	9,100.0	9,100.0					
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0		0.0	1,500.0	1,500.0					
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		980.0		0.0	980.0	980.0					
Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.		900.0		0.0	900.0	900.0					
		TOTAL MANHATTAN BEACH		12,826.5		0.0	12,826.5	12,826.5	0.0	0.0	0.0	0.0	0.0
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington	Chg	600.0		3,600.0	4,200.0	600.0		3,600.0			
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd	Chg	881.0		3,300.0	4,181.0	881.0		3,300.0			
Metro	TBD	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena -- PSR	Deob	170.0		(170.0)	0.0						
Metro	TBD	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance -- PSR	Deob	170.0		(170.0)	0.0						
Metro	0000020337-3 4040-2540-01- 40	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0		0.0	250.0	250.0					
Metro	TBD	Inglewood Transit Center at Florence/La Brea		1,500.0		0.0	1,500.0	1,500.0					
		TOTAL METRO		3,571.0		6,560.0	10,131.0	3,231.0	0.0	6,900.0	0.0	0.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0		0.0	90.0	90.0					
		TOTAL RANCHO PALOS VERDES		90.0		0.0	90.0	90.0	0.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		3,830.0		0.0	3,830.0	900.0	700.0	2,230.0			
		PORT OF LOS ANGELES		3,830.0		0.0	3,830.0	900.0	700.0	2,230.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0		1,400.0	1,400.0					
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)		936.0	0.0		936.0	586.0	350.0				
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)		389.0	0.0		389.0	389.0					
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0		22.0	22.0					
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0		30.0	30.0					
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		847.0	0.0		847.0	847.0					
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0		5,175.0	5,175.0					
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0		992.0	0.0	992.0				
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)	Add	0.0	300.0		300.0			300.0			
		TOTAL REDONDO BEACH		9,791.0	300.0		10,091.0	8,449.0	1,342.0	300.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		19,600.0	0.0		19,600.0	19,600.0					
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0		319.9	319.9					
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0		25,700.0	18,100.0	7,600.0				
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0		15,300.0	15,300.0					
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0		2,900.0	2,900.0					
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0		852.0	852.0					
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		500.0	0.0		500.0	500.0					
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0		3,300.0	3,300.0					
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0		2,784.0	300.0	800.0	1,000.0	684.0		
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp	Add	0.0	500.0		500.0			500.0			
		TOTAL TORRANCE		71,255.9	500.0		71,755.9	61,171.9	8,400.0	1,500.0	684.0	0.0	0.0
		TOTAL SOUTH BAY		235,001.9	1,604.0		236,605.9	175,846.2	31,609.7	22,691.0	4,764.0	1,695.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"					218,744.7	(5,036.3)	213,708.4	158,538.4	41,981.0	12,274.9	914.1	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services	Chg	1,100.0		450.0	1,550.0	900.0	200.0	450.0			
GCCOG	MR315.29	Gateway Cities Third Party Support		100.0		0.0	100.0	100.0					
TOTAL GCCOG					1,200.0	450.0	1,650.0	1,000.0	200.0	450.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0		0.0	200.0	200.0					
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Interchange Improvements		680.0		0.0	680.0	680.0					
Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Pacific Interchanges on I-105		572.7		0.0	572.7	572.7					
Metro	PS4720-3251	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra Intersections		560.7		0.0	560.7	560.7					
Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos, Pico and Carmerita/South and Bloomfield/Artesia Intersection		100.0		0.0	100.0	100.0					
Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersections		100.0		0.0	100.0	100.0					
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0		0.0	6,170.0	6,170.0					
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0		0.0	3,121.0	3,121.0					
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS		3,040.0		0.0	3,040.0	3,040.0					
Metro	AE5204200	Professional Services for 605/60 PA/ED		34,000.0		0.0	34,000.0	18,000.0	8,000.0	8,000.0			
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan		10,429.5		(0.0)	10,429.5	10,429.5					
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED		20,698.0		0.0	20,698.0	13,000.0	7,698.0				
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED		7,763.0		0.0	7,763.0	6,563.0	1,200.0				
Metro	AE322940011372	Professional Services for 710/91 PSR/PDS		2,340.0		0.0	2,340.0	2,340.0					
Metro	MR315.49	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0		0.0	300.0	300.0					
Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)	Deob	14,500.0		(14,500.0)	0.0	0.0					
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR & PS&E)		3,229.3		0.0	3,229.3	3,000.0	229.3				
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3		0.0	4,452.3	4,452.3					
Metro	MR315.35	SR-91 Atlantic Ave to Cherry Ave EB Aux Lane		7,500.0		0.0	7,500.0	250.0	7,250.0				
Metro	MR315.37	SR-91 Central Ave Interchnage Improvements		500.0		0.0	500.0	250.0	250.0				
Metro	MR315.63	SR-60 at 7th Street Interchange Improvements		2,100.0		0.0	2,100.0	250.0	1,850.0				
Metro	MR315.73	I-605 at Valley Blvd Interchange Improvements		2,059.9		0.0	2,059.9	250.0	1,809.9				
Metro	MR315.72	Whittier Intersection Improvements (PSE)	Add	0.0		2,308.1	2,308.1			2,308.1			
TOTAL METRO					124,416.4	(12,191.9)	112,224.5	73,629.2	28,287.2	10,308.1	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS		260.0		0.0	260.0	260.0					
Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0		0.0	3,650.0	2,050.0	800.0	800.0			
Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8		0.0	2,069.8	1,300.0	769.8				
Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3		0.0	776.3	656.3	120.0				
Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0		0.0	60.0	60.0					
Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0		0.0	234.0	234.0					
Caltrans	MR315.30	I-605 Beverly Interchange Improvements (Env. Doc.)		500.0		0.0	500.0	500.0					
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.)		500.0		0.0	500.0	500.0					
		TOTAL CALTRANS		8,050.1		0.0	8,050.1	5,560.3	1,689.8	800.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8		0.0	8,442.8	8,442.8					
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0		0.0	1,002.0	1,002.0					
		TOTAL BELLFLOWER		9,444.8		0.0	9,444.8	9,444.8	0.0	0.0	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		414.2		0.0	414.2	292.0	122.2				
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2		0.0	1,544.2	1,544.2					
		TOTAL CERRITOS		1,958.4		0.0	1,958.4	1,836.2	122.2	0.0	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements		2,120.0		0.0	2,120.0	2,120.0					
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0		0.0	4,060.0	4,060.0					
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0		0.0	4,925.0	4,925.0					
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements		2,740.4		0.0	2,740.4	2,740.4					
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.		1,300.0		0.0	1,300.0	1,300.0					
		TOTAL DOWNEY		15,145.4		0.0	15,145.4	15,145.4	0.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
LA County	MR315.07	Painter - Mulberry Intersection Improvements		2,410.0	0.0	2,410.0	2,410.0					
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0					
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0					
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		1,400.0	0.0	1,400.0	1,400.0					
LA County	MR315.22	Norwalk-Washington Intersection Improvements		550.0	0.0	550.0	550.0					
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	155.0		645.0			
		TOTAL LA COUNTY		9,630.0	0.0	9,630.0	8,985.0	0.0	645.0	0.0	0.0	0.0
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,600.0	0.0	3,600.0	3,600.0					
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		5,504.3	0.0	5,504.3	5,504.3					
		TOTAL LAKEWOOD		9,104.3	0.0	9,104.3	9,104.3	0.0	0.0	0.0	0.0	0.0
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	0.0			900.0		
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532	Deob	800.0	(800.0)	0.0	0.0					
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	64.2	62.5	71.8	14.1		
Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE		350.0	0.0	350.0	250.0	100.0				
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3					
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8					
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0					
		TOTAL LONG BEACH		4,659.7	(800.0)	3,859.7	2,711.3	162.5	71.8	914.1	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0		0.0	1,670.0	1,670.0					
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0		0.0	920.0	920.0					
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0		0.0	1,509.0	1,509.0					
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0		0.0	480.0	480.0					
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4		0.0	3,380.4	3,380.4					
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0		0.0	2,000.0	2,000.0					
		TOTAL NORWALK		9,959.4		0.0	9,959.4	9,959.4	0.0	0.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	Chg	8,474.0		5,461.2	13,935.2	8,474.0	5,461.2				
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	Chg	1,388.0		433.5	1,821.5	1,388.0	433.5				
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements	Chg	2,195.0		706.0	2,901.0	2,195.0	706.0				
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	Chg	40.0		13.0	53.0	40.0	13.0				
		TOTAL PICO RIVERA		12,097.0		6,613.7	18,710.7	12,097.0	6,613.7	0.0	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0		0.0	824.0	824.0					
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0		0.0	2,667.0	2,667.0					
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)	Chg	600.0		3,200.0	3,800.0	600.0	3,200.0				
		TOTAL SANTA FE SPRINGS		4,091.0		3,200.0	7,291.0	4,091.0	3,200.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	Deob	2,371.0		(785.1)	1,585.9	1,567.9	18.0				
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	Deob	4,273.0		(1,523.0)	2,750.0	1,760.3	989.7				
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1		(0.0)	2,344.1	1,646.2	697.9				
		TOTAL WHITTIER		8,988.1		(2,308.1)	6,680.0	4,974.4	1,705.6	0.0	0.0	0.0	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		218,744.7		(5,036.3)	213,708.4	158,538.4	41,981.0	12,274.9	914.1	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT					185,664.1	7,351.2	183,015.3	143,528.9	29,908.0	19,395.4	183.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services	Chg	1,100.0	450.0	1,550.0	1,100.0			450.0			
		TOTAL GCCOG		1,100.0	450.0	1,550.0	1,100.0	0.0	450.0	0.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0						
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development		600.0	0.0	600.0	600.0						
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0						
Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS		32,520.9	0.0	32,520.9	32,520.9						
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0						
Metro	AE3722900	I-710 Soundwall Design Package 1		2,161.9	0.0	2,161.9	2,161.9						
Metro	PS4720-3330	I-710 Soundwall Design Package 3		5,271.6	0.0	5,271.6	5,271.6						
Metro	PS2198100	I-710 Soundwall Package 2		2,551.6	0.0	2,551.6	0.0	1,000.0	1,551.6				
Metro		I-710 Soundwall Construction Package 2		4,448.4	0.0	4,448.4			4,448.4				
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0						
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)		8,760.0	0.0	8,760.0	8,760.0						
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0						
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8						
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project	Add	0.0	865.0	865.0			865.0				
		TOTAL METRO		88,284.3	865.0	89,149.3	81,284.3	1,000.0	6,865.0	0.0	0.0	0.0	0.0
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0						
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0
Metro	13.01/USAGE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0						
		TOTAL USAGE		100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0						
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0						
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	200.0	200.0					
		TOTAL SCE		2,098.0	0.0	2,098.0	1,898.0	200.0	0.0	0.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0						
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0						
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0						
		TOTAL CALTRANS		5,050.0	0.0	5,050.0	5,050.0	0.0	0.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0		0.0	157.0	157.0					
		TOTAL LA COUNTY		157.0		0.0	157.0	157.0	0.0	0.0	0.0	0.0	0.0
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6		(0.0)	178.6	178.6					
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0		0.0	136.0	136.0					
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8		0.0	66.8	0.0	66.8				
		TOTAL BELL		381.4		0.0	381.4	314.6	66.8	0.0	0.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3		0.0	152.3	152.3					
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4		0.0	283.4	0.0		100.4	183.0		
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120		1,184.7		0.0	1,184.7	1,184.7					
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0		0.0	4,635.0		4,635.0				
		TOTAL BELL GARDENS		6,255.4		0.0	6,255.4	1,337.0	4,635.0	100.4	183.0	0.0	0.0
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project		13,500.0		0.0	13,500.0	13,500.0					
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0		0.0	75.0	75.0					
Commerce	MR306.45	Atlantic Blvd. Improvements Project	Add	0.0		1,500.0	1,500.0	0.0	1,500.0				
		TOTAL COMMERCE		13,575.0		1,500.0	15,075.0	13,575.0	1,500.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3		0.0	35.3	35.3					
		TOTAL COMPTON		35.3		0.0	35.3	35.3	0.0	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0		0.0	120.0	120.0					
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0		0.0	3,069.0	3,069.0					
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0		0.0	323.0	323.0					
Downey	MR306.31	Lakewood Blvd Improvement Project		6,000.0		0.0	6,000.0	5,000.0	1,000.0				
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0		0.0	3,185.0	0.0	1,185.0	2,000.0			
		TOTAL DOWNEY		12,697.0		0.0	12,697.0	8,512.0	2,185.0	2,000.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0		0.0	15.0	15.0					
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements		700.0		0.0	700.0		700.0				
		TOTAL HUNTINGTON PARK		715.0		0.0	715.0	15.0	700.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior	Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		11,000.0	0.0		11,000.0	5,500.0	2,000.0	3,500.0			
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0		146.0	146.0					
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements		300.0	0.0		300.0	300.0					
Long Beach	MR306.60	Shoreline Drive Realignment Project	Add	0.0	2,800.0		2,800.0	0.0	520.0	2,280.0			
		TOTAL LONG BEACH		11,446.0	2,800.0		14,246.0	5,946.0	2,520.0	5,780.0	0.0	0.0	0.0
Lynwood	MR306.51	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0		20.0	20.0					
Lynwood	MR306.54	Imperial Highway Corridor Congestion Relief Improvements	Deob	865.0	(865.0)		0.0						
		TOTAL LYNWOOD		885.0	(865.0)		20.0	20.0	0.0	0.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0		65.0	65.0					
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements	Add	0.0	445.0		445.0		445.0				
		TOTAL MAYWOOD		65.0	445.0		510.0	65.0	445.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0		130.0	130.0					
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0		2,825.0	2,825.0					
		TOTAL PARAMOUNT		2,955.0	0.0		2,955.0	2,955.0	0.0	0.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0		10,000.0		10,000.0				
		TOTAL PORT OF LONG BEACH		10,000.0	0.0		10,000.0	0.0	10,000.0	0.0	0.0	0.0	
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0		184.5	184.5					
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0		12,400.0	12,400.0					
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project		6,000.0	0.0		6,000.0	6,000.0					
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0		8,900.0	200.0	4,500.0	4,200.0			
South Gate	MR306.57	Imperial Highway Improvements Project	Add	0.0	1,456.2		1,456.2		1,456.2				
South Gate	MR306.58	Fireston Blvd at Otis St Improvements	Add	0.0	700.0		700.0		700.0				
		TOTAL SOUTH GATE		27,484.5	2,156.2		29,640.7	18,784.5	6,656.2	4,200.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0		70.2	70.2					
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0		2,070.0	2,070.0					
		TOTAL VERNON		2,140.2	0.0		2,140.2	2,140.2	0.0	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		185,664.1	7,351.2		183,015.3	143,528.9	29,908.0	19,395.4	183.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	126,800.0	28,000.0	45,200.0		0.0	0.0
Metro	MR330.01	SR-138 (AvenueD) PAVED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0					
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	0.0	5,600.0				
TOTAL METRO				25,000.0	0.0	25,000.0	19,400.0	5,600.0	0.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		15,000.0	0.0	15,000.0	15,000.0					
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		15,000.0	0.0	15,000.0	3,100.0		11,900.0			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		10,000.0	0.0	10,000.0	3,300.0		6,700.0			
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		5,000.0	0.0	5,000.0	1,200.0		3,800.0			
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0	0.0	20,000.0	4,400.0	15,600.0				
TOTAL LANCASTER				65,000.0	0.0	65,000.0	27,000.0	15,600.0	22,400.0	0.0	0.0	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0					
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	6,600.0	6,800.0	11,600.0			
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0					
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0					
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	8,800.0		11,200.0			
TOTAL PALMDALE				110,000.0	0.0	110,000.0	80,400.0	6,800.0	22,800.0	0.0	0.0	0.0
TOTAL SR-138 CAPACITY ENH				200,000.0		200,000.0	126,800.0	28,000.0	45,200.0	0.0	0.0	0.0
Total Measure R Spent Inception to Date				1,076,935	8,384	1,075,319	798,172	155,366	112,796	17,290	1,695	0

Definitions:

Lead Agency is the primary project manager for the administration of scope and use of funds

Funding Agreement (FA): references the agreement number on file with Metro

Project Location: Describes the general scope and parameters of the project

Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:

PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction

Notes: Provide a quick reference to reported change for the period such as:

Add - Addition of a new project / REP - Reprogram of funds / SCAD - Scope Addition / BAD - Budget Adjustment / DEL - Deletion

Prior Allocation identifies the reported project allocation reported in the previous report

Alloc Change denotes the amount of change occurring in the current reporting period.

Current Allocation identifies the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years

Subregional Program Performance

Subregional Program	Total Measure R Ordinance Allocation	Metro Board-Programmed Funds	Expenditures to Date
Arroyo Verdugo	\$170	\$85	\$33
I-605 Hot Spots	\$590	\$213	\$113
I-710 Early Action Projects	\$590	\$179	\$118
Las Virgines/Malibu	\$175	\$157	\$110
North County	\$200	\$200	\$35
South Bay	\$906	\$235	\$84

\$1000

\$900

\$800

\$700

\$600

\$500

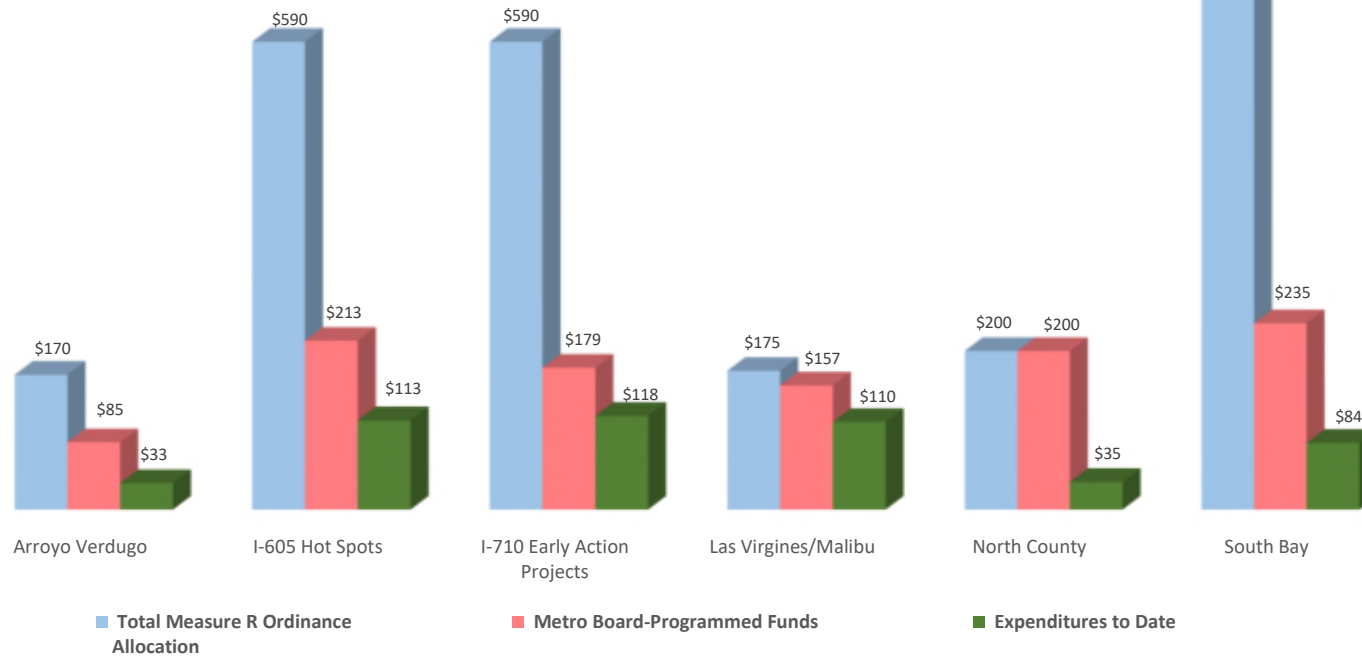
\$400

\$300

\$200

\$100

\$0



**Board Report**

File #: 2019-0246, **File Type:** Program**Agenda Number:** 10.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 19, 2019****SUBJECT: HIGHLAND PARK BUSINESS IMPROVEMENT DISTRICT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to sign the Petition to establish the Highland Park Business Improvement District (BID) for a period of five years commencing January 1, 2020 through December 31, 2024, for an estimated amount not to exceed \$9,239 over the life of the BID renewal.

ISSUE

Per established Metro Board Guidelines, all BIDs that have not yet been approved by the Metro Board of Directors require board authorization to participate. Thereafter, those BIDs less than \$500,000 may be re-authorized by the appropriate Metro official depending on financial authority limits required.

BACKGROUND

The Highland Park BID is one of the City of Los Angeles' 42 BIDs. Metro owns one parcel within the boundaries of the Highland Park BID which comprises a quarter of one percent of the total assessed property within the BID boundaries. Metro acquired this property as part of the purchase of the Pasadena Subdivision from the Southern Pacific Railroad (now Union Pacific Railroad) in 1992. The BID, first formed in 2010, is seeking authorization for an additional five years.

Annual assessment payments to the BID are made to the City of Los Angeles Clerk's Office as fiduciary collecting for all BIDs citywide.

DISCUSSION

Given Metro's marginal amount of assessed land (see Attachment A), staff had foregone submission to the Board of Directors for authorization of the Highland Park BID in 2010 and renewal in 2015. Even without Metro's return of a petition, the BID was approved by a majority of business owners and Metro was required to pay its annual assessment over the BID's authorized periods spanning ten years. However, for this petition cycle, the BID has asked Metro to return the petition to ensure representation of all BID stakeholders.

Per Metro's established guidelines (Attachment C), Real Estate has evaluated the property within the Highland Park BID and determined it is Tier 1 - No Benefit to Metro given the property use is operating right-of-way for the Gold Line light rail transit.

However, participation in the BID provides community benefit for local businesses impacted continually by Metro transit operations. But for the BID, the crucial community services may not be provided. Several owners have publicly stated that the community is well served with the BID services.

Equity Platform:

BID assessments support equity by providing for a general subsidy to support neighborhood cleanliness, hygiene, and safety.

DETERMINATION OF SAFETY IMPACT

Approval of participation in the BID will have no impact on safety to Metro operations or customers.

FINANCIAL IMPACT

Authorization and participation in the BID, if approved by a majority of businesses in the BID's extent, would have a total cost of \$9,239 over the life of the five-year term.

Impact to Budget

All BID payments are funded from the General Fund - Real Estate Lease Revenue. Costs are budgeted under Cost Center 0651 (ND Real-Estate), Account No. 50799 (Taxes).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Participating in the BID provides responsive, accountable, and trustworthy governance as stated in Strategic Plan Goal #5 by demonstrating Metro's commitment to be civically engaged in the communities which it owns property.

ALTERNATIVES CONSIDERED

The board could choose not to participate in the BID at which point no additional steps would be required by Metro. Given the small proportion of Metro's land within the BID, Metro not participating in the petition would be unlikely to impact whether or not the BID petition is successful. However, this would be the first BID that Metro did not support and may cause ill will towards Metro from the community. If the BID passes, regardless of whether or not Metro supports it, Metro will still be responsible for the annual payments.

NEXT STEPS

-
1. Upon Board approval, Real Estate staff will return the petition to BID management and if the BID passes, will make annual payments as assessed by the City of Los Angeles Clerk's Office each year of the BID's five-year term.
 2. In fall 2019, staff will bring back to the Board a revised policy for participation in Business Improvement Districts to allow for authority to be delegated to the Metro CEO to sign petitions under an established threshold and to revise the Tier description language to ensure that the descriptions reflect the benefit received.

ATTACHMENTS

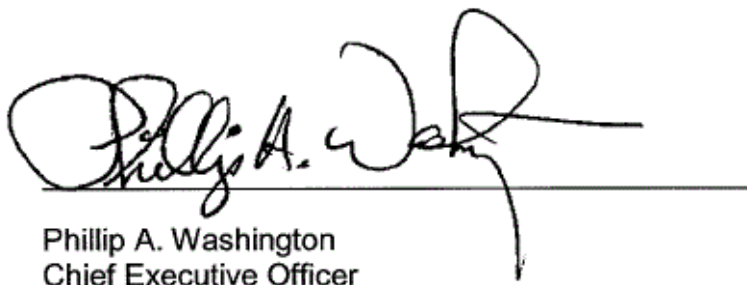
Attachment A - Map of Highland Park BID

Attachment B - Highland Park BID Renewal Documents

Attachment C - Guidelines on BID Participation

Prepared by: John Potts, Executive Officer, Countywide Planning & Development, (213) 928-3397
Holly Rockwell, Sr. Exec. Officer - Real Estate, Transit Oriented Communities and Demand, (213) 922-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Highland Park BID



Metro Property within Proposed BID Assessment Area



Evaluation to MTA General Guidelines for the Participation in Proposed Assessment Districts

Metro Benefit

Tier 1 - No Benefit to MTA

Parcel Number

5492025902



North Figueroa Association

Highland Park Business Improvement District
Office: 323-255-5030 Security 800-350-1944 Maintenance 213-545-0812
Website: oldla.org Email: Misty@oldla.org

Executive Board

Tom Wilson
President
Southwest Shopping
Centers

Stuart Rapeport
VP /interim treasurer
Property Owner

Amy Inouye
Secretary
Future Studio

Board Members

Gina Alza
Alza Medical

Gustavo Alza
Alza Medical

Richard Calderon
Reina's Insurance

Cyrus Etemad
Property Owner

Dalton Gerlach
Property Owner

John Harb
Security Chair
The Shop

Dennis Hernandez
Antigua Bread

Irene Holguin
Arroyo Vista Health

Alex Rudisky
Property Owner

Misty Iwatsu
Executive Director

March 7, 2019

Dear Fellow Property Owner,

As I am sure you are aware, for the last 17 years the North Figueroa Association has been providing security patrols, sweeping, graffiti removal, trash pickup and many other services along the North Figueroa corridor. The NFA is a not for profit Business Improvement District that is run for and by the commercial property owners on Figueroa, from Avenue 50 to Piedmont Avenue. I would like to thank you for your support of this organization through your property tax assessments and for voting for its renewal over the years.

I am sure that like me, you have seen the changes brought about by the NFA. The streets are cleaner, violent crime is way down and the theft rate has dropped dramatically. People are coming to shop at the Farmers Market and attend events staged along Figueroa. Buildings are being renovated. People are coming to North Figueroa. The result of this is that our vacancy rates have dropped, and the sales at our businesses and tenant's businesses have increased.

In order to continue to provide security, safety and sanitation along our street, we must now renew the NFA's charter through the enactment of a new Management District Plan. This is a requirement of all Business Improvement Districts, one that we have all been through before. This plan continues the work of the NFA and extends its reach through York Boulevard. I have enclosed a copy of the plan, as well as our engineer's report and a petition for you to sign and return. This petition allows us to start the process of renewal, which will culminate in a vote of all property owners later this year, after the City of Los Angeles has given its approval.

The work of the North Figueroa Association has greatly benefitted my property, which is why I am proud to be on its volunteer Board of Directors along side the other North Figueroa property owners listed on the side of this letter. I urge you to sign this petition and return it as soon as possible so that we can continue this important work.

Thank you for all your help,

Thomas B. Wilson
Southwest Shopping Centers



North Figueroa Association

Highland Park Business Improvement District
 Office: 323-255-5030 Security 800-350-1944 Maintenance 213-545-0812
 Website: oldla.org Email: Misty@oldla.org

To Highland Park BID Property Owners:

Executive Board

Tom Wilson
 President
 Southwest Shopping
 Centers

Stuart Rapeport
 VP /interim treasurer
 Property Owner

Amy Inouye
 Secretary
 Future Studio

Board Members

Gina Alza
 Alza Medical

Gustavo Alza
 Alza Medical

Richard Calderon
 Reina's Insurance

Cyrus Etemad
 Property Owner

Dalton Gerlach
 Property Owner

John Harb
 Security Chair
 The Shop

Dennis Hernandez
 Antigua Bread

Irene Holguin
 Arroyo Vista Health

Alex Rudisky
 Property Owner

Misty Iwatsu
 Executive Director

The North Figueroa Association would like to thank all of you, our property owners, for supporting the Highland Park Business Improvement District (BID) through your BID assessment for the past 18 years.

This is how **your** Highland Park BID \$'s are working for you, these activities took place in 2018:

Maintenance (Clean Team):

	<u>2018</u>		<u>2020 if not renewed</u>
•	11,015	Number of trash bags removed	0
•	253,345	Lbs. of trash were removed	0
•	2,272	Graffiti tags were removed	0
•	952	Bulky items were removed	0

In addition to removing of weeds, tree and flower watering, sidewalk sweeping, tree trimming and any special maintenance requests requested by property owners. Maintenance Hotline is: 213-545-0812



Before

After



Security (Safe Team):

	<u>2018</u>		<u>2020 if not renewed</u>
•	356	patrol calls for service	0
•	1965	patrol client contacts	0
•	3280	public contacts	0

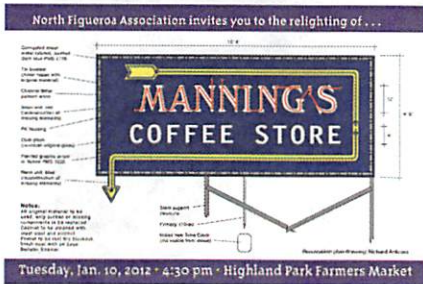
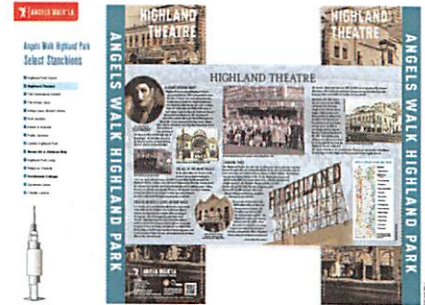
Security officers are patrolling 7 days per week. Security Hotline is: 800-350-1944



Marketing & Promotion:

- Quarterly newsletters
- Community awareness cards
- Old L.A. Certified Farmers Market- now accepts EBT and offers Market Match
- Special Events including Easter, Halloween, and Christmas to name a few.

With your ongoing support of the BID, the district has seen an increase in foot traffic and lower storefront vacancies, due in part to the Clean and Safe programs. We have partnered and received generous grants from L.A.N.I. (L.A. Neighborhood Initiative) for sidewalk mosaic tiles design and installation, Angels Walk for Angels Walk Self-Guided Historic Trail stanchions, and the National Park Service and community partners for the relighting of the historic Highland Theatre and Mannings Coffee Store rooftop signs to highlight the history and uniqueness of our commercial corridor.



As we move forward with the renewal of the Highland Park BID, enclosed is a petition from the North Figueroa Association. This is the first step in a multi-step process which culminates into a vote that you the property owner will vote on.

Please mark the petition "YES" to continue making Highland Park Clean and Safe. Send it as soon as possible by fax: 323-257-1036 or email: misty@oldla.org.

If you have any questions, please don't hesitate to reach out at 323-255-5030.

Sincerely,

Tom Wilson

Tom Wilson, President

Misty Iwatsu

Misty Iwatsu, Executive Director

HIGHLAND PARK PROPERTY BUSINESS IMPROVEMENT DISTRICT



Los Angeles, California

MANAGEMENT DISTRICT PLAN

Presented by:
North Figueroa Association
Council District 1
Misty Iwatsu

DRAFT- MARCH 7, 2019

SECTION 1.....	3
MANAGEMENT DISTRICT PLAN.....	3
EXECUTIVE SUMMARY	3
SECTION 2.....	5
HIGHLAND PARK PBID BOUNDARY	5
GENERAL BOUNDARY DESCRIPTION.....	5
<i>Benefit Zones.....</i>	5
<i>Detailed Boundary Description.....</i>	5
<i>District Boundary Rationale</i>	6
<i>Boundary Summation.....</i>	7
SECTION 3.....	8
DISTRICT IMPROVEMENT AND ACTIVITY PLAN.....	8
PROCESS TO ESTABLISH THE IMPROVEMENT AND ACTIVITY PLAN	8
SIDEWALK OPERATIONS & BEAUTIFICATION (78%)	9
SAFE PROGRAM.....	9
CLEAN PROGRAM	9
BEAUTIFICATION PROGRAM.....	10
DISTRICT IDENTITY, ORGANIZATION & CONTINGENCY/RESERVE (22%).....	10
CITY BASELINE SERVICES.....	10
GENERAL BENEFIT	11
5 YEAR OPERATING BUDGET (SPECIAL AND GENERAL BENEFIT COSTS)	11
IMPLEMENTATION TIMETABLE	12
BUDGET ADJUSTMENTS	12
DISTRICT ROLLOVER	12
CAP	12
SECTION 4.....	12
ASSESSMENT METHODOLOGY	12
CALCULATION OF ASSESSMENTS.....	12
LINEAR STREET FRONTAGE DEFINED	13
BUILDING AREA SQUARE FOOTAGE DEFINED	13
LOT AREA SQUARE FOOTAGE DEFINED	13
ASSESSMENT CALCULATION FORMULA	13
MAXIMUM ANNUAL ASSESSMENT ADJUSTMENTS.....	13
TOTAL ASSESSABLE FOOTAGE	13
FUTURE DEVELOPMENT	13
TIME AND MANNER FOR COLLECTING ASSESSMENTS.....	13
PUBLIC AGENCY ASSESSMENTS	14
RESIDENTIAL ASSESSMENTS	15
SECTION 5.....	15
DISTRICT RULES AND REGULATIONS.....	15
RENEWAL	15
BONDS	15
DISTRICT FORMATION	15
DURATION	15
GOVERNANCE	15
DISESTABLISHMENT	16
APPENDIX A	16
APPENDIX B.....	18

Section 1

Management District Plan

Executive Summary

The name of the assessment district is the Highland Park Property Business Improvement District (HPPBID). The district is being established pursuant to the Property and Business Improvement District Law of 1994 as amended (Streets & Highways Code Section 36600 et seq.; hereinafter the "State Law"). The HPPBID is the successor to the "Alpha BID," formed in 2011 and expired December 31, 2019. This document is the Management District Plan (MDP) required by Section 36622 of the State Law. It proposes improvements and activities that revitalize and enhance the area and convey special benefits to assessed properties located within the boundaries of the HPPBID.

Services and improvements provided by the HPPBID are designed to convey special benefits to the assessed parcels within the district in the form of improving the economic and environmental vitality while preserving and strengthening the historical nature of the district. HPPBID programs provide special benefits to assessed parcels with retail, mixed use commercial, parking, restaurant, art, industrial and office uses.

The HPPBID will provide improvements and activities, including but not limited to street cleaning, security, beautification, marketing, administration and other special programs like the Old L.A. Certified Farmers Market within the district boundaries. All of the services and activities provided are over and above the City of Los Angeles's (City) baseline of services, are not provided by the City, and are not provided outside of the District.

The City of Los Angeles (LA), is a major property owner in the district. The City parcels will be deriving special benefits since the peripheral cleaning of parking lots will attract more visitor and vehicular traffic, which creates additional sales tax and parking revenue for the City, which will in turn provide greater economic prosperity for the district. In addition, the current base level of services that exists in and around City parcels will be supplemented by the assessment district and will ensure a system of cleanliness, beautification and reduction of criminal activity around many of these vacant or underutilized City owned parcels. Only special benefits can be assessed and the inclusion of City parcels into the HPPBID will result in a cleaner, more attractive and inviting parking experience, which helps increase the number of visitors to the shopping areas, and directly relates to fulfilling its public service mission. Article XIII D of the California Constitution was added in November of 1996 to provide for these assessments. It specifically states in Section 4(a) that "Parcels within a district that are owned or used by any agency ... shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit."

Boundary Setting

Highland Park is a community that developed in the latter part of the nineteenth century along the axis provided by the Arroyo Seco and Figueroa Street, the principal transportation route between downtown Los Angeles, South Pasadena, and Pasadena to the north and east. Highland Park was the earliest artist colony in the emerging metropolis and a vibrant center of the Arts and Crafts movement in the early Twentieth Century. This history is represented by a rich architectural heritage. It includes a well-developed low-rise commercial strip on Figueroa Boulevard

Highland Park contains some of the oldest traces of urban development in Northeast Los Angeles, dating from the 1870's. This is a result of the proximity to the center of Los Angeles. special historic designation as one of the final legs of Route 66, which served as the first east-west freeway in the United States. It remains a major thoroughfare and is the anchor for the HPPBID boundaries. The district is located directly to the west of and running parallel to the historic Arroyo Seco freeway, (110).

HPPBID BOUNDARIES

General Boundary Description

The Highland Park PBID encompasses 13 blocks centered along N. Figueroa Street in Los Angeles between Avenue 50 on the south(west) and York Boulevard on the north (east). See section 2 for detailed boundary description.

Benefit Zones

There is one benefit zone within the proposed District.

Budget

The total District budget for the first year of operation is approximately \$627,850 and is composed of the following elements:

Sidewalk Operations & Beautification (78%)

Security (Safe), Street Maintenance (Clean), Beautification, Design Elements and any Right-of-Way consulting, etc.

Corporate Identity, Organization and Contingency/Reserve (22%)

Organization, marketing and promotions and contingency/reserve

Programs	% of Budget	Annual Cost (Year 1)
Sidewalk Operations & Beautification	78%	\$489,723
District Identity, Organization & Contingency/Reserve	22%	\$138,127
Total	100%	\$627,850

Source or Method of Financing

The basis of funding shall be through special benefit assessments levied on real property based on building square footage, parcel square footage and parcel front linear footage.

Benefit Zones

The State Law and State Constitution Article XIID require that special assessments be levied according to the special benefit each parcel receives from the improvements. There is one benefit zone.

Cost

Annual assessments are based upon an allocation of program costs and a calculation of assessable footage. Three property assessment variables, linear frontage, lot square footage, building square footage, will be used in the calculation.

District Formation

District formation requires submission of favorable petitions from property owners representing more than 50% of total assessments to be paid and the return of mail ballots evidencing a majority of ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount.

Duration

The District will have a 5-year life beginning January 1, 2020 and ending December 31, 2024.

Governance

The North Figueroa Association will review District budgets and policies annually within the limitations of the Management District Plan. Annual and quarterly reports, financial statements and newsletters will be filed with the City of Los Angeles (City). The North Figueroa Association will oversee the day to day implementation of services as defined in the Management District Plan.

Section 2

Highland Park PBID Boundary

Highland Park is a community that developed in the latter part of the nineteenth century along the axis provided by the Arroyo Seco and Figueroa Street, the principal transportation route between downtown Los Angeles, South Pasadena, and Pasadena to the north and east. Highland Park was the earliest artist colony in the emerging metropolis and a vibrant center of the Arts and Crafts movement in the early Twentieth Century. This history is represented by a rich architectural heritage. It includes a well-developed low-rise commercial strip on Figueroa Boulevard

Highland Park contains some of the oldest traces of urban development in Northeast Los Angeles, dating from the 1870's. This is a result of the proximity to the center of Los Angeles. special historic designation as one of the final legs of Route 66, which served as the first east-west freeway in the United States. It remains a major thoroughfare and is the anchor for the HPPBID boundaries. The district is located directly to the west of and running parallel to the historic Arroyo Seco freeway, (110).

The Highland Park Property Business Improvement District is being established for a five (5) year term. The proposed District is located in the northeast section of Los Angeles on North Figueroa. Generally, the District extends along North Figueroa from York Blvd east to Avenue 50 west. This area includes commercially and industrially zoned parcels that encompass a dynamic traditional shopping and dining business center surrounded by charming historic neighborhoods.

General Boundary Description

The Highland Park PBID encompasses 13 blocks centered along N. Figueroa Street in Los Angeles between Avenue 50 on the south(west) and York Boulevard on the north (east).

Benefit Zones

There is one benefit zone within the proposed District.

Detailed Boundary Description

The proposed HPPBID includes all parcels fronting along both sides of the N. Figueroa Street corridor between Avenue 50 and York Boulevard as well as 31 parcels (identified below) with non - N. Figueroa Street frontage. It is noted that the proposed HPPBID boundaries and the general grid street system within, lie at an angle of approximately 30 degrees to the northeast of north. For simplicity in describing the boundaries herein, the terms of north, east, south and west are used instead of northeast, southeast, southwest and northwest, respectively. This means that N. Figueroa Street will be assumed to lie on a "north/south" axis.

Northern Boundary

The northern boundary of the proposed HPPBID coincides with the centerline of York Boulevard.

Eastern Boundary

The eastern boundary of the proposed HPPBID is irregular and generally lies along the eastern boundaries of those parcels fronting along the east side of N. Figueroa Street between York Boulevard and Avenue 50 and also includes the following parcels starting from north to south:

York Blvd. to Marmion Way – one parcel deep plus, APN 5492-034-901

Marmion Way to Avenue 61 – one parcel deep only

Avenue 61 to Avenue 60 – one parcel deep plus, APN 5492-024-014

Avenue 60 to Avenue 59 – one parcel deep plus, APN 5492-015-007

Avenue 59 to Avenue 58 – one parcel deep plus, APNs 5492-011-900 & 901

Avenue 58 to Avenue 57 – one parcel deep plus, APNs 5492-002-008, 013, 028, 900 & 901

Avenue 57 to Avenue 56 – one parcel deep plus APNs 5468-032-901, 902 & 903

Avenue 56 to Roselawn Place – one parcel deep plus APNs 5468-025-017, 900 & 901

Roselawn Place to Avenue 50 – one parcel deep only

Southern Boundary

The southern boundary of the proposed HPPBID coincides with the centerline of Avenue 50.

Western Boundary

The western boundary of the proposed HPPBID is irregular and generally lies along the western boundaries of those parcels fronting on the west side of N. Figueroa Street between York Boulevard and Avenue 50 and also includes the following parcels starting from north to south:

York Blvd. to Avenue 59 – one parcel deep only

Avenue 59 to Avenue 58 – one parcel deep plus, APNs 5492-012-021 & 900

Avenue 58 to Avenue 57 – one parcel deep plus, APNs 5492-001-007, 900, 901 & 902

Avenue 57 to Avenue 56 – one parcel deep plus, APNs 5468-033-015, 900, 901, 902 & 903

Avenue 56 to Avenue 55 – one parcel deep plus APN 5468-024-006

Avenue 55 to Avenue 54 – one parcel deep plus APNs 5468-021-024 & 030

Avenue 54 to Avenue 50 – one parcel deep only

The boundary of the proposed HPPBID and parcels within it are shown on the map of the HPPBID attached as Appendix 2 to this Report.

There is one benefit zone within the proposed District.

District Boundary Rationale

The HPPBID boundaries encompass the commercial core parcels where the main economic activity of Historic Highland Park is centered along N. Figueroa Street (Old Route 66). These parcels showcase a unique array of uses - retail, restaurant, service, office, art studios, light industrial and commercial parking that form the “cohesive commercial fabric” of Highland Park.

The District boundaries were chosen to include all of the general commercial parcels that comprise the commercial core that attracts customers and visitors to the area centered along N. Figueroa Street between York Boulevard and Avenue 50.

As described earlier, for description simplicity, N. Figueroa Street will be assumed to lie on a “north/south” axis.

Northern Boundary

The northern boundary of the HPPBID is the centerline of York Boulevard. The area to the north of York Boulevard along N. Figueroa Street is comprised of commercial parcels with businesses that have different marketing needs and focus than the parcels within the HPPBID. It was determined during the boundary feasibility phase that HPPBID programs and services such as Sidewalk Operations, District Identity and Place Making, Administration and Contingency, Reserve & Uncollected Funds would not specially benefit the parcels and business north of York Boulevard. Therefore commercial parcels and businesses north of the northern boundary are not included in the HPPBID. No HPPBID services will be provided north of the northern boundary.

The HPPBID will only provide services to the individual assessed parcels within the boundaries; services will not be provided to parcels that are not assessed. No District programs and services will be provided north of the northern District boundary.

Eastern Boundary

The eastern HPPBID boundary is irregular but includes all commercial parcels and uses along the east side of N. Figueroa Street generally only one parcel deep but inclusive of adjacent commercial parking lots and extended commercial uses. Parcels to the east of the eastern boundary are either zoned residential and/or parcels with residential uses. These parcels will not specially benefit from the HPPBID programs, improvements and services which are designed to improve commerce and economic vitality of assessed parcels within the HPPBID. Further, the Property and Business Improvement District Law of 1994, California Streets & Highway Code § 36632 states, "Properties zoned solely for residential use..... are conclusively presumed not to benefit from the improvements and service funded through these assessments, and shall not be subject to any assessment". For these reasons, no residentially zoned parcels or residential uses east of the HPPBID eastern boundary are included in the District.

The HPPBID will only provide services to the individual assessed parcels within the boundaries; services will not be provided to parcels that are not assessed. No District programs and services will be provided east of the eastern District boundary.

Southern Boundary

The southern boundary of the HPPBID is the centerline of Avenue 50. The area to the south of Avenue 50 along N. Figueroa Street is comprised of commercial parcels with businesses that have different marketing needs and focus than the parcels within the HPPBID. It was determined during the boundary feasibility phase that HPPBID programs and services such as Sidewalk Operations, District Identity and Place Making, Administration and Contingency, Reserve & Uncollected Funds would not specially benefit the parcels and business south of Avenue 50. Therefore commercial parcels and businesses south of the southern boundary are not included in the HPPBID.

The HPPBID will only provide services to the individual assessed parcels within the boundaries; services will not be provided to parcels that are not assessed. No District programs and services will be provided south of the southern District boundary.

Western Boundary

The western HPPBID boundary is irregular but includes all commercial parcels and uses along the west side of N. Figueroa Street generally only one parcel deep but inclusive of adjacent commercial parking lots and extended commercial uses. Parcels to the west of the western boundary are either zoned residential and/or parcels with residential uses. These parcels will not specially benefit from the HPPBID programs, improvements and services which are designed to improve commerce and economic vitality of assessed parcels within the HPPBID. Further, the Property and Business Improvement District Law of 1994, California Streets & Highway Code § 36632 states, "Properties zoned solely for residential use..... are conclusively presumed not to benefit from the improvements and service funded through these assessments, and shall not be subject to any assessment". For these reasons, no residentially zoned parcels or residential uses west of the HPPBID western boundary are included in the District. It is also noted that the Gold Line Metro Tracks form a natural boundary in parts along the eastern District Boundary.

The HPPBID will only provide services to the individual assessed parcels within the boundaries; services will not be provided to parcels that are not assessed. No District programs and services will be provided west of the western District boundary.

Boundary Summation

All identified assessed parcels within the above-described boundaries shall be assessed to fund supplemental special benefit programs, services and improvements as outlined in this Report and in the Management District Plan. All HPPBID funded services, programs and improvements provided within the above described boundaries shall confer special benefit to identified assessed parcels inside the District boundaries and none will be provided outside of the District. Each assessed parcel within the HPPBID will proportionately specially benefit from the District funded

programs and services (i.e. Sidewalk Operations, District Identity and Place Making, Administration and Contingency, Reserve & Uncollected Funds). These services, programs and improvements are intended to improve commerce, employment, occupancy rates and investment viability of assessed parcels and businesses within the HPPBID. The HPPBID confers special benefits on each and every individually assessed parcel by reducing crime, improving aesthetics and marketing goods and services available from individually assessed parcels and the businesses on them within the District, all considered necessary in a competitive properly managed business district. All District funded services programs and improvements are considered supplemental, above normal base level services provided by the City of Los Angeles and are only provided for the special benefit of assessed parcels within the boundaries of the proposed renewed HPPBID.

The District includes 162 parcels identified as assessable within one Benefit Zone and which are listed in the Assessment Roll included as Appendix 1. For further information, a District Boundary Map is included as Appendix 2.

Section 3

District Improvement and Activity Plan

Process to Establish the Improvement and Activity Plan

Through a series of property owner meetings, the Highland Park Business Improvement District Steering Committee collectively determined the priority for improvements and activities to be delivered by the business improvement district. The primary needs as determined by the property owners were:

- Right of Way programs, includes but is not limited to: Security (Safe), Street Maintenance (Clean) and Beautification, Design Elements and any Right-of-Way consulting, etc.
- District Identity, Organization & Contingency, includes but is not limited to: branding, organization operation, communication, image and contingency.

The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services. The Highland Park HPPBID shall have the right to reallocate up to 10% of the budget allocation by line item within the budgeted categories. Any change will be approved by the Highland Park HPPBID board of directors and submitted to the City of Los Angeles within its annual planning report. Pursuant to Section 36650 of the California Streets and Highways Code. The overall budget shall remain consistent with this MDP.

Services and improvements provided by the Highland Park HPPBID are designed to provide special benefits in the form of improving the economic and environmental vitality while preserving and strengthening the historical nature of the District. Highland Park HPPBID programs provide special benefits to assessed parcels with retail, mixed use commercial, parking, restaurant, art, industrial and office each benefit specifically from the District's sidewalk operations and beautification which incorporate the clean and safe programs for assessed parcels.

In order to ensure that parcels outside of the District will not specially benefit from the improvements and services funded with the assessments, improvements and services will only be provided to each individually assessed parcel within the boundaries of the District. Specifically, cleaning personnel, and similar service providers employed in connection with the Highland Park HPPBID will only provide services to each individually assessed parcel within the District and will not provide services outside of District boundaries. Nor will Highland Park HPPBID promotional efforts, which are designed to increase economic activity for businesses within the assessed parcels, promote activities outside of District boundaries.

Special Benefit Definition- Please refer to Engineers Report
General Benefit Definition Please refer to Engineers Report

The service provider shall allocate the special benefit services based upon the assessments generated in each Benefit Zone. The percentages listed in Table 1.

**TABLE 1
 PROGRAMS & ACTIVITIES FUNDED (SPECIAL BENEFITS ONLY)**

Program or Activity funded by Highland Park HPPBID	Percent of Budget 2020	Annual Costs 2020
Sidewalk Operations & Beautification	78%	\$ 489,723
District Identity, Organization & Contingency/Reserve	22%	\$ 138,127
Total	100%	\$ 627,850

SIDEWALK OPERATIONS & BEAUTIFICATION (78%)

Safe Program

Private security will be provided based upon the proportionate amount assessed on parcels within each benefit zone.

Examples of these special benefit services include but are not limited to regular security patrols on foot, etc. These services are over and above those services currently provided by the Los Angeles Police Department.

Clean Program

Cleaning services, such as trash pickup and removal from the district; landscape services; and equipment expenses are included in this program. Clean services will be provided to assessed parcels within District boundaries. In order to consistently deal with cleaning issues, a multi-dimensional approach has been developed consisting of the following elements:

- **Sidewalk Cleaning:** Uniformed personnel sweep litter, debris and refuse from sidewalks, along fence lines, the public right of way, and gutters of the District. District personnel may pressure wash the sidewalks. Clean sidewalks support an increase in commerce and provide a special benefit to each individually assessed parcel in the district.
- **Trash Collection:** Collector truck personnel collect trash from sidewalk trash receptacles.
- **Graffiti Removal:** Painters remove graffiti tags by painting, using solvent and pressure washing. The District maintains a zero-tolerance graffiti tag policy.
- **Weed Abatement:** Weeds are removed as they become unsightly or as needed.
- **Landscape Maintenance:** Landscape maintenance is an important program that works to attract increased customers to the district. Landscape maintenance includes maintaining tree wells, planters and weed abatement. A well-landscaped district supports an increase in commerce and provides a special benefit to each individually assessed parcel in the district.
- Parcels that are under construction and/or vacant within the BID will be monitored for maintenance and security problems. For example, a broken security fence allowing access to the site would be reported to the property owner.
- **Paper Sign and Handbill Removal:** Paper signs and handbills scotch taped or glued on public and private property are removed by hand within the BID boundaries. The above services will only be provided to the individual assessed parcels within the BID boundaries and therefore parcels outside of the boundaries will not receive this special benefit.
- **Special Collections:** Collector truck personnel are dispatched to collect large bulky items illegally dumped within the BID boundaries. The above services will only be provided to the individual assessed parcels within the BID boundaries and therefore parcels outside of the boundaries will not receive this special benefit.
- **Maintenance Problems Requiring Third Party Intervention:** Blighted or unsafe conditions created within the District but that are not within the authority/jurisdiction of the BID to address will be monitored. Service requests are made to the responsible party/agency for service. Types of conditions include blocked or damaged sewers or drains, damaged sidewalks/streets/alleys, non-operating streetlights, damaged or missing street signs, etc., within the HPPBID boundaries. The above services will only be provided to the individual assessed parcels within the HPPBID boundaries and therefore parcels outside of the boundaries will not receive special benefit.

Beautification Program

- **Design, Streetscape Strategies & Consulting:** Design, installation and maintenance of gateway signs; design, installation and maintenance of banner brackets and banner production; design and branding of logo; design, purchase, install and maintain street furniture and streetscape; purchase, installation, removal and maintenance of holiday decoration program. The above services will only be provided to the individual assessed parcels within the HPPBID boundaries and therefore parcels outside of the boundaries will not receive special benefit. Develop strategies for economic development and possible expansion; develop plan of action for the implementation of and strategies for traffic calming and pedestrian safety related to business attraction and retention, and promotion of the area to prospective businesses; seek private and public grant funds to facilitate the work of the HPPBID. The above services will only be provided to the individual assessed parcels within the BID boundaries and therefore parcels outside of the boundaries will not receive special benefit.
- **Special Projects:** Special projects are designed to enhance the assets and the image of the HPPBID, for example the Old LA Certified Farmers Market within the HPPBID boundaries. Special project funds will only be used to specially benefit parcels within the District. The benefit to individual parcels within the District from these services is increased commercial activity and increase in the attraction of pedestrians from transit ridership, which directly relates to increases in lease rates and enhanced commerce. The above services will only be provided to the individual assessed parcels within the BID boundaries and therefore parcels outside of the boundaries will not receive special benefit.

DISTRICT IDENTITY, ORGANIZATION & CONTINGENCY/RESERVE (22%)

It is important to not only provide the services needed in the District, but to tell the story of improvement in the District. The benefit to property owners from these services is increased commercial activity.

- **District Identity & Communications-** Advertising, Marketing and Promotions strategies such as website maintenance and maintenance, Communications like newsletters, signage, holiday decorations, phones, fax, internet and email & social media marketing will create an environment that provides a unique shopping experience for customers, tenants and employees. The special benefit to assessed parcels from these services is an increased likelihood of lease rates, increased sales, parking revenue and higher tenant occupancy because of an increase in commercial activity, and an overall increase in district activity.
- **Organization-** A professional management staff oversees the HPPBID services, which are delivered seven days per week. Management staff actively works on behalf of the HPPBID to insure City and County services and policies support the District. Included in this line item are management labor, corporate operations, office expenses and organizational expenses such as insurance and the cost to conduct a yearly financial review and tax filing. A well-managed District provides necessary HPPBID program oversight and guidance that produces higher quality and more efficient programs. The special benefit to assessed parcels from these services is an improved lease rates and tenant occupancy because of an increase in commercial activity, an increase in customers and residential serving businesses in part due to the work of the management staff as stated above.
- **Contingency/Reserve/City Costs-** Included in this budget item are City fees, delinquencies, no pays included are costs to renew the BID. Delinquencies- Up to ten percent (10%) of the budget is held in reserve to offset delinquent and/or slow payment from both public and private properties. City Fees- Assessments are budgeted in order to fund the expenses charged by the City of Los Angeles and County of Los Angeles for collection and distribution of HPPBID revenue. These reserves may be carried forward from year to year for a specific purpose or shall be reallocated to the designated budgetary categories found within the MDP.

City Baseline Services

All of the services provided to assessed parcels within the HPPBID are over and above the city baseline services.

General Benefit

As stipulated in Article XIID Section 4(b) of the California Constitution, assessment district programs and activities confer a combination of general and special benefits to properties, but the only program benefits that can be assessed are those that provide special benefit to the assessed properties. For the purposes of this analysis, a “general benefit” is hereby defined as: “A benefit to properties in the area and in the surrounding community or benefit to the public in general resulting from the improvement, activity, or service to be provided by the assessment levied”. “Special benefit” as defined by the California State Constitution means a distinct benefit over and above general benefits conferred on real property located in the district or to the public at large.

The property uses within the boundaries of the District that will receive special benefits from District funded programs and services are currently a mix of general commercial, retail, office, entertainment, industrial, parking, residential, education and government facilities. Services, programs and improvements provided and funded by the District (i.e. Sidewalk Operations & Beautification; District Identity, Organization & Contingency) are primarily designed to provide special benefits to identified assessed parcels and the array of land uses within the boundaries of the HPPBID as described in the Special Benefits Details.

5 Year Operating Budget (Special and General Benefit Costs)

A projected five-year operating budget for the HPPBID is provided in Table 2. The projections are based upon a 5% maximum annual assessment rate increase: Revenues for specific programs may be reallocated from, year-to-year, among District activities within a 10% range. Budget reallocations above 10% must be approved by the City of Los Angeles. However, the overall budget shall remain consistent with this Management District Plan.

*Assumes 5% yearly increase on all budget

Note: Any accrued interest or delinquent payments will be expended in the above categories.

**Table 2
 Projected Budget for 2020-2024**

Projected Budget	% of Budget	2020	2021*	2022*	2023*	2024*
Sidewalk Operations & Beautification	78	\$486,640.00	\$ 514,209	\$539,919	\$566,915	\$595,261
District ID, Organization, Contingency/Reserve	22	\$140,885.47	\$ 145,033	\$152,285	\$159,899	\$167,894
Total Assessment	100	\$627,525.47	\$ 659,242	\$692,204	\$726,814	\$763,155

**Table 3
 Projected Annual Assessment Schedule**

Assessment Variable	2020	2021*	2022*	2023*	2024*
Lot Size (per square foot)	\$.137	\$.144	\$.151	\$.159	\$.167
Building Size (per square foot)	\$.22	\$.231	\$.243	\$.255	\$.268
Street Frontage (per linear foot)	\$11.95	\$12.55	\$13.18	\$13.84	\$14.53

**Table 4
 Assessable Benefit Units**

Assessment Variable	Lot sq/ft	Building sq/ft	Frontage by Linear ft
Total	2,151,189	904,811	11,220

**Table 5
 Amount Generated by Property Variable**

Assessment Variable	2020	2021*	2022*	2023*	2024*
Lot Size (per square foot)	\$294,713	\$309,449	\$324,921	\$ 341,167	\$358,225

Building Size (per square foot)	\$199,058	\$ 209,011	\$ 219,462	\$ 230,435	\$241,957
Street Frontage (per linear foot)	\$134,079	\$140,783	\$147,822	\$155,213	\$162,974
Total	\$627,850	\$659,243	\$692,205	\$726,815	\$763,156

Implementation Timetable

The HPPBID is expected to be established and begin implementation of the MDP on January 1, 2020. Pursuant to State Law the HPPBID will have a five-year life beginning January 1, 2020 through December 31, 2024.

Budget Adjustments

Any annual budget surplus will be rolled into the following year's District budget. The budget will be set accordingly, within the constraints of the MDP to adjust for surpluses that are carried forward.

District Rollover

Any unexpended funds at the end of the current HPPBID will be rolled over into the Highland Park HPPBID. A portion of remaining funding may be used for HPPBID renewal activities. Parcels that were not in the current Highland Park HPPBID but are in the proposed Highland Park HPPBID will not receive any services paid for by rolled over funds.

Parcels that are in the current HPPBID, but are not in the proposed HPPBID will receive a refund if any, unexpended funds that remain after paying all expenses of the current Highland Park HPPBID.

Cap

The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services. Assessments may be subject to annual increases not to exceed the assessment rates in Table 2 for any given year. Increases will be determined and approved by the North Figueroa Association and will vary between 0% and 5% in any given year. Any change will be submitted to the City within the annual planning report, pursuant to Section 36650 of the California Streets and Highways Code.

Section 4

Assessment Methodology

The methodology to levy assessments upon real property that benefit from the improvements and activities of the Highland Park Business Improvement District are Street Front Footage, Parcel Square Footage and Building Square Footage as the three assessment variables. See Attachment I, the Assessment Engineers Report, for a complete analysis of the assessment methodology.

Calculation of Assessments

As stipulated in Article XIID Section 4(b) of the California Constitution, assessment district programs and activities confer a combination of general and special benefits to properties, but only programs that provide special benefit to parcels can result in its assessment.

No assessment shall be imposed on any parcel, which exceeds the reasonable cost of the proportional special benefits conferred upon that parcel. Only special benefits are assessable and these benefits must be separated from any general benefits.

A general benefit is defined as a benefit to properties in the surrounding community or a benefit to the public in general resulting from improvement, activity or service to be provided by the assessment levied.

Linear Street Frontage Defined

Properties are assessed for all street frontages. Street frontage footage was obtained from the County Assessor's parcel maps and is a direct measure of the static utilization of each parcel and its corresponding impact or draw on HPPBID funded activities, many of which are linear in nature (i.e. Sidewalk Operations).

Building Area Square Footage Defined

Building square footage is defined as gross building square footage as determined by the outside measurements of a building. Building square footage is obtained from the County Assessor's parcel maps. It is relevant to the interim use of a property and is a direct measure of the static utilization of each parcel and its corresponding impact or draw on HPPBID funded activities.

Lot Area Square Footage Defined

Lot square footage is defined as the total amount of area within the borders of the parcel. The borders of a parcel are obtained from the County Assessor parcel maps and is a direct measure of the current and future development capacity of each parcel and its corresponding impact or draw on HPPBID funded activities.

Assessment Calculation Formula

Please refer to Engineers Report

Maximum Annual Assessment Adjustments

Assessment annual increases cannot exceed 5% per year. Increases will be determined and approved by the Owners' Association and will vary between zero and 5% in any fiscal year. The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services.

The District shall adhere to the budget and Management District Plan. While some variation is permissible to account for unexpected circumstance, the funding allocated to each funding category expressed as a percentage in the Management District Plan. Any proposed variation that exceeds 10% of total budget shall be subject to review and approval of the City of Los Angeles City Clerk office, pursuant to Section 36650 of the California Streets and Highways Code. The overall budget shall remain consistent with this MDP.

Total Assessable Footage

There are no benefit zones or sub-districts within the proposed district. Properties or portions of properties used for residential purposes shall be exempt from being assessed until such time that the property use is converted to commercial/retail or other non-residential usage. All private, public and non-profit properties, excepting residential, shall be assessed.

Future Development

As a result of continued development, the District may experience the addition or subtraction of assessable commercial footage for parcels included and assessed within the District boundaries. The modification of parcel improvements assessed within the District may then change upwards or downwards the amount of total footage assessment for these parcels. In future years, the assessments for the special benefits bestowed upon the included BID parcels may change in accordance with the assessment methodology formula listed in the Management District Plan and Engineer's Report provided the assessment rate does not change. If the assessment formula changes, then a Proposition 218 ballot will be required for approval of the formula changes. Pursuant to Government Code section 53750.

Time and Manner for Collecting Assessments

As provided by State law, the District assessment will appear as a separate line item on annual property tax bills prepared by the County of Los Angeles. The Los Angeles City Clerk's office may direct bill the first year's assessment for all property owners and will direct bill any property owners whose special assessment does not appear on the tax rolls.

The assessments shall be collected at the same time and in the same manner as for the ad valorem property tax paid to the County of Los Angeles. These assessments shall provide for the same lien priority and penalties for delinquent payment as is provided for the ad valorem property tax. However, assessments may be billed directly by the City for any fiscal year of operation and then by the County for subsequent years. Any delinquent assessments owed for a year for which the City billed will be added to the County property tax roll for the following year. The "property owner" means any person shown as the owner/taxpayer on the last equalized assessment roll or otherwise known to be the owner/taxpayer by the City.

Public Agency Assessments

The City of Los Angeles is a major property owner in the District. The City parcels will derive special benefits from the peripheral cleaning of City parking lots, which may attract more visitors and pedestrian traffic, and, in turn, generate additional parking revenue for the City. The additional parking usage and revenues may also yield greater sales tax revenues and provide greater economic prosperity for the City. In addition, HPPBID programs and services will supplement the current base level of services that exists in and around the City parcels to ensure a system of cleanliness and order around many of these vacant or underutilized City owned parcels. The HPPBID will convey a cleaner, more attractive and inviting environment, which will enhance the parking experience to visitors to the District shopping areas.

Each publicly owned parcel within the District will proportionately benefit from the District funded supplemental sidewalk operations (clean and safe) and beautification, district identity (newsletter and website) and organization (management). Each of these parcels specially benefit from District funded programs and services from cleaner and safer entrances and perimeters. In addition, the District funded marketing and district identity programs benefit publicly owned parcels by announcing public events and activities held at these public facilities and apprise employees of important District news, security issues and alerts and crime statistics. These services and programs are designed to improve the safety and cleanliness and usability of each publicly owned assessed parcel and facility within the District by reducing crime, litter and debris, all considered detractors to employment, visitation and use of public facilities.

APN	Public Agency Owner	Site Address	Use	2020 Assessment	% of Total
5468-025-900	L A CITY		Parking Lot	\$1,815.25	0.289%
5468-025-901	L A CITY		Parking Lot	\$586.36	0.093%
5468-032-901	L A CITY		Parking Lot	\$1,938.55	0.309%
5468-032-902	L A CITY	115 S AVE 56	Community Garden	\$1,438.50	0.229%
5468-032-903	L A CITY		Community Garden	\$569.92	0.091%
5468-033-900	L A CITY	119 N AVE 56	Parking Lot	\$1,395.76	0.222%
5468-033-901	L A CITY		Parking Lot	\$1,395.76	0.222%
5468-033-902	L A CITY	117 N AVE 56	Parking Lot	\$630.20	0.100%
5468-033-903	L A CITY		Parking Lot	\$1,356.30	0.216%
5468-033-905	L A CITY	5601 N FIGUEROA ST	Office	\$3,901.80	0.621%
5492-001-900	L A CITY	5712 MARMION WAY	Parking Lot	\$2,996.88	0.477%
5492-001-901	L A CITY		Parking Lot	\$1,027.50	0.164%
5492-001-902	L A CITY		Parking Lot	\$1,284.38	0.205%
5492-002-900	L A CITY		Parking Lot	\$1,246.70	0.199%
5492-002-901	L A CITY		Parking Lot	\$163.03	0.026%
5492-011-900	L A CITY	117 S AVE 58	Parking Lot	\$959.00	0.153%
5492-011-901	L A CITY	113 S AVE 58	Parking Lot	\$959.00	0.153%
5492-012-900	L A CITY	5826 MARMION WAY	Parking Lot	\$1,849.50	0.295%
5492-013-900	L A CITY	5921 N FIGUEROA ST	LA City Fire Dept	\$4,595.00	0.732%
5492-024-900	L A CITY	6000 N FIGUEROA ST	Office	\$8,857.80	1.411%

Attachment B - Highland Park BID Renewal Documents
Highland Park Business Improvement District

5492-025-900	L A CITY		LA City Playground	\$43,494.01	6.927%
5492-025-901	L A CITY	6145 N FIGUEROA ST	LA City Library	\$9,095.49	1.449%
5492-034-900	L A CITY		Triangle Park	\$1,115.10	0.178%
5492-034-901	L A CITY	6152 N FIGUEROA ST	Senior Citizen Center	\$17,442.67	2.778%
5492-034-902	L A CITY		Senior Citizen Center	\$13,017.87	2.073%
SUBTOTAL LA CITY				\$123,132.33	19.612%
5492-025-902	LACMTA		Transit Corridor	\$1,672.20	0.266%
SUBTOTAL LACMTA				\$1,672.20	0.266%
GRAND TOTAL PUBLIC AGENCIES				\$124,804.53	19.878%

Residential Assessments

In accordance with Section 36632 (c) of the California Streets and Highways Code, properties zoned solely for single family residential or agricultural use are conclusively presumed not to receive special benefit from the improvements and service funded through the assessments of the District and are not subject to any assessment pursuant to Section 36632 (c). Therefore, properties zoned solely for residential or agricultural use within the boundaries of the District, if any, will not be assessed.

Section 5

District Rules and Regulations

Pursuant to the Property and Business Improvement law of 1994, as amended, a business improvement district may establish rules and regulations that uniquely apply to the District. The District has adopted the following rules:
Competitive Procurement Process

The Owner's Association shall develop a policy for competitive bidding when purchasing substantial amounts of services, products and/or equipment. The policy will aim to maximize service, quality, efficiency and cost effectiveness.

Renewal

District funds may be used for renewing the district.

Bonds

The District will not issue any bonds to finance any services or improvements in the district.

District Formation

District formation requires submission of petitions from property owners representing over 50% of the total weighted assessments. Once the petitions have been submitted to the City Clerk's office, the Los Angeles City Council will adopt an Ordinance of Intention to establish the district and mail out ballots to all affected property owners. The district is formed if the weighted majority of returned ballots support the district formation.

Duration

The HPPBID shall have a five-year term, which shall commence on January 1, 2020 and expire on December 31, 2024.

Governance

The Owners' Association, as defined by Ordinance No. 173167 amending Los Administrative Code Chapter 9, Sections 6.600 to 6.620 will review the District Budget and policies annually within the limitations of the MDP as

defined in Section 6.616 of Chapter 9 of the Administrative Code. Annual and quarterly reports will be filed with the City Clerk's office.

The Owners' Association may contract with the City of Los Angeles to implement the improvements and activities and oversee the day-to-day implementation of the MDP as well as submit recommendations to the City on issues including the annual budget and work plan.

Disestablishment

California State Law Section 36670 provides for the disestablishment of a District. Upon the termination of this District any remaining revenues shall be transferred to the renewed District, if one is established, pursuant to Streets and Highways Code Section 36660 (b). If disestablished, unexpended funds will be returned to property owners based upon each parcel percentage contribution.

Appendix A

Property Owner Parcel Information

APN	2020 Assessment	% of Total
5468003004	\$643.50	0.102%
5468003005	\$624.36	0.099%
5468003007	\$2,151.63	0.343%
5468003008	\$2,209.95	0.352%
5468003020	\$5,162.66	0.822%
5468003021	\$2,020.72	0.322%
5468004006	\$5,412.46	0.862%
5468004009	\$4,875.68	0.777%
5468004022	\$8,917.00	1.420%
5468005032	\$3,080.70	0.491%
5468005042	\$4,622.30	0.736%
5468005044	\$7,071.27	1.126%
5468005045	\$38,237.03	6.090%
5468014001	\$1,758.35	0.280%
5468014002	\$1,689.58	0.269%
5468014003	\$2,659.78	0.424%
5468014028	\$9,058.49	1.443%
5468015001	\$2,990.09	0.476%
5468015002	\$2,653.97	0.423%
5468015003	\$2,465.43	0.393%
5468015015	\$1,712.59	0.273%
5468015016	\$3,421.46	0.545%
5468015033	\$2,275.26	0.362%
5468016001	\$6,397.56	1.019%
5468016002	\$1,787.50	0.285%
5468016040	\$2,706.91	0.431%
5468016044	\$3,713.54	0.591%
5468017001	\$1,654.20	0.263%
5468017023	\$2,548.47	0.406%
5468017024	\$2,058.55	0.328%
5468017025	\$1,782.57	0.284%
5468017027	\$2,030.10	0.323%

5468017028	\$712.80	0.114%
5468017031	\$2,543.94	0.405%
5468020002	\$2,229.70	0.355%
5468020003	\$2,362.35	0.376%
5468020013	\$2,976.40	0.474%
5468020014	\$2,020.94	0.322%
5468020015	\$6,435.55	1.025%
5468020025	\$4,333.26	0.690%
5468021014	\$2,586.62	0.412%
5468021024	\$2,107.23	0.336%
5468021025	\$6,118.26	0.974%
5468021030	\$5,684.11	0.905%
5468021031	\$20,569.13	3.276%
5468024006	\$892.54	0.142%
5468024007	\$5,593.85	0.891%
5468024008	\$7,468.68	1.190%
5468024009	\$4,076.80	0.649%
5468024010	\$6,134.40	0.977%
5468025001	\$3,056.63	0.487%
5468025002	\$988.30	0.157%
5468025003	\$3,506.78	0.559%
5468025004	\$1,290.06	0.205%
5468025005	\$1,770.37	0.282%
5468025016	\$3,195.43	0.509%
5468025017	\$586.36	0.093%
5468025027	\$1,846.47	0.294%
5468025900	\$1,815.25	0.289%
5468025901	\$586.36	0.093%
5468026001	\$1,942.39	0.309%
5468026012	\$5,119.69	0.815%
5468026021	\$1,688.28	0.269%
5468026023	\$2,813.67	0.448%
5468026030	\$7,730.79	1.231%
5468032001	\$8,018.12	1.277%

Attachment B - Highland Park BID Renewal Documents
 Highland Park Business Improvement District

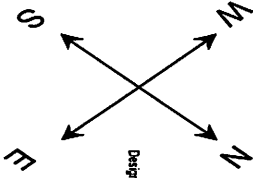
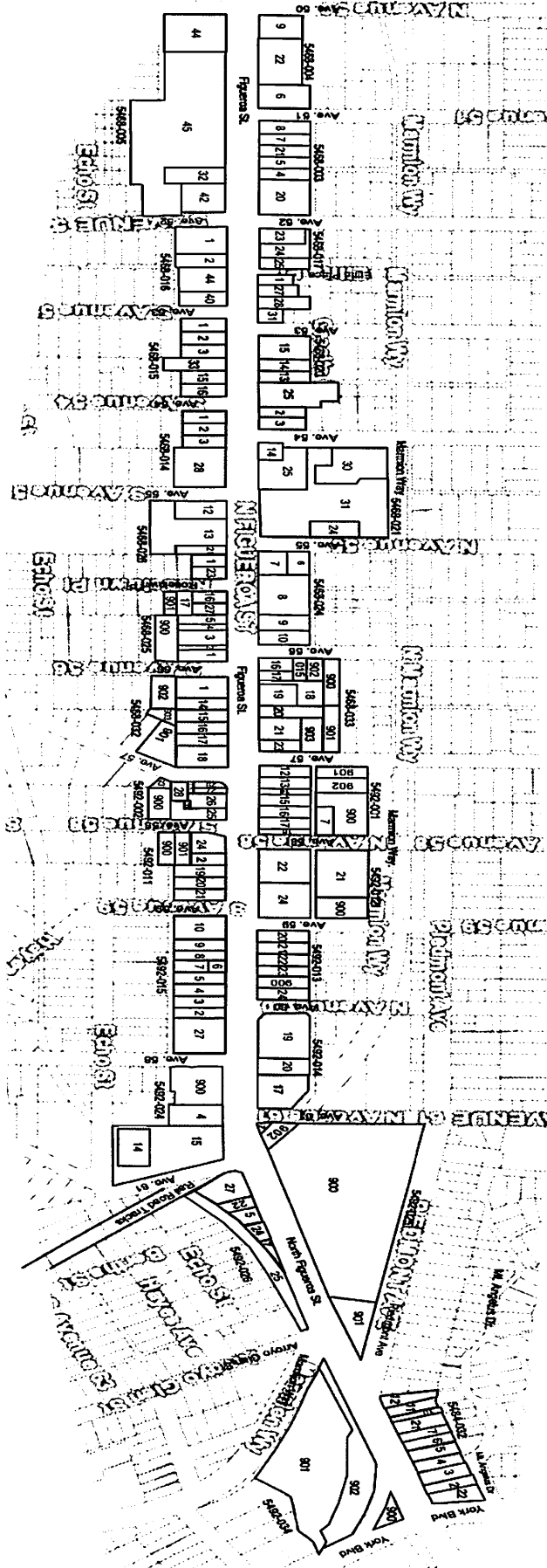
5468032014	\$3,039.99	0.484%
5468032015	\$2,159.58	0.344%
5468032016	\$2,291.99	0.365%
5468032017	\$2,831.24	0.451%
5468032018	\$5,024.11	0.800%
5468032901	\$1,938.55	0.309%
5468032902	\$1,438.50	0.229%
5468032903	\$569.92	0.091%
5468033015	\$830.72	0.132%
5468033017	\$1,906.00	0.304%
5468033018	\$1,420.87	0.226%
5468033019	\$5,469.66	0.871%
5468033020	\$3,763.44	0.599%
5468033021	\$4,379.00	0.697%
5468033023	\$3,399.50	0.541%
5468033900	\$1,395.76	0.222%
5468033901	\$1,395.76	0.222%
5468033902	\$630.20	0.100%
5468033903	\$1,356.30	0.216%
5468033905	\$3,901.80	0.621%
5484032002	\$2,245.12	0.358%
5484032003	\$3,455.68	0.550%
5484032004	\$2,120.00	0.338%
5484032005	\$2,351.88	0.375%
5484032006	\$360.80	0.057%
5484032007	\$319.44	0.051%
5484032010	\$650.00	0.104%
5484032011	\$467.28	0.074%
5484032012	\$320.54	0.051%
5484032021	\$564.08	0.090%
5484032022	\$1,766.88	0.281%
5492001007	\$856.25	0.136%
5492001012	\$2,725.00	0.434%
5492001013	\$2,615.00	0.417%
5492001014	\$1,302.00	0.207%
5492001015	\$3,275.00	0.522%
5492001016	\$3,165.00	0.504%
5492001017	\$2,786.60	0.444%
5492001018	\$1,931.20	0.308%
5492001900	\$2,996.88	0.477%
5492001901	\$1,027.50	0.164%
5492001902	\$1,284.38	0.205%
5492002008	\$86.53	0.014%
5492002013	\$68.50	0.011%
5492002025	\$5,048.18	0.804%
5492002026	\$3,060.18	0.487%
5492002027	\$927.18	0.148%
5492002028	\$690.48	0.110%
5492002029	\$2,036.30	0.324%

5492002900	\$1,246.70	0.199%
5492002901	\$163.03	0.026%
5492011002	\$1,941.20	0.309%
5492011019	\$3,078.54	0.490%
5492011020	\$2,340.00	0.373%
5492011021	\$2,370.58	0.378%
5492011024	\$3,432.37	0.547%
5492011900	\$959.00	0.153%
5492011901	\$959.00	0.153%
5492012021	\$13,615.34	2.169%
5492012025	\$17,988.25	2.865%
5492012900	\$1,849.50	0.295%
5492013020	\$3,239.30	0.516%
5492013021	\$2,196.06	0.350%
5492013022	\$2,322.40	0.370%
5492013023	\$2,729.62	0.435%
5492013024	\$2,355.40	0.375%
5492013900	\$4,595.00	0.732%
5492014017	\$7,485.66	1.192%
5492014019	\$9,080.69	1.446%
5492014020	\$3,865.55	0.616%
5492015002	\$1,611.30	0.257%
5492015003	\$2,407.32	0.383%
5492015004	\$2,780.00	0.443%
5492015005	\$2,416.12	0.385%
5492015006	\$1,135.50	0.181%
5492015009	\$2,835.00	0.452%
5492015010	\$7,315.38	1.165%
5492015027	\$7,809.04	1.244%
5492015028	\$4,028.50	0.642%
5492024004	\$5,243.66	0.835%
5492024014	\$5,926.20	0.944%
5492024015	\$8,984.68	1.431%
5492024900	\$8,857.80	1.411%
5492025001	\$806.52	0.128%
5492025900	\$43,494.01	6.927%
5492025901	\$9,095.49	1.449%
5492025902	\$1,672.20	0.266%
5492026005	\$2,275.87	0.362%
5492026007	\$2,586.47	0.412%
5492026022	\$1,657.33	0.264%
5492026024	\$2,485.99	0.396%
5492026025	\$6,537.94	1.041%
5492026027	\$5,657.34	0.901%
5492034900	\$1,115.10	0.178%
5492034901	\$17,442.67	2.778%
5492034902	\$13,017.87	2.073%
Total	\$627,850.31	100%

Appendix B

Map of Highland Park PBID

Highland Park PBID



Designed by Nancy Hester ©2018



PETITION to ESTABLISH the Highland Park Business Improvement District

PURSUANT TO (SECTION 36600 ET. SEQ OF THE
CALIFORNIA STREETS AND HIGHWAYS CODE)

LEGAL OWNER LACMTA

APN NUMBER	SITE ADDRESS	ASSESSMENT AMOUNT	PERCENTAGE
5492-025-902		\$1,672.20	0.266%
TOTALS		\$1,672.20	

YES, I want my property(ies) to be included in this Business Improvement District.

Property Owner's Name
(Please Print or Type)

Signature
Property Owner's OR Duly Authorized Representative's

Title
(Please Print or Type)

Date

STATEMENT OF AUTHORITY TO SIGN THIS PETITION – (Must be completed by petition signer)

I, , hereby certify (or declare) under penalty of perjury under the laws of the
PRINT NAME CLEARLY
State of California that I am legally authorized as owner, or legal representative of owner, to accept the levy of liens
(assessment amounts) on the property(ies) listed above. This statement is true, correct, and complete to
the best of my knowledge as of / / . Petitioner Signature:
MONTH DAY YEAR

NOTE: ALL FIELDS MUST BE COMPLETED. PETITIONS WITH EMPTY FIELDS WILL BE REJECTED.

Return to us ASAP

Please Return To:
By mail: North Figueroa Assn, 5651 Fallston St., Los Angeles, CA 90042
By Fax: 323-257-1036
By Email: misty@oldla.org

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

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 14, 2014

**SUBJECT: GUIDELINES ON LACMTA'S PARTICIPATION IN PROPOSED
BENEFIT ASSESSMENT DISTRICTS (BID)**

ACTION: DELEGATION OF AUTHORITY

RECOMMENDATION

Delegate authority to the Chief Executive Officer to determine the Los Angeles County Metropolitan Transportation Authority's ("LACMTA") participation in Benefit Assessment District where the total assessment over the term of the BID does not exceed \$500,000, **and where the action represents a renewal of a BID previously approved by the Board.**

BACKGROUND

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

DISCUSSION

The existing policy specifically requires that staff analyze each new assessment district's services and provide the MTA Board with an analysis, on a case by case basis. Many of the BIDS are at levels that are significantly below the current delegated authority of the Chief Executive Officer of \$500,000. In addition, the analysis of the benefit to LACMTA is routine and warrants the agency's participation. **Staff would prepare the same level of review and analysis of the benefits of participation in the BID and submit to the CEO for review and approval.** In any case where the total assessment **for a BID's renewal** exceeds \$500,000 over the term of the BID, the

analysis will be completed and submitted to the Board for approval. **Any participation in a newly proposed BID will be subject to Board approval.** ~~Staff would still prepare the same level of review and analysis of the benefits of participation in the BID and submit to the CEO for review and approval.~~

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on safety standards for Metro. However, generally a BID's safety program will increase safety and crime prevention in the area around LACMTA owned properties.

FINANCIAL IMPACT

LACMTA currently participate in 40 ~~40~~ **41** BIDs and street lighting districts. The annual budget as of FY14 is approximately \$517,000.00. Funding to participate in the established BIDs is included in Cost Center 0651, Account No. 50799 (Taxes). Funds are budgeted for each fiscal year. **Funding for the BIDS are allocated from the revenue generated from the General Fund - Right of Way Lease Revenue.**

ALTERNATIVES CONSIDERED

The Board could not approve this recommendation to delegate authority to the Chief Executive Officer and staff would continue to bring **BID renewals** ~~these requests~~ to the Board for approval. The efficiency and the time involved in agendaizing the request on the Board's agenda is often constrained by the timeline established by the BID to obtain MTA's approval. In those cases, MTA would not **be able to sign** the petition circulated to property owners affected by the BID **for renewals.**

ATTACHMENTS

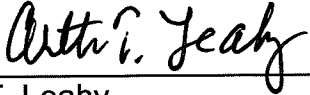
Attachment A Guidelines on MTA Participation in Proposed Assessment District dated June 18, 1998

Prepared by: Velma C. Marshall, Deputy Executive Officer – Real Estate
(213) 922-2415

Calvin E. Hollis, Managing Executive Officer- Countywide Planning
and Development
(213) 922-7319



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

ATTACHMENT 1



**GENERAL GUIDELINES
for MTA Participation in Proposed Assessment Districts**

1. MTA Participation in Assessment Districts

Assessment districts can provide a wide variety of services and improvements. However, the MTA must decide individually whether or not specific MTA property benefits from such services and improvements. Such determination shall be dependent upon:

- the use of MTA property, and
- the services or improvements provided by the assessment district.

2. Evaluation Criteria

The following criteria shall be used to evaluate whether or not an assessment district services and/or improvements will benefit MTA is the extent that the services or improvements specifically:

- improve MTA property or facilities,
- benefit MTA employees,
- benefit the MTA riding public, or
- reduce costs for the MTA.

3. Determination of Benefit

Each proposed assessment district containing MTA property will be analyzed on a case-by-case basis; however, general guidelines for determining benefit to MTA properties are as outlined in the following:

TIER 1 - NO BENEFIT

- Subsurface easements
- Aerial easements
- Rights of Way

TIER 2 - MINOR OR NO POTENTIAL BENEFIT

- Vacant Land
- Parking Lots

- **Bus Layovers**

TIER 3 - MINOR OR SOME POTENTIAL BENEFIT

- **Bus Divisions**
- **Bus Terminals**
- **Customer Service Centers**
- **USG Headquarters Building**
- **Maintenance Facilities**
- **Rail Division**
- **Rail Terminus**
- **Stations**

TIER 4 - ACTUAL BENEFIT

- **Joint Development Projects**

[cfo_proposalcost-optimization-fairness-policy.doc](#)

**Board Report**

File #: 2019-0293, **File Type:** Contract**Agenda Number:** 11.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 19, 2019****SUBJECT: INFORMATION TECHNOLOGY SERVICES BENCH****ACTION: APPROVE ADDITIONAL FUNDING****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE authorized funding in the amount of \$13 million for the Information Technology Services Bench (IT Bench) to perform information technology support services on an as-needed task order basis with multiple approved firms (see Attachment C) increasing the cumulative total authorized funding from \$17 million to \$30 million; and
- B. AWARD and EXECUTE task orders for a not to exceed amount of \$30 million.

ISSUE

The Information and Technology Services (ITS) department manages multiple programs to support the Agency's technology goals and objectives. Each program utilizes specialized technical services to support governance, planning, implementation, maintenance and enhancement services.

When delivering technology projects, based on project schedule needs, multiple support from various technical disciplines are required throughout the lifecycle. The number of concurrent resources required for limited durations may exceed the number of available budgeted full-time equivalents in the ITS department. To meet these resource demands, use of contracted resources on an as-needed basis is the most cost-effective method to fulfill the varied project support requirements in a timely manner. An IT Bench was developed in 2015 through a competitive process, establishing prequalified vendors to enable small/mid-scale task orders to be awarded more efficiently.

The IT Bench has been successful by quickly providing temporary resources to support many of the technology programs and enterprise systems including the Agency's Business Financial & Transit Operations Systems, Measures M & R Construction Projects, SCADA and TAP. Technology service coverage is needed in areas such as IT Governance & Strategic Planning, Network & Data Communications Infrastructure, Cyber Security, Programming & database services and Project Management Services.

The success of the IT Bench has exhausted the Bench's funds faster than anticipated. To meet the delivery of both current and approved planned technology initiatives which support the goals of Metro's Vision 2028 Strategic Plan, additional funds are being requested to add to the IT Bench contract. The IT Services Bench will support the following current projects that are in process:

- Connect Bus, Rail and Facilities cellular/WiFi Project
- Technology Expansion for all new facilities supporting Measures M & R
- Enterprise Asset Management Project
- Payroll Program Replacement Project
- Real Estate Replacement Project
- Enterprise Safety Management System Project
- Enterprise HR/Human Capital Systems Project
- Enterprise Unified Communications/Phone System Project
- Enhancing Camera/Video/ technology to improve Video Surveillance Project
- Nextrip Digital Signage Project
- Agency Information Security & Compliance Project
- Windows 10 Upgrade Project
- Technology Experience for the Customer Enhancement

BACKGROUND

In August 2015, using the IT Bench, the ITS Department issued 27 contracts for part time staff resources and professional services to support many of the Agency's technology initiatives.

DISCUSSION

The IT bench consists of vendors deemed qualified to participate in IT requirements for the following 16 technical disciplines. The IT bench was established for a five-year period to perform professional services for a cumulative total value of \$17 million. Individual task orders will continue to be awarded based on competition via the Request for Proposal (RFP) process.

1. Platform / End User Computing Systems
2. Database Services / Data Management

3. Storage Services
4. Telecom and Network Communication Services
5. Applications and Web Development
6. Business Intelligence and Analytics
7. Content Management
8. Mobile Solutions
9. Oracle E-business Suite
10. Transit Operations and Automated Fare Collection Systems
11. Asset Material and Management Systems
12. Intelligent Transportation/Transit services
13. Project / Program Management
14. IT Strategy Planning / Enterprise Architecture / Governance
15. Agency-Wide Information Security and Compliance
16. SCADA Control Systems Cyber Security

The IT Bench model has proven to be a successful method in reducing staff resources expended on the procurement of service contracts and has allowed for projects to be completed in a more efficient manner.

The IT Bench supports the core services provided by the ITS Department.

- The Business Application Services (BAS) program provides functional, business, and technical programming services to support approximately 145 business applications used daily for Transit Operations, Financial, Administrative Services, and other business units in Metro.
- The Operations and Service Delivery (OSD) program provides 24x7 installation and maintenance services for Metro's enterprise technology infrastructure including over 4,000 desktop/laptop/kiosk computers, 55 telephone PBX/VOIP systems, 9,000 phone devices, 2,100 telecommunications data lines and audio-visual services covering

the USG facility, over 35 divisions and other Metro locations.

- The Information Security Services program provides the Agency's cyber security activities protection and ensures the confidentiality, integrity and availability of the agency's critical information assets while ensuring its goals and objectives are being met.
- The Systems Architecture and Technology Integration program provides system administration, 24/7 data center operations, and disaster recovery services for Metro's enterprise technology network communications and database infrastructure.
- The ITS Program Office provides Strategic Planning, Governance, Project Management and technology support for Measure M & R construction projects.
- The Research and Records Information Management program administers the well-regarded transportation research library, as well as creates and governs policy on storage of Metro records.
- The Digital Strategy and Innovation Services program develops the roadmap for investment in technology to meet Metro's customers' needs.

AWARDS

Since the start of the IT Bench, 31 task orders have been issued. Of the initial \$17M total contract value, approximately \$15.5M (91%) in task orders have been awarded, leaving a balance of \$1.5M with 15 months (of the original 60 months) remaining for the period of performance. The IT Bench consists of 27 vendors, 11 of which are SBE's.

DETERMINATION OF SAFETY IMPACT

A critical role of effective transit service is the prompt and accurate dissemination of information to the public and to provide a safe environment for the public to travel. Many current IT projects, supported through the IT Bench, facilitate this effort.

FINANCIAL IMPACT

Funding for FY19 is included in the department, cost center budgets. Each task order awarded to a Contractor will be funded with the source of funds identified for that project. Since this is a multi-year contract, the departmental cost center managers will be responsible for budgeting costs in future years.

Impact to Budget

The funding for these task orders is dependent upon the specific project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports GOAL 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The IT Bench allows the Agency to be efficient and agile in acquiring professional services that support many of the Agency's key technology initiatives.

ALTERNATIVES CONSIDERED

1. Solicit competitive proposals for each individual task as it becomes due. This is not recommended as it would require extensive additional staff time to process each request and result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring these services on a per assignment basis does not provide opportunities for economies of scale.
2. Utilize the existing ITS staff to provide the required technical support. This is not feasible as the current budgeted ITS capacity is fully utilized to maintain Metro's existing computer and network systems. There would not be sufficient existing staff to re-assign to provide technical support to the various ITS capital projects.

NEXT STEPS


Upon Board approval, staff will increase funding to the IT Bench Contracts for the continuation of the IT services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Firms by Discipline IT Services Bench
Attachment D - List of Task Orders and Values
Attachment E - DEOD Summary

Prepared by: William Balter, Sr. Director ITS - Program Management Office (213) 922-4511

Reviewed by: Bryan Sastokas, Chief Information Technology Officer, (213) 922-5510
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

INFORMATION TECHNOLOGY SERVICES BENCH

1.	Contract Number: Various			
2.	Contractor: IT Bench (multiple contractors – see Attachment C)			
3.	Mod. Work Description: Continue IT services			
4.	Contract Work Description: IT services work related to 16 technical disciplines			
5.	The following data is current as of: May 14, 2019			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	July 23, 2015	Contract Funding Amount:	\$17,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$0.00
	Original Complete Date:	August 5, 2020	Pending Modifications (including this action):	\$13,000,000
	Current Est. Complete Date:	August 5, 2020	Current Contract Funding (with this action):	\$30,000,000
7.	Contract Administrator: Victor Zepeda		Telephone Number: (213) 922.1458	
8.	Project Manager: William Balter		Telephone Number: (213) 922.4511	

A. Procurement Background

This Board Action is to approve additional funding in the amount of \$13,000,000 to the IT Bench Contract, issued in support of the ITS department for information technology support services.

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

On July 23, 2015, the Board of Directors authorized the Chief Executive Officer to establish the IT Bench Contract with qualified firms for IT support services for a period of five years.

Please refer to Attachment B for Contract Modification/Change Order Log, and Attachment D for List of Task Orders and Values.

B. Cost/Price Analysis

All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

ATTACHMENT B

**CONTRACT MODIFICATION/CHANGE ORDER LOG
INFORMATION TECHNOLOGY SERVICES BENCH**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Additional Contract Authority	Pending	06/27/19	\$13,000,000
	Modification Total:			\$13,000,000
	Original Contract Funding:			\$17,000,000
	Total Funding:			\$30,000,000

ATTACHMENT C

**FIRMS BY DISCIPLINE
IT SERVICES BENCH**

A. Platform/End User Computing Systems
22nd CENTURY TECHNOLOGIES INC (DBE)
EPLUS TECHNOLOY INC
INTRATEK COMPUTER INC
INTUEOR CONSULTING INC (DBE/SBE)
SIERRA CYBERNETICS INC
VISION TECHNOLOGIES INC
ZENSAR TECHNOLOGIES INC

B. Database Services/Data Management
AURIGA CORPORATION (DBE/SBE)
INFORMATION MANAGEMENT RESOURCES (DBE/SBE)
INTRATEK COMPUTER INC
PI TECHNOLOGY INC (SBE)
ZENSAR TECHNOLOGIES INC

C. Storage Services
22nd CENTURY TECHNOLOGIES INC (DBE)
BIRDI & ASSOCIATES INC (DBE/SBE)
EPLUS TECHNOLOY INC
INTUEOR CONSULTING INC (DBE/SBE)
SIDEPATH INC
ZENSAR TECHNOLOGIES INC

D. Telecom and Network Communication Svcs.
AURIGA CORPORATION (DBE/SBE)
BLACK BOX NETWORK SERVICES
CH2M HILL INC
EPLUS TECHNOLOY INC
WEST COAST CABLE INC (SBE)

E. Applications and Web Development
22nd CENTURY TECHNOLOGIES INC (DBE)
ECO & ASSOCIATES (DBE/SBE)
INTRATEK COMPUTER INC
INTUEOR CONSULTING INC (DBE/SBE)
PI TECHNOLOGY INC (SBE)
ZENSAR TECHNOLOGIES INC

F. Business Intelligence and Analytics
22nd CENTURY TECHNOLOGIES INC (DBE)
AURIGA CORPORATION (DBE/SBE)
INTRATEK COMPUTER INC
VIVA USA INC (DBE)
ZENSAR TECHNOLOGIES INC

G. Content Management
HERSHEY TECHNOLOGIES
INFORMATION MANAGEMENT RESOURCES (DBE/SBE)
INTRATEK COMPUTER INC
MYTHICS
PI TECHNOLOGY INC (SBE)
ZENSAR TECHNOLOGIES INC

H. Mobile Solutions
AEON GROUP LLC (DBE/SBE)
ALINC CONSULTING INC (DBE/SBE)
BIRDI & ASSOCIATES INC (DBE/SBE)
CIVIC RESOURCE GROUP (CRG)
PI TECHNOLOGY INC (SBE)
ZENSAR TECHNOLOGIES INC

I. Oracle E-business Suite
AURIGA CORPORATION (DBE/SBE)
INTRATEK COMPUTER INC
MYTHICS
PI TECHNOLOGY INC (SBE)
ZENSAR TECHNOLOGIES INC

J. Transit Operations and Automated Fare Collection Systems
ALINC CONSULTING INC (DBE/SBE)
AURIGA CORPORATION (DBE/SBE)
CH2M HILL INC
E DEMAND INC (SBE)
INFORMATION MANAGEMENT RESOURCES (DBE/SBE)

K. Asset Material and Management Systems
22nd CENTURY TECHNOLOGIES INC (DBE)
CH2M HILL INC
INTUEOR CONSULTING INC (DBE/SBE)
PI TECHNOLOGY INC (SBE)
TSTREET SOLUTIONS LLC

L. Intelligent Transportation/Transit Services
AEON GROUP LLC (DBE/SBE)
AURIGA CORPORATION (DBE/SBE)
CH2M HILL INC
INFORMATION MANAGEMENT RESOURCES (DBE/SBE)
INTUEOR CONSULTING INC (DBE/SBE)

M. Program / Project Management
AEON GROUP LLC (DBE/SBE)
E DEMAND INC (SBE)
INTUEOR CONSULTING INC (DBE/SBE)
PI TECHNOLOGY INC (SBE)
PLANTE MORAN PLLC
ZENSAR TECHNOLOGIES INC

N. IT Strategy Planning/Enterpriser Architecture/Governance
AEON GROUP LLC (DBE/SBE)
CH2M HILL INC
E DEMAND INC (SBE)
INFORMATION MANAGEMENT RESOURCES (DBE/SBE)
INTUEOR CONSULTING INC (DBE/SBE)
PLANTE MORAN PLLC

O. Agency-Wide Information Security and Compliance
22nd CENTURY TECHNOLOGIES INC (DBE)
DIGITAL SCEPTER (SBE)
EPLUS TECHNOLOY INC
PI TECHNOLOGY INC (SBE)
PLANTE MORAN PLLC

P. SCADA Control Systems Cyber Security
AURIGA CORPORATION (DBE/SBE)
DIGITAL SCEPTER (SBE)
EPLUS TECHNOLOY INC
INFORMATION MANAGEMENT RESOURCES (DBE/SBE)
VAN ASSOCIATES

**IT BENCH
LIST OF TASK ORDERS AND VALUES**

Task Order #	IT Bench Consultant	Contract No.	Project Description	Total Task Order
1	Pi Technology	PS3547800	Systems Support Staff Augmentation	\$ 487,680.00
2	Black Box	PS3629500	Telecomm Support	\$ 377,992.00
3	eDemand	PS3546600	UFC Update	\$ 696,791.27
4	Pi Technology	PS3547800	Sharepoint Staff Augmentation	\$ 392,679.00
5	Pi Technology	PS3547800	System Architect Support (for TAP)	\$ 366,928.00
6	N/A	N/A	CANCELED	\$ -
7	IMRI	PS3609000	ORACLE APEX CONSULTANT	\$ 264,022.00
8-pc	eDemand	PS3546600	Project Coordinator	\$ 470,005.00
8-spm	Pi Technology	PS3547800	Sr. Project Manager	\$ 806,400.00
8-brm	AEON	PS6609400	Business Relationship Manager	\$ 773,556.00
8-pmo	AEON	PS6609400	Project Manager Officer	\$ 881,416.41
9	N/A	N/A	CANCELED	\$ -
10	eDemand	PS3546600	Cyber Security	\$ 678,661.00
11	N/A	N/A	CANCELED	\$ -
12	N/A	N/A	CANCELED	\$ -
13	Pi Technology	PS3547800	Financial Applications (Apex Oracle Developer)	\$ 314,800.00
14	CH2M	PS36700000	Systems Analyst (for CFO)	\$ 182,474.40
15-3	Zensar West Coast	ps3547000	Salesforce Software Services	\$ 349,200.00
16	Cable	PS3555900	Cabling Services	\$ 747,500.00
17	N/A	N/A	CANCELED	\$ -
18	Digital Scepter	PS3549500	Palo Alto Firewall Support	\$ 352,650.00
19	Pi Technology	PS3547800	PM Salesforce	\$ 252,000.00
20	Pi Technology	PS3547800	Net Developer	\$ 399,821.00
21	Intueor	ps3546500	PM Support Services (for Regional Connector)	\$ 224,999.68
22	T-Street	PS3550000	Oniqua OAS Support	\$ 27,762.50
23	Pi Technology	PS3547800	Accounts/Email Support	\$ 365,457.00
24	eDemand	PS3546600	UFS Support Services	\$ 865,558.00
25	Pi Technology	PS3547800	Sharepoint Support Services	\$ 471,500.00
26	Auriga	ps3546200	VDI Support (SCADA)	\$ 248,712.00
27	N/A	N/A	CANCELED	\$ -
28	eDemand West Coast	ps3546600	Taleo Systems PM	\$ 352,879.00
29	Cable	ps3559000	POE CABLING SERVICES	\$ 1,750,000.00
30	Auriga	ps3546200	SCADA SUPPORT SERVICES	\$ 120,696.00
31	Pi Technology	PS3547800	Apex	\$ 99,000.00
32	Pi Technology	PS3547800	Database Configuration	\$ 991,000.00
33	Intueor	ps3546500	PM Support for EAM	\$ 953,030.00
34		solicitation in-progress	IT SECURITY - Engineer	\$ -
35		solicitation in-progress	IT SECURITY - Analyst Lead	\$ -
36	Pi Technology	PS3547800	IT SECURITY - ORG Chart/Comm Specialist	\$ 220,400.00
			Total Task Order Values:	\$15,485,570.26

DEOD SUMMARY

INFORMATION TECHNOLOGY SERVICES BENCH

A. Small Business Participation

DEOD established an overall 12% goal for this Task Order/Bench contract for the participation of Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) certified firms. The overall 12% goal is applied to all task orders issued and the type of participation is based on the funding source. Each bench participant met or exceeded the 12% DBE or SBE commitment. The overall DBE/SBE participation is based on the cumulative value of all task orders issued. There are twenty-seven (27) Primes on the Bench; of which nine (9) are DBE firms and eleven (11) are SBE firms.

To date, thirty-one (31) task orders have been awarded to twelve (12) primes on the bench. Listed below are the bench participants that have been awarded task orders and their current level of DBE/SBE participation. Based on payments, the cumulative DBE participation of all task orders awarded is 88.50%, and the aggregate SBE participation is 81.59% which exceeds the DBE/SBE commitment.

Small Business Commitment	12% DBE/SBE	Small Business Participation	88.50% DBE 81.59% SBE
----------------------------------	--------------------	-------------------------------------	----------------------------------

DBE/SBE Primes & Subcontractors		Current Participation	
		DBE	SBE
1	AEON Group LLC (DBE/SBE Prime)	100%	-
Total		100%	-
2	Auriga Corporation (DBE/SBE Prime)	-	48.35%
Total		-	48.35%
3	Black Box	-	-
Total		-	-
4	CH2M	-	-
Total		-	-
5	Digital Scepter (SBE Prime)	-	51.54%
Total		-	51.54%
6	eDemand Inc. (SBE Prime)	-	92.97%
Total		-	92.97%
7	Information Management Resources (DBE/SBE Prime)	-	10.71%
Total		-	10.71%

8	Intueor Consulting Inc. (DBE/SBE Prime)	-	100%
	Total	-	100%
9	PI Technology (DBE/SBE Prime)	-	100%
	Total	-	100%
10	T-Street	-	-
	Total	-	-
11	West Coast Cable (SBE Prime)	-	17.97%
	Total	-	17.97%
12	Zensar Technologies	0%	-
	Trunorm Inc. (DBE Subcontractor)	14.66%	-
	Total	14.66%	-

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 #: 2019-0254, File Type: Plan

Agenda Number: 12.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 19, 2019

SUBJECT: FY20 AUDIT PLAN

ACTION: ADOPT AUDIT PLAN

RECOMMENDATION

ADOPT the FY20 Proposed Audit Plan.

ISSUE

Management Audit Services' (Management Audit) must provide its Annual Audit Plan to Metro's Board of Directors for input and approval.

BACKGROUND

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

DISCUSSION

Instrumental to the development of the FY20 Audit Plan was the completion of the FY19 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The risk assessment continues to place a strong emphasis on the agency's internal control framework and vulnerability to fraud. We believe this year's risk assessment portrays the agency's risks in light of the changes to our risk environment and the challenges the agency faces in the next few years. The result is the FY20 Proposed Audit Plan (Attachment A).

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

Policy Implications

An audit plan defines the work that will be completed or directed by Management Audit each fiscal year. It indicates both the depth and breadth of audit activities addressing financial, operational and compliance risks for the agency. The audit plan also identifies the extent to which controls are being assessed by routine audit activities, addressed proactively through advisory services, or as a result of concerns from management.

The annual audit plan is driven by two key factors: (1) risk assessment results, and (2) audit resources. The goal in drafting the audit plan is to address the highest risk areas at the agency given the resources available to complete the audits. In addition, urgent requests may arise that need audit support. When this occurs, the plan must be reassessed and Management Audit may supplement internal resources with outside consultants as long as there is funding and consultants available for the task. Therefore, not all planned audit work may be completed and the audit plan may be reassessed and adjusted during the year for unanticipated risks and work.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the annual audit plan has already been included in the FY20 budget in Management Audit's cost center and the appropriate projects throughout the agency.

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. However, the projects included in the plan directly or indirectly support all five Vision 2028 goals identified in Metro's Strategic Plan.

ALTERNATIVES CONSIDERED

One option would be not to complete an annual audit plan. This is not recommended since the audit plan is a management tool to systematically assign resources to areas that are a concern or high risk to the agency. Communicating the audit plan to the Board is required by audit standards.

NEXT STEPS


Upon Board approval, Management Audit will develop the audit schedule for FY20. Management Audit will report to the Board quarterly on its progress in completing the annual audit plan.

ATTACHMENTS

Attachment A - FY20 Annual Business Plan and Proposed Audit Plan

Prepared by: Alfred Rodas, Sr. Director, Audit, (213) 922-4553
Monica Del Toro, Audit Support Manager, (213) 922-7494

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



Phillip A. Washington
Chief Executive Officer

**FISCAL YEAR 2020
ANNUAL BUSINESS PLAN
AND
PROPOSED AUDIT PLAN**



Metro

Management Audit Services

Fiscal Year 2020 Annual Business Plan
And Proposed Audit Plan

Table of Contents

	<u>Page</u>
Part I: EXECUTIVE SUMMARY	1
Overview	1
Risk Assessment.....	1
Audit Plan.....	6
Audit Plan Strategy.....	6
Allocation of Audit Resources	7
Audit Plan Areas	8
Internal Audits	8
Contract, Pre-Award & Incurred Cost Audits	8
External Financial and Compliance Audits	8
Special Request Audits	8
Other Planned Activities.....	9
Audit Tracking and Follow-up.....	9
Small and Disadvantaged Business Enterprises Training ...	9
Management Audit Services Framework	9
Mission	9
Standards	9
Objectives and Core Functions	10
Part II: APPENDIX	11
Appendix A: FY20 Proposed Audit Plan	12

Executive Summary

OVERVIEW

Annually, the Board requires Management Audit Services (Management Audit) to complete an agency-wide risk assessment and submit an audit plan to the Board for its input and approval.

An agency-wide risk assessment is the process of understanding an organization's strategic, operational, compliance and financial objectives to identify and prioritize threats/risks that could inhibit successful achievement of these objectives. Risk assessments provide management with meaningful information needed to understand factors that can negatively influence operations and outcomes.

An audit plan is driven by two key factors: 1) risk assessment results, and 2) audit resources. The goal of preparing an audit plan is to address the highest risk areas at the Agency given the resources available to complete the audits.

RISK ASSESSMENT

Instrumental to the development of the FY20 Audit Plan was completion of the FY19 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The categorization of risks used corresponds with the current five Vision 2028 goals identified in Metro's Strategic Plan:

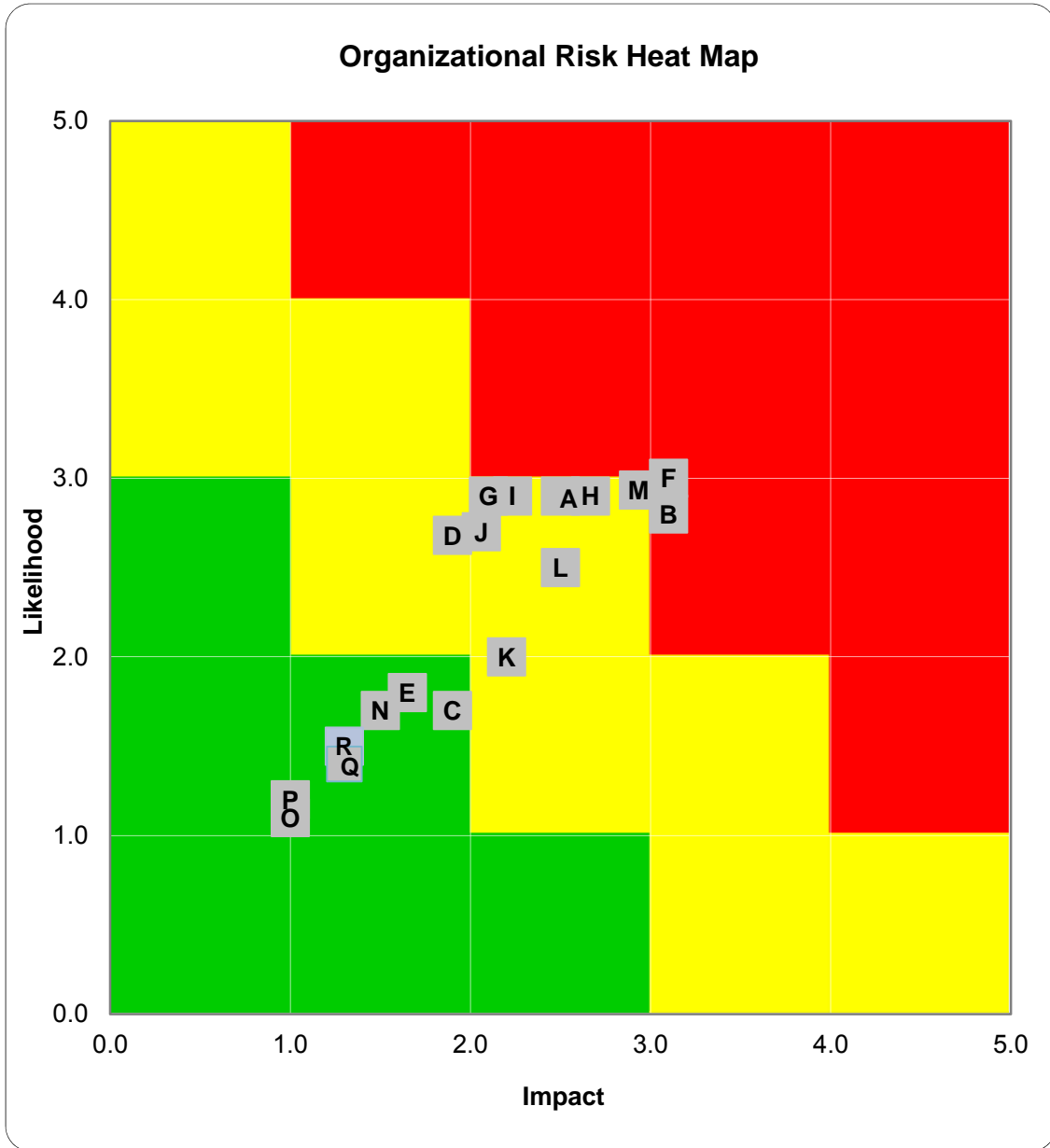
1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system.
3. Enhance communities and lives through mobility and access to opportunity.
4. Transform Los Angeles County through regional collaboration and national leadership.
5. Provide responsive, accountable, and trustworthy governance within the LA Metro Organization.

The risk assessment continues to place a strong emphasis on the Agency's internal control framework and vulnerability to fraud. We believe this year's risk assessment portrays the agency's risks in light of the changes to our risk environment and the challenges the agency faces in the next few years.

The risk environment evolves while the Agency prioritizes based on its Strategic Plan and continues to strive to achieve all of its goals successfully with available funding and staffing.

The agency-wide risk assessment process began by reviewing and analyzing key documents such as the annual budget, the Comprehensive Annual Financial Report (financial statements), Strategic Plan, Annual Program Evaluation, Board/Committee Reports, status reports on major construction projects, past audit reports and industry journals and trends. We conducted interviews with key personnel to obtain additional information. All of this information was used to identify risks and concerns specific to

individual cost centers as well as risks impacting the entire agency. In addition, similar to last year we evaluated risks related to five outside agencies that receive significant funding from Metro: Access Services, Metrolink, High Speed Rail, Pasadena Foothill Extension Authority (Foothill), and Alameda Corridor East (ACE). Risks were then scored using two factors, magnitude of impact and likelihood of occurrence. As in prior years, a heat map is still being used to display the overall risk assessment of the agency.



A.	Human Capital & Development	J.	Information Technology
B.	Security & Law Enforcement	K.	Communications
C.	Congestion Reduction	L.	Extraordinary Innovation
D.	Vendor/Contract Management	M.	Metro Operations
E.	Civil Rights & EEO	N.	Pasadena Gold Line Con. Authority
F.	Program Management	O.	Alameda Corridor East
G.	Planning & Development	P.	Metrolink
H.	Risk, Safety & Asset Mgmt.	Q.	Access Services
I.	Finance & Budget	R.	High Speed Rail

High Risk Areas

The top internal risks continue to be acquisition of qualified staff and contractors, completion of multiple mega projects, safety and security, declining ridership, fiscal discipline, aging infrastructure and deferred maintenance, dated information systems, and a lengthy procurement process.

- 1) The ability to hire qualified technical staff and contractors to complete projects, while improving overall performance, continues to be a pervasive concern throughout the Agency. Given competitive current market conditions, the agency is challenged to hire top talents. The scope and magnitude of the projects that the agency is undertaking requires a delicate balance of investing the right staff resources to our existing and emerging priorities. Metro is employing a combination of long and short term strategies such as: Career Pathways, the Expose, Educate, Employ (E3) Initiative, Transportation School, expanding the veteran hiring initiative, implementing the Workforce Initiative Now (WIN-LA) Program, establishing the Women and Girls Governing Council, partnering with local institutions, promoting internal and external leadership training opportunities to establish our reputation as an employer of choice and develop tomorrow's workforce. To address the shortage of qualified contractors Metro continues to improve various programs that assist small, medium and large contractors to efficiently do business with Metro, with the goal of expanding the pool of qualified contractors.
- 2) Metro is undertaking one of the largest transportation capital programs in the nation, with the number of mega-projects including the completion of 28 key projects in time for the 2028 Summer Olympics. The risk is further compounded by the growing level of uncertainty due to emerging regulatory policy changes that impact our purchasing and project delivery ability. Management is closely monitoring regulatory and funding source changes (e.g. New Starts Transit Program) to determine the potential impacts to Metro with regards to possible Federal ban to purchase rail cars from China and the impact of the steel tariff. To address the shortage of qualified contractors the Agency has employed efforts including Small Business Prime (Set-Aside), Medium-Size Business Enterprise, and Contracting, Outreach & Mentoring Plan (COMP). To address the schedule and cost challenges associated with the completion of multiple capital projects, management is taking mitigating measures including conducting an Annual Program Evaluation (APE) of our capital program to ensure that current factors are always considered when assessing project risks associated with costs and schedules. In addition, Program Management is implementing various strategic initiatives to improve the planning and consistency of project delivery including: implementing a systematic approach to quality assurance, enhancing its project management procedures, establishing a new training program and employing best practices. In its efforts to ensure quality is maintained throughout all projects, Metro has multi-year quality assurance contract to develop the new quality oversight program. Although we have made certain developments regarding utility relocations there are still challenges outside of the Agency's control pertaining to certain cities' complex and lengthy processes.
- 3) Terrorism and other crimes continue to be potential threats to the Agency and ridership. System Security and Law Enforcement has started to implement innovative ways to use technology and has partnered with the Sheriff's Department, Los Angeles Police Department, Long Beach Police Department, and the community

to secure high risk areas. Increased law enforcement visibility, since the multi-agency contracts began, has resulted in a significant reduction in crime. In addition, System Security is exploring the use of various technological improvements such as motion detection lasers, “dark screen” monitoring and drones to assist them in improved monitoring and intrusion detection throughout our system. Systems Security has completed, through use of experts, a risk assessment of physical security of Metro facilities to create a prioritization plan to ensure the safety and security of staff and assets.

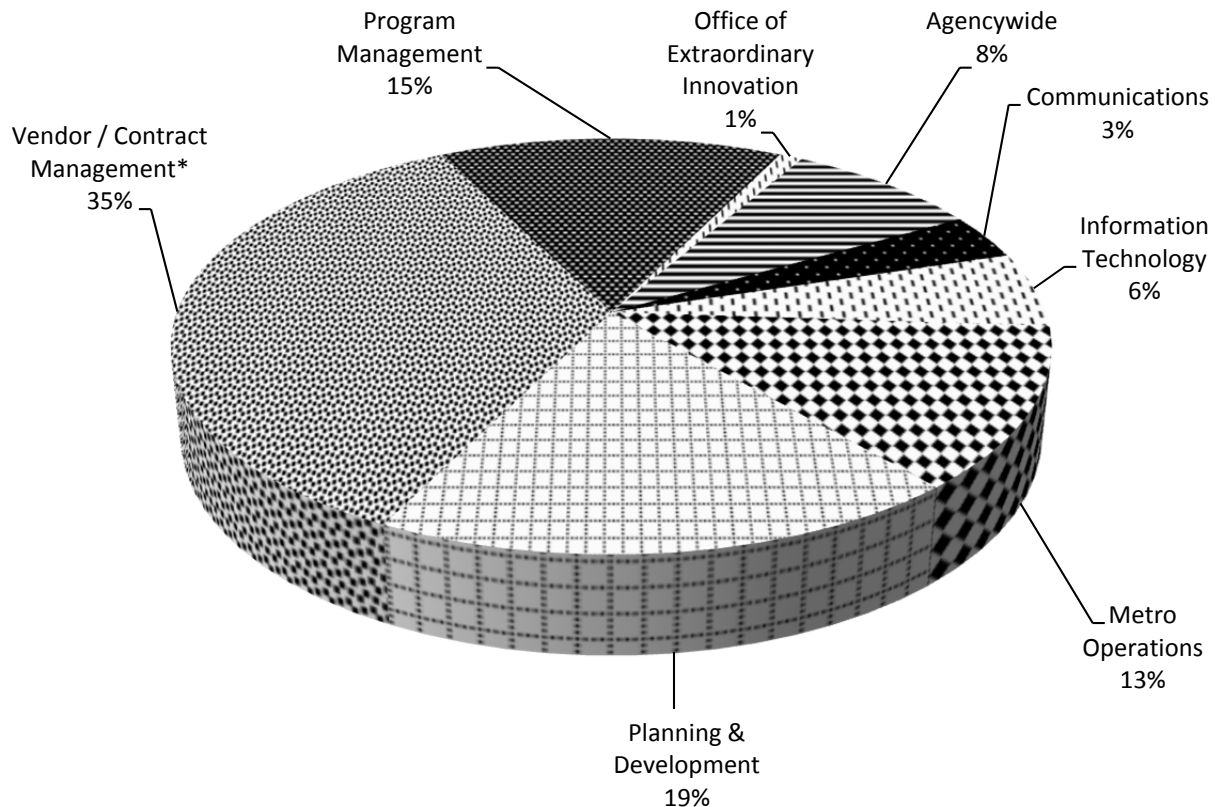
- 4) The Agency, like many transit agencies in the country, has suffered from a steady decline in ridership. To address the declining ridership, management has undertaken a comprehensive analysis of all existing bus service (NextGen) to identify the needs of current and potential riders in order to restructure routes and schedules most effectively. Also, the Agency is evaluating all aspects of conditions to improve the overall customer experience and is employing various strategies such as utilization of digital signage, systemwide Wi-Fi, expansion of Transit Oriented Development, First/Last Mile Program, MicroTransit Pilot Program, and reduced-fare discounted pass programs. The Agency has created a task force and continues to partner with local jurisdictions to address the challenge of homelessness which impacts the customer experience. Additionally, we have increased security presence in focused areas using data that is regularly analyzed for incidents. Metro is undertaking an extensive modernization of the Blue Line which will extend the service life of the Blue Line, improve reliability and resiliency, and enhance safety.
- 5) Metro’s ability to provide a world-class transportation system necessitates both effective fiscal management and prioritization of financial resources. This is heightened by current market conditions resulting in higher than anticipated material and labor costs which impact the costs of construction and operations. In addition, a continued decline in ridership could jeopardize our share of valuable state and federal funds. In addition, Agency closely monitors potential changes in Federal and State policies that may impact available funding for both Construction and Operations. The Agency is aware of project cost increases due to higher cost than initial cost estimates. As a result, the Agency adopted an annual Work Program, which initiates future quarterly updates on significant projects and programs to assist with the direction and decisions about significant policy and planning efforts. The Agency continues to explore a combination of funding strategies that will both ease congestion and assist with funding for potential project acceleration. Management continuously assess and improve various fiscal management tools such as the 10-year budget process, Performance Management System, and Long Range Transportation Plan Update in order to effectively plan, allocate resources, monitor performance, strengthen fiscal discipline, and ensure accountability. The Agency completed the 10-Year Strategic Plan which will be continuously used to drive the prioritization of our projects and funds.
- 6) Although condition assessments of equipment, rolling stock, infrastructure, and facilities are ongoing to address the needs for State of Good Repair the resulting prioritization, based on needs, will require balancing of available resources. The Agency is making its best effort to take advantage of the innovations available while ensuring that deferred maintenance needs are addressed in a timely manner to minimize disruptions. Additionally, competing priorities such as technological

upgrades and short and long-term maintenance work pose challenges to Operations' resources. For example, the Agency is in the process of replacing outdated/unsupported key systems including the Material and Maintenance Management System (M3) which is a multiyear process. In addition, management is actively pursuing ways to expedite acquisition of rolling stock to replace aging assets. The Agency continues to employ an integrated approach to ensure that key business units and appropriate external partnerships explore the best methodologies and approaches for effective project delivery.

- 7) Information Technology risk continues to be driven by the need to integrate key systems and upgrade and replace aging systems. Having reliable, complete and timely information is becoming more critical in order to achieve efficiencies and allow informed decision-making. Management has developed a plan to upgrade and/or replace aging systems. Concerns over cyber security vulnerabilities require a more robust approach to monitor and keep up with our security strategy in ensuring system reliability and data integrity. The Agency is also monitoring implications of General Data Protection Regulation (GDPR) and California Consumer Privacy Act (CCPA) to our data protection practices. Information Technology and Risk, Safety and Asset Management are collaborating on the business continuity disaster recovery plan to resume operations in the aftermath of a catastrophic event. Also, management has established an Information Technology governance framework to ensure the administering of IT resources by the processes of strategic planning, prioritization, decision-making, and performance measurement. The Agency is also investing in transforming its culture to achieve an integrated data approach as we replace and upgrade legacy systems.
- 8) Procurement of goods and services is expected to increase due to our expansive capital program projects. In addition, the expansion of P3 projects such as West Santa Ana Branch, Sepulveda Transit Corridor, requires a more innovative contract approach. Management has prioritized streamlining the procurement process such as expediting the change order process to improve the timely awarding of contracts to meet agency needs. This streamlining effort also includes simplifying the process for Small and Disadvantaged Businesses. In addition, Vendor / Contract Management is continuously reviewing policies and processes to improve the procurement process.

AUDIT PLAN

For purposes of the audit plan, the agency has been organized into 13 departmental functions and 5 other agencies funded by Metro. The audits in the FY20 proposed audit plan are distributed across the organizational structure as follows:



* Includes audit requests generated by Vendor / Contract Management that support various business units.

A detailed list of audits is included in Appendix A.

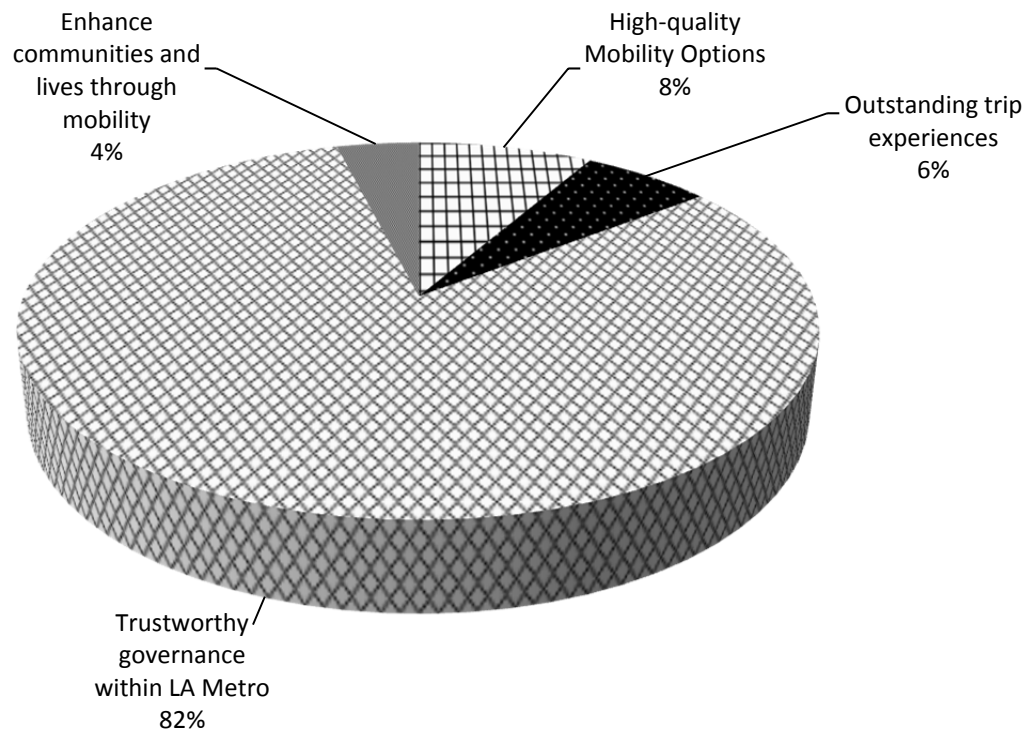
Audit Plan Strategy

The audit plan is based on the information obtained during the agency-wide risk assessment process and includes audits in those areas identified as high risk to the agency.

The projects proposed in the audit plan directly or indirectly support the five Vision 2028 goals identified in Metro's Strategic Plan:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system.
3. Enhance communities and lives through mobility and access to opportunity.
4. Transform Los Angeles County through regional collaboration and national leadership.
5. Provide responsive, accountable, and trustworthy governance within the LA Metro Organization.

The following chart summarizes the audits by the primary Vision 2028 goal.



ALLOCATION OF AUDIT RESOURCES

Our FY20 proposed audit plan is based on 25,500 audit hours to be provided by staff and contracted subject matter experts. The audit hours are allocated as follows:

- 23,000 hours for audits identified in the plan, and
- 2,500 hours for CEO requested projects.

Urgent requests from the CEO or Executive Management may arise that require audit support. When this occurs, Management Audit will reassess the plan and may supplement internal resources with outside consultants, pending available funding. Management Audit may also use external consultants to provide subject matter expertise when necessary.

The FY20 proposed audit plan included in Appendix A attempts to provide a balanced and effective review of the entire agency constrained by Management Audit resource limitations.

The CEO has the discretion based on agency need or Board direction to reprioritize audit resources. We are dedicated to completing our audit plan while continuing to be flexible and responsive to the agency's needs.

AUDIT PLAN AREAS

Internal Audits

The audits identified for the FY20 proposed audit plan were selected based on one of the following four strategic audit objectives:

1. Support agency-wide goals and objectives
2. Evaluate governance, risk and internal control environment
3. Review efficiency and effectiveness of operations
4. Validate compliance to regulatory requirements

We strive to identify business process improvements and innovative ways to support the agency's strategic initiatives on every audit. This is in addition to our traditional assurance work on "hard controls", such as segregation of duties, safeguarding agency assets, reliability of financial and operational information, and compliance with regulations, contracts, and memorandums of understanding (MOUs). Since the agency is currently undertaking numerous major IT system enhancements and development, audit resources will also provide assurance that the internal controls of critical systems are adequate and working effectively.

Contract Pre-Award & Incurred Cost Audits

Incurred Cost Audits review costs associated with MOUs issued under the Call for Projects, Transit Oriented Development programs and Measure R Highway Capital or contract incurred costs. Contract Pre-award Audits review costs proposed for contracts and change orders issued by Vendor/Contract Management. The audits included in the FY20 proposed plan are based on discussions with project managers and contract administration staff.

The highest priority for FY20 are contract audits for large construction, corridor, and rolling stock regulatory projects followed by pre-award audits for all other projects. This is followed by incurred cost and closeout audits in the priority list. External resources will be used if there are available funds to meet critical project deadlines.

External Financial and Compliance Audits

In 2009, Management Audit assumed the responsibility for managing the agency's planned audits by external auditors. The FY20 proposed audit plan includes hours to ensure that these audits are completed within the scope and schedule of the contracts.

Special Request Audits

The FY20 proposed audit plan also includes 2,500 hours for special projects requested by the CEO. These hours provide some flexibility in the audit plan to respond to emerging issues where the CEO may need audit resources to address an unanticipated issue or heightened concern.

In order to comply with Government Accountability Office's Generally Accepted Government Auditing Standards and the Institute of Internal Auditor's (IIA) International Standards for the Professional Practice of Internal Auditing Standards, internal audit must adopt a process to monitor and assess the overall effectiveness of the audit quality process. This self-assessment measures compliance to the Standards and to Management Audit's Charter, mission statement, objectives, audit policy manual,

supervision, and staff development. In addition, the internal quality assurance review assesses our effectiveness and promotes continuous improvement within Management Audit.

OTHER PLANNED ACTIVITIES

Audit Tracking and Follow-up

In compliance with the Standards, Management Audit tracks and follows up on the implementation of all audit recommendations from both internal and external audit groups including OIG, State of California, FTA, etc. Management Audit also reports all outstanding audit issues to the CEO and Board of Directors on a quarterly basis to ensure that any significant risks to the agency are addressed in a timely manner.

Small and Disadvantaged Business Enterprises Training

In our continuous audit streamlining efforts to support SBE/DBE goals, Management Audit Services will continue to provide ongoing training in conjunction with Vendor/Contract Management. A minimum of two half-day training sessions will be conducted annually.

MANAGEMENT AUDIT SERVICES FRAMEWORK

Metro's vision is excellence in service and support. Management Audit is committed to providing essential support to achieve this vision. To do this we have developed our department vision which is to deliver value by driving positive change through partnership and trust. In order to ensure the reliability, independence and objectivity of our work, Management Audit follows the framework of our Board approved Audit Charter. The Audit Charter includes Management Audit's mission, the standards we must comply with, and our department's objectives and core function.

Mission

Our mission is to provide highly reliable, independent, objective assurance and consulting services designed to add value and improve operations. The department accomplishes this by understanding LACMTA's strategies and by bringing a systematic, disciplined, and risk-based approach in evaluating and recommending improvements to the effectiveness of risk management, controls and governance processes.

Standards

The Institute of Internal Auditors (IIA) defines internal auditing as: "independent, objective assurance and consulting activity designed to add value and improve an organization's operations. It helps an organization accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes."

To meet our client's expectations and for us to function with reliability and credibility, Management Audit must ensure our audits are independent and objective. Therefore, Management Audit follows the ethical and professional standards promulgated by the Government Accountability Office, Generally Accepted Government Auditing Standards (GAGAS) and the Institute of Internal Auditor's International Professional Practices Framework. Depending on the type of audit being done, Management Audit also follows the standards promulgated by the American Institute of Certified Public

Accountants (AICPA) and by the Information Systems Audit and Control Association (ISACA).

Objectives and Core Functions

As summarized in our Audit Charter, the primary objective of Management Audit is to assist the CEO and his management team with their important business and financial decisions by:

- Monitoring and verifying key regulatory and legislative compliance;
- Assessing internal controls' design and effectiveness;
- Evaluating cost reasonableness of contracts and grants;
- Identifying and recommending business process improvements;
- Evaluating and recommending efficiencies and effectiveness of programs and functions;
- Evaluating safety and security of agency systems, assets and other resources; and
- Tracking and reporting on all outstanding external and internal audit findings and status of corrective actions.

In addition, Management Audit's objective is to foster a system and environment that supports the highest level of integrity and ethical conduct and provides assurance of an acceptable level of risk to management for all key business processes.

APPENDIX A

DETAILED LISTING OF AUDITS

Vision 2028 Goal #1 – Provide high-quality mobility options that enable people to spend less time traveling

	Title	Objective	Area
1.	Performance Audit of Expanded Discount Programs	Determine the adequacy and effectiveness of internal controls over expanded discount programs.	Communications
2.	Performance Audit of M3 System Replacement	Evaluate the adequacy of project management over the System Development Life Cycle Early Stage to replace M3.	Information Technology
3.	Audit to Support Microtransit Contract	Evaluate the contractor’s compliance and data reliability of information reported for Microtransit.	Office of Extraordinary Innovation

Vision 2028 Goal #2 – Deliver outstanding trip experiences for all users of the transportation system

	Title	Objective	Area
1.	Performance Audit of Customer Experience KPI	Determine the reliability of data used to report on customer experience KPI.	Agencywide
2.	Performance Audit of Wayside Training Curriculum and Methodologies	Evaluate the completeness of Wayside training curriculum and effectiveness of methodologies	Metro Operations
3.	Performance Audits of Continuity of Operations Plan – Bus/Rail Operations	Evaluate the adequacy of Bus Operations’ / Rail Operations’ COOP and Standard Operating Procedures (SOPs) to support their mission essential functions during emergencies.	Metro Operations

Vision 2028 Goal #3 – Enhance communities and lives through mobility and access to opportunity

	Title	Objective	Area
1.	Performance Audit of Low Income Housing Targets/Goals	Determine adequacy of monitoring the compliance with Low Income Housing Targets/Goals.	Planning & Development

Vision 2028 Goal #5 – Provide responsive, accountable, and trustworthy governance within the Metro organization

	Title	Objective	Area
1.	Pre-Award Audits	Pre-award audits for procurements and modifications.	Vendor / Contract Management
2.	Incurred Cost Contract Audits	Incurred cost audits to verify costs are reasonable, allowable and allocable on cost reimbursable contracts for contractors.	Vendor / Contract Management
3.	Incurred Cost Grant Audits	Grant audits to verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Caltrans, Cities & County MOUs.	Planning & Development / Program Management
4.	Financial and Compliance External Audits	Complete legally mandated financial and compliance audits.	Agencywide
5.	Buy America Post-Award and Post-Delivery	Conduct Buy America Post-Award / Post- Delivery Audits for rolling stock procurements.	Vendor / Contract Management
6.	US Employment and Local Employment Program	Determine vendor's compliance with the US Employment and Local Employment Program terms and conditions.	Vendor / Contract Management

FY20 Proposed Audit Plan

Appendix A

	Title	Objective	Area
7.	Follow-up Audit of Contracted Bus Service Project Management	Evaluate if prior Contracted Bus Service Project Management corrective actions were implemented.	Metro Operations
8.	Performance Audit of Pre-Award Cost-Price Analysis	Evaluate adequacy of the process performed by contract administrators for pre-award cost-price analysis.	Vendor / Contract Management
9.	Performance Audit of Training and Personal Protective Equipment for Maintenance Employees	Determine adequacy of training and utilization of personal protective equipment by Metro workers performing clean-ups of Metro facilities impacted by activities of homeless individuals.	Metro Operations
10.	Performance Audit of IT Security Awareness	Evaluate the extent of security awareness for selected business units within the Agency.	Information Technology
11.	Follow-up Audit of Information Security	Evaluate if prior Information Security corrective actions were implemented.	Information Technology
12.	Annual Audit of Business Interruption Fund	Evaluate compliance with Business Interruption Fund administrative guidelines and fund and disbursement procedures.	Vendor / Contract Management
13.	Performance Audit of Advertising Contract	Determine contractor's compliance with the contract terms pertaining to Metro's revenue share.	Communications

**Board Report**

File #: 2019-0182, **File Type:** Program**Agenda Number:** 13.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 19, 2019****SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits with an \$8 million self-insured retention at a cost not to exceed \$6.9 million for the 12-month period effective August 1, 2019 to August 1, 2020.

ISSUE

The Public Entity (which includes transit rail and bus operations) excess liability insurance policies expire August 1, 2019. Insurance underwriters will not commit to final pricing until roughly six weeks before our current program expires on August 1st. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

DISCUSSION

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

Staff and USI developed a 2019 - 2020 Public Entity excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services in addition to safety enhancements and pilot programs added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we desired to maintain a continuing diversified mix of international and domestic insurers to maintain competition and reduce our dependence on any single insurance carrier. Third, we desired to maintain total limits of \$300 million while maintaining an \$8 million self-insured retention but were open to increasing our self-insured retention if needed to retain reasonable premium pricing. The 2015 Fixing America's Surface Transportation (FAST) Act raised the liability cap for commuter rail transit providers for passenger liability to \$295 million. Metro's total limits of \$300 million meet the FAST minimum requirements.

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

Since Metro has a newer rail system, implemented industry leading safety enhancements before other transit agencies, and a robust claims management process, we benefit from favorable acceptance of our risk in the marketplace which differentiates us from other transit risk profiles. Last year, we obtained \$300 million in Public Entity coverage with \$8 million retention for \$4.1 million. We have enjoyed a relatively calm market for over 16 years; however, substantial loss development specifically related to auto liability, has caused the market to "harden" significantly in the past year. "Commercial insurance buyers are facing upward pricing pressure across most lines of business in 2019, driven in part by escalating losses in the casualty insurance market", according to a report released by Willis Towers Watson (Marketplace Realities 2019). Consequently, we are anticipating a significant rate increase in our Public Entity general liability program premiums given the present state of the insurance marketplace.

To put the insurance marketplace in perspective, our insurance broker's recent Market Update describes the current marketplace succinctly-- "Following a relatively subdued January 1st renewal season, the property and casualty insurance market's push for rate increases has shifted into high gear. Under the weight of back-to-back years of loss accumulation and despite the abundant capacity, property insurers are questioning the adequacy of rates. Similarly, casualty insurers are reevaluating their book of business, driven by the protracted soft market and adverse loss trends. The primary carriers are not only demanding higher rates but tightening underwriting guidelines and exiting specific classes of businesses in certain cases." (USI Property & Casualty Insurance Market Update | Q1 2019)

One person accidents that previously would have settled for \$3 million to \$8 million, are now settling for \$30 million to \$45 million in California and upwards of \$75 million in New York. Carrier results from public agencies, particularly in California, have been significantly worse than other states and carriers have been leaving this niche consistently for the past 8-10 years. A very limited pool of carriers is willing to even consider writing public entity policies including Metro. This is primarily due to the size of our system and the fact that we are in Los Angeles County (widely considered to be the most plaintiff-friendly jurisdiction in the country). The loss development the carriers are experiencing on their accounts this year resulted in many of the carriers ceasing operations entirely in California, with some of them pulling out of the U.S. entirely.

Metro's August 1st insurance placement will reflect higher insurance premiums resulting from tightened underwriting guidelines, the need to replace carriers who exited our class of business and negative developments in auto liability losses. Metro is not alone in facing rate increases. Douglas O'Brien, USI National Practice Division Manager, Casualty and Alternative Risk, said, "Since January 1st a bigger percentage of large risk management and upper middle market companies across

different industries have faced rate increases and capacity reduction. This cuts across industry classifications and is regardless of loss history or tenure with their insurance carriers. A handful of companies have also been non-renewed," O'Brien said. (USI Property & Casualty Insurance Market Update | Q1 2019)

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for eleven months of \$6.3 million for this action is included in the FY20 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). Additional funds required to cover premium costs beyond FY20 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums will be included in the FY21 budget request, cost center 0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). In FY19, an estimated \$4.5 million will be expensed for excess liability insurance.

Impact to Budget

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

ALTERNATIVES CONSIDERED

Various deductibles and limits of coverage options were considered as outlined in Attachment A for the Public Entity program of insurance. Option A maintains \$300 million limits and maintains the current self-insured retention (SIR) at \$8 million. Option B maintains \$300 million limits but increases the SIR to \$10 million. Option A is recommended to maintain the current SIR. Option B is not recommended because the estimated cost savings of retaining a loss exceeds the cost benefit of

decreasing the total premium.

NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with placement of the excess liability insurance program outlined herein effective August 1, 2019.

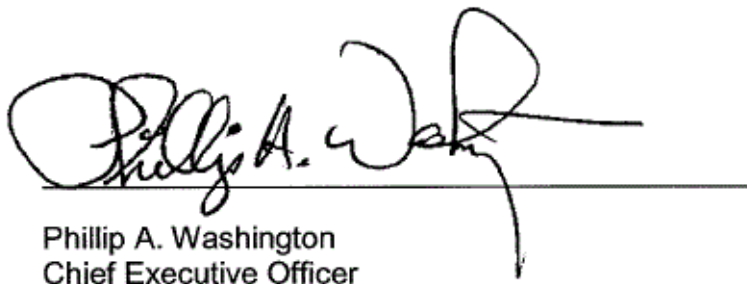
ATTACHMENTS

Attachment A - Options, Premiums and Loss History

Attachment B - Proposed Public Entity Carriers and Program Structure

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

Reviewed by: Vijay Khawani, Interim Chief Risk, Safety and Asset Management Officer, (213) 922-4035



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History

Public Entity Program Insurance Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS (Estimated)	
		A	B
Self-Insured Retention	\$8.0 mil	\$8.0 mil	\$10.0 mil
Limit of Coverage	\$300 mil	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes	Yes
Premium	\$4.1 mil	\$6.9 mil	\$6.5 mil

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

	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Self-Insured Retention	\$4.5 mil	\$5.0 mil	\$5.0 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil
Insurance Premium	\$3.8 mil	\$3.9 mil	\$3.9 mil	\$3.6 mil	\$3.7 mil	\$3.6 mil	\$3.7 mil	\$4.1 mil	\$4.1 mil
Claims in Excess of Retention	0	0	2	1	0	0	1	2	0 (est.)
Estimated Amount in Excess of Retention	\$0	\$0	\$5.4 mil	\$1.3 mil	\$0	\$0	TBD	TBD	TBD

ATTACHMENT B

PROPOSED CARRIERS AND PROGRAM STRUCTURE



**USI Insurance Services
Proposed Liability Insurance Summary 2019 - 2020
Los Angeles County Metropolitan Transportation Authority**

Excess Limit		Layer(s)	Carrier	Participation	Premium *
\$300M	Excess Liability	\$50M xs \$250M	Hiscox	\$10,000,000	\$193,500
			ATL	\$5,000,000	
			PENDING *	\$35,000,000	
\$250M	Excess Liability	\$50M xs \$200M	Argo	\$35,000,000	\$258,000
			Swiss Re	\$15,000,000	
\$200M	Excess Liability	\$100M xs \$100M	Argo	\$10,000,000	\$709,500
			Aspen	\$25,000,000	
			IronStarr	\$25,000,000	
			Endurance (SOMPO)	\$12,500,000	
			PENDING *	\$27,500,000	
\$100M	Excess Liability	\$50M xs \$50M	Great American	\$15,000,000	\$645,000
			Allied World (AWAC)	\$15,000,000	
			XL/AXA	\$15,000,000	
			Apollo	\$2,500,000	
			ATL	\$2,500,000	
\$50M	Excess Liability	\$10M xs \$40M	XL/AXA	\$10,000,000	\$211,302
\$40M	Excess Liability	\$10M xs \$30M	Great American	\$10,000,000	\$261,612
\$30M	Excess Liability	\$10M xs \$20M	Endurance (SOMPO)	\$10,000,000	\$361,200
\$20M	Excess Liability	\$10M xs \$10M	London (PEELS)	\$10,000,000	\$928,800
\$10M	Excess Liability	\$5M xs \$5M	Scion	\$5,000,000	\$1,146,552
\$5M	Primary Liability	\$5M Primary	Peleus (Alteris)	\$5,000,000	\$1,439,640
Total Limits		\$300,000,000			

Estimated Program Premiums * \$6,155,106

Contingency for carrier premium, tax and fee adjustments \$744,894

Estimated Program Not-To-Exceed Total \$6,900,000

" Subject to finalization of on-going negotiations with carriers

Terrorism pricing is included above.



Board Report

File #: 2019-0243, File Type: Budget

Agenda Number: 14.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 19, 2019

SUBJECT: FISCAL YEAR 2020 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.4 billion in FY20 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchange of Federal Section 5307 discretionary funds awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of \$300,000 with Metro's TDA Article 4 allocation;
- C. APPROVING fund exchanges in the amount totaling \$13.8 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- D. AUTHORIZING the Chief Executive Officer to adjust FY20 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY20 budget as necessary to reflect the aforementioned adjustment;
- E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs; and
- F. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C).

ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA), as the Regional Transportation Planning Entity for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro

Operations. LACMTA Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

Each year, transit operating and capital funds consisting of federal, state and local revenues are allocated to Metro operations, transit operators and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws and established funding policies and procedures. The Board of Directors must approve allocations for FY20 before funds can be disbursed.

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

DISCUSSION

Pursuant to PUC 99233.1 of the Transportation Development Act (TDA), Metro shall be allocated funds necessary to administer TDA funding. TDA planning and administrative funding for Metro has not increased since FY12, while demand for planning and administration has continued to grow over the last eight years. In order to keep pace with the growing planning needs, expansion of transit, and regional coordination throughout LA County, Metro will increase TDA Administration allocation by sales tax growth each year.

Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Starting FY20, Metro will increase TDA planning allocation to 1 percent of annual TDA revenues.

FY18 AMENDMENT

On June 2018, the FY18 Transit Fund Allocations was amended to include the increased STA funds and the allocation of new SB1 funds. This amendment resulted in additional allocations for Foothill Transit Mitigation and Zero-fare Compensation program recipients in the amount of \$513,331 and is included in FY20 Transit Fund Allocations.

TRANSIT FUND ALLOCATIONS

The recommended FY20 Transit Fund Allocations are developed according to federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in Attachment B.

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

At its April 18, 2017 meeting, the Bus Operations Subcommittee awarded \$300,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. FY20 is the final year of allocation. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY 2020 Transit Fund Allocations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY20 Transit Fund Allocations are included in the FY20 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal 3: Enhance Communities and lives through mobility and access to opportunity

Goal 4: Transform Los Angeles County through regional collaboration and national leadership

Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY20 Transit Fund Allocations. This alternative is not recommended because federal, state and local requirements, as well as prior LACMTA Board policies and guidelines require us to annually allocate funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board.

NEXT STEPS

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

ATTACHMENTS

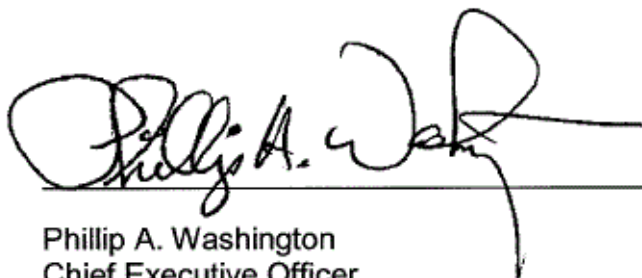
Attachment A - FY20 Transit Fund Allocations

Attachment B - Summary of Significant Information, Methodologies and Assumptions

Attachment C - TDA and STA Resolution

Prepared by: Manijeh Ahmadi, Manager, Transportation Planning, (213) 922-3083
Michelle Navarro, EO, Finance, (213) 922-3056

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



Phillip A. Washington
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2020
Proposed
TRANSIT FUND ALLOCATIONS

July 1, 2019 – June 30, 2020

05/16/2019

FY 20

Proposed

Transit Fund Allocations

Table of Contents

I. BUS TRANSIT SUBSIDIES

State and Local Funds:

Revenue Estimates	1-2
State and Local Funds Summary.....	3
Bus Transit Funding % Shares.....	4
Included and Eligible Operators Estimated Funding Levels.....	5
Senate Bill 1 STA and SGR Funding Allocations.....	6
Proposition C 5% Transit Security Funding Allocation	7
Proposition C 40% Discretionary Programs.....	8-9
Municipal Operators Service Improvement Program (MOSIP) .	
Zero-Fare Compensation for Commerce . Foothill Transit Mitigation .	
Transit Service Expansion . Discretionary Base Restructuring .	
BSIP Overcrowding Relief. Proposition 1B Bridge Funds - PTMISEA & SECURITY	
Proposition 1B Bridge Funding - PTMISEA (Worksheet)	10
Proposition 1B Bridge Funding - Security (Worksheet)	11
Measure R	12
Measure M	13
Tier 2 Operators Estimated Funding Levels	14

Federal Formula Grants:

Revenue Estimates	15
Summary	16
Capital Allocation Procedure - % Share Calculation	17-18
Federal Section 5307 Urbanized Formula Program	19
Federal Section 5337 State of Good Repair.....	20
Federal Section 5339 Bus and Bus Facilities	21

II. LOCAL SUBSIDIES

Incentive Programs	22-24
Local Returns, TDA Articles 3 & 8	25-27

This Page Intentionally Left Blank

Bus Transit Subsidies

STATE AND LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

REVENUE ESTIMATES

STATE AND LOCAL		FY20 Estimated Revenue	Carryover FY18 Budget vs Actual	Interest FY18 Actual	FY20 Total Funds Available	N O T E	FY19 Total Funds Available
Transportation Development Act:							
Planning & Administration:							
1	Planning - Metro	\$ 4,365,000			\$ 4,365,000		\$ 2,000,000
2	Planning - SCAG	3,273,750			3,273,750		3,194,760
3	Administration - Metro	3,417,618			3,417,618		3,305,240
4	Sub-total	11,056,368			11,056,368		8,500,000
5	Article 3 Pedestrian & Bikeways	2.0000% 8,508,873	213,440		8,722,313		8,190,639
6	Article 4 Bus Transit	91.4022% 388,864,956	9,781,278	4,180,100	402,826,334		377,811,236
7	Article 8 Streets & Highways	6.5978% 28,069,804	677,292		28,747,096		25,832,364
8	Total	436,500,000	10,672,010	4,180,100	451,352,110	a	420,334,239
Proposition A:							
9	Administration	5.0000% 43,650,000	4,255,688		47,905,688		41,882,086
10	Local Return	25.0000% 207,337,500	n/a		207,337,500	b	200,450,000
11	Rail Development	35.0000% 290,272,500	28,300,328		318,572,828		278,515,874
Bus Transit:							
12	95% of 40% Capped at CPI 2.2800%	249,884,011	n/a		249,884,011	c	244,313,659
13	95% of 40% Over CPI	65,268,989	n/a		65,268,989	d	60,370,341
14	Sub-total	315,153,000	-		315,153,000		304,684,000
15	5% of 40% Incentive	16,587,000	1,617,162		18,204,162		15,915,193
16	Total	873,000,000	34,173,178		907,173,178	a	841,447,153
Proposition C:							
17	Administration	1.5000% 13,095,000	518,181		13,613,181		12,563,535
18	Rail/Bus Security	5.0000% 42,995,250	1,701,362		44,696,612		41,250,275
19	Commuter Rail	10.0000% 85,990,500	3,402,724		89,393,224		82,500,550
20	Local Return	20.0000% 171,981,000	n/a		171,981,000	b	166,268,000
21	Freeways and Highways	25.0000% 214,976,250	8,506,811		223,483,061		206,251,374
22	Discretionary	40.0000% 343,962,000	13,610,897		357,572,897	e	330,002,198
23	Total	873,000,000	27,739,976		900,739,976	a	838,835,932
State Transit Assistance:							
24	Bus (PUC 99314 Rev Base Share)	66,175,749	12,978,370	301,617	79,455,736	f	61,485,106
25	Rail (PUC 99313 Population Share)	51,830,263	9,756,859	157,099	61,744,221		42,285,854
26	Total	118,006,012	22,735,229	458,716	141,199,957		103,770,960
SB 1 State Transit Assistance:							
27	Bus (PUC 99314 Rev Base Share)	54,854,073	489,221	156,947	55,500,241	g,f	38,826,260
28	Rail (PUC 99313 Population Share)	42,962,883	364,936	79,765	43,407,584	h	29,204,175
29	Total	97,816,955	854,157	236,712	98,907,824		68,030,435
SB 1 State Of Good Repair							
30	Bus (PUC 99314 Rev Base Share)	16,861,025	1,809,075	23,388	18,693,488	g,f	18,085,788
31	Rail (PUC 99313 Population Share)	13,205,917	1,425,503	17,676	14,649,096	h	13,603,692
32	Total	30,066,941	3,234,578	41,064	33,342,583		31,689,480

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY20 Estimated Revenue	Carryover FY18 Budget vs Actual	Interest FY18 Actual	FY20 Total Funds Available	N O T E	FY19 Total Funds Available
Measure R:							
33	Administration	1.5000%	13,095,000	520,818	458,001		12,498,839
34	Transit Capital - "New Rail"	35.0000%	300,966,750	11,970,127	846,522		289,119,183
35	Transit Capital - Metrolink	3.0000%	25,797,150	1,026,011	415,921		25,915,175
36	Transit Capital - Metro Rail	2.0000%	17,198,100	684,007	(581,024)		16,150,117
37	Highway Capital	20.0000%	171,981,000	6,840,073	3,073,700		166,264,617
38	Operations "New Rail"	5.0000%	42,995,250	1,710,018	91,199		41,335,567
39	Operations Bus	20.0000%	171,981,000	6,840,073	(206,767)		164,684,961
40	Local Return	15.0000%	128,985,750	3,990	9,902	b	124,701,077
41	Total		873,000,000	29,595,117	4,107,454	a	840,669,537
Measure M:							
Local Return Supplemental & Administration:							
42	Administration	0.5000%	4,495,950	335,105	(5,284)		4,346,600
43	Supplemental transfer to Local Return	1.0000%	8,599,050	n/a	n/a	b,i	8,313,400
44	Sub-total		13,095,000	335,105	(5,284)		12,660,000
45	Local Return Base	16.0000%	137,584,800	n/a	n/a	b,i	133,014,400
46	Metro Rail Operations	5.0000%	42,995,250	3,204,645	3,042		41,567,000
47	Transit Operations (Metro & Municipal Providers)	20.0000%	171,981,000	12,818,580	(53,858)		166,268,000
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	17,198,100	1,281,858	(27,634)		16,626,800
49	Transit Construction	35.0000%	300,966,750	22,432,516	(80,559)		290,969,000
50	Metro State of Good Repairs	2.0000%	17,198,100	1,281,858	65,788		16,626,800
51	Highway Construction	17.0000%	146,183,850	10,895,793	(233,298)		141,327,800
52	Metro Active Transportation Program	2.0000%	17,198,100	1,281,858	(960)		16,626,800
53	Regional Rail	1.0000%	8,599,050	640,929	48,831		8,313,400
54	Total		873,000,000	54,173,143	(283,932)	a	844,000,000
55	Total Funds Available		\$ 4,174,389,909	\$ 183,177,388	\$ 8,740,114		\$ 3,988,777,736
Total Planning & Admin Allocations:							
56	(Lines 4, 9, 17, 27 and 36)		\$ 85,392,318	\$ 5,629,793	\$ 452,717		\$ 79,791,060

Notes:

- a) The revenue estimate is 3.4% over the FY19 revenue estimate based on several economic forecasts evaluated by MTA.
- b) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received. Carryover represents the funds that had not been spent, and past the lapsing period and will be re-allocated to all the cities based on the formula.
- c) Consumer price index (CPI) of 2.28% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) FY18 Transit Fund allocations were amended, resulting in an adjustment to reallocate \$513,331 to Foothill Transit Mitigation and Zero-fare Compensation fund recipients.
- f) STA Revenue estimate from the State Controller's office is reduced by 5% for the revenue base share and population-base share due to anticipated shortfall of FY20 revenue.
- g) The SGR program is one of two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- h) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- i) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Ops	\$ 296,500,297	\$ 58,542,563	\$ 184,113,208	\$ 539,156,068	\$ 32,634,277	\$ 23,368,663	\$ 122,693,057	\$ 6,596,834	\$ 126,904,826	\$ 38,124,013	\$ 12,666,297	\$ 902,144,036
Municipal Operators:												
2 Arcadia	361,705	71,345	224,375	657,425	6,630	104,793	149,524	17,409	154,657	46,461	15,436	1,152,335
3 Claremont	139,086	27,434	86,279	252,799	2,650	50,124	57,496	5,779	59,470	17,866	5,936	452,120
4 Commerce	469,201	92,548	291,058	852,806	42,323	1,241,555	193,961	33,048	200,619	60,269	20,024	2,644,606
5 Culver City	5,749,508	1,134,065	3,566,575	10,450,148	404,087	2,154,335	2,376,766	141,775	2,458,354	738,525	245,367	18,969,357
6 Foothill Transit	26,695,630	5,265,596	16,560,017	48,521,244	1,042,060	10,010,062	11,035,597	838,277	11,414,423	3,429,055	1,139,267	87,429,985
7 Gardena	5,845,949	1,153,088	3,626,399	10,625,436	256,444	2,589,260	2,416,633	123,656	2,499,590	750,912	249,483	19,511,414
8 La Mirada	108,550	21,411	67,336	197,297	3,523	24,614	44,873	6,427	46,413	13,943	4,632	341,722
9 Long Beach	25,485,868	4,967,803	15,623,472	46,077,142	1,978,899	10,306,518	10,411,483	618,031	10,768,885	3,235,126	1,074,836	84,470,920
10 Montebello	8,840,232	1,743,697	5,483,834	16,067,763	479,886	3,826,638	3,654,427	186,899	3,779,875	1,135,528	377,267	29,508,284
11 Norwalk	3,400,348	670,704	2,109,327	6,180,378	121,378	886,560	1,405,656	67,180	1,453,909	436,775	145,114	10,696,949
12 Redondo Beach	805,958	158,972	499,958	1,464,888	31,052	243,991	333,172	32,682	344,609	103,525	34,395	2,588,314
13 Santa Monica	21,599,175	4,260,343	13,398,549	39,258,067	1,095,506	7,215,446	8,928,794	457,486	9,235,299	2,774,415	921,770	69,886,783
14 Torrance	6,824,827	1,346,167	4,233,624	12,404,619	310,866	3,717,603	2,821,287	140,463	2,918,136	876,649	291,257	23,480,880
15 Sub-Total	106,326,037	20,913,173	65,770,803	193,010,012	5,775,304	42,371,498	43,829,668	2,669,112	45,334,240	13,619,050	4,524,784	351,133,668
Eligible Operators:												
16 Antelope Valley	-	-	5,640,301	5,640,301	202,892	2,109,405	2,851,883	183,390	2,949,781	886,156	294,416	15,118,224
17 LADOT	-	-	23,983,643	23,983,643	1,392,629	7,658,544	5,454,803	362,859	5,642,054	1,694,953	563,130	46,752,615
18 Santa Clarita	-	-	5,093,227	5,093,227	221,849	2,399,593	2,575,268	187,805	2,663,671	800,205	265,859	14,207,477
19 Foothill BSCP	-	-	5,318,480	5,318,480	-	928,624	1,209,627	-	1,251,151	375,863	124,877	9,208,623
20 Sub-Total	-	-	40,035,652	40,035,652	1,817,370	13,096,166	12,091,580	734,054	12,506,657	3,757,177	1,248,282	85,286,939
Tier 2 Operators:												
21 LADOT Community Dash	-	-	4,824,381	4,824,381	-	-	-	-	-	-	-	4,824,381
22 Glendale	-	-	701,316	701,316	-	-	-	-	-	-	-	701,316
23 Pasadena	-	-	348,922	348,922	-	-	-	-	-	-	-	348,922
24 Burbank	-	-	125,382	125,382	-	-	-	-	-	-	-	125,382
25 Sub-Total	-	-	6,000,000	6,000,000	-	-	-	-	-	-	-	6,000,000
26 Lynwood Trolley	-	-	-	-	-	226,796	-	-	-	-	-	226,796
27 Total Excluding Metro	106,326,037	20,913,173	111,806,455	239,045,664	7,592,674	55,694,460	55,921,249	3,403,166	57,840,896	17,376,227	5,773,066	442,647,403
28 County of Los Angeles											254,124	254,124
29 Grand Total	\$ 402,826,334	\$ 79,455,736	\$ 295,919,663	\$ 778,201,732	\$ 40,226,951	\$ 79,063,124	\$ 178,614,306	\$ 10,000,000	\$ 184,745,722	\$ 55,500,241	\$ 18,693,488	\$ 1,345,045,563

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) ⁽¹⁾	Passenger Revenue (\$) ⁽¹⁾	Base Fare (\$)	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP ⁽²⁾	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment ⁽³⁾	TDA/STA Share
Included Operators										
1 Metro Bus Ops.(4)	72,653,000	212,840,000	\$ 1.75	121,622,857	197,161,600	197,161,600	134,907,300	73.6795%	0.0000%	73.6795%
2 Arcadia DR	86,608	5,730	0.50	11,460	72,829	72,829	79,719	0.0435%	0.0000%	0.0435%
3 Arcadia MB	154,997	7,192	0.50	14,384	-	14,384	84,691	0.0463%	0.0000%	0.0463%
4 Claremont	44,600	45,600	2.50	18,240	81,840	81,840	63,220	0.0345%	0.0000%	0.0345%
5 Commerce	426,540	-	-	-	-	-	213,270	0.1165%	0.0000%	0.1165%
6 Culver City	1,553,543	2,844,747	1.00	2,844,747	3,673,208	3,673,208	2,613,376	1.4273%	0.0000%	1.4273%
7 Foothill	10,047,408	13,444,608	1.50	8,963,072	14,221,000	14,221,000	12,134,204	6.6271%	0.0000%	6.6271%
8 Gardena	1,610,823	2,228,499	1.00	2,228,499	3,703,600	3,703,600	2,657,212	1.4512%	0.0000%	1.4512%
9 La Mirada	64,692	33,988	1.00	33,988	-	33,988	49,340	0.0269%	0.0000%	0.0269%
10 Long Beach	6,923,461	13,769,460	1.25	11,015,568	15,972,456	15,972,456	11,447,959	6.2523%	0.0000%	6.2523%
11 Montebello	2,180,904	4,024,999	1.10	3,659,090	5,855,556	5,855,556	4,018,230	2.1946%	0.0000%	2.1946%
12 Norwalk	997,113	1,155,621	1.25	924,497	2,094,068	2,094,068	1,545,591	0.8441%	0.0000%	0.8441%
13 Redondo Beach DR	54,042	10,980	1.00	10,980	-	10,980	32,511	0.0178%	0.0000%	0.0178%
14 Redondo Beach MB	366,851	300,806	1.00	300,806	-	300,806	333,829	0.1823%	0.0000%	0.1823%
15 Santa Monica	4,974,000	11,603,000	1.25	9,282,400	14,661,333	14,661,333	9,817,667	5.3619%	0.0000%	5.3619%
16 Torrance	1,694,300	2,025,800	1.00	2,025,800	4,510,000	4,510,000	3,102,150	1.6942%	0.0000%	1.6942%
17 Sub-Total	103,832,882	264,341,030		162,956,388		262,367,648	183,100,265	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	3,166,832	4,849,941	1.50	3,233,294	3,543,241	3,543,241	3,355,037	1.7126%	0.0000%	1.7126%
19 Santa Clarita	2,866,266	3,192,972	1.00	3,192,972	-	3,192,972	3,029,619	1.5465%	0.0000%	1.5465%
20 LADOT Local	1,695,256	3,229,770	0.50	6,459,540	6,727,520	6,727,520	4,211,388	2.1497%	0.0000%	2.1497%
21 LADOT Express	1,258,765	3,220,511	1.50	2,147,007	3,152,832	3,152,832	2,205,799	1.1260%	0.0000%	1.1260%
22 Foothill - BSCP	1,216,905	1,505,991	1.50	1,003,994	1,650,000	1,650,000	1,433,453	0.7264%	0.0000%	0.7264%
23 Sub-Total	10,204,024	15,999,185		16,036,807		18,266,565	14,235,295	7.2612%	0.0000%	7.2612%
24 Total	114,036,906	280,340,215		178,993,195		280,634,213	197,335,560			

Notes:

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

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Disc % Shares	Proposition A Discretionary ⁽¹⁾	Total Formula Funds
		Allocated	Fund Exchange	Net				
Included Operators								
1 Metro Bus Ops	73.6795%	\$ 296,800,297	\$ (300,000)	\$ 296,500,297	\$ 58,542,563	73.6795%	\$ 184,113,208	\$ 539,156,068
2 Arcadia DR	0.0435%	175,383		175,383	34,594	0.0435%	108,795	318,772
3 Arcadia MB	0.0463%	186,322		186,322	36,751	0.0463%	115,580	338,653
4 Claremont	0.0345%	139,086		139,086	27,434	0.0345%	86,279	252,799
5 Commerce	0.1165%	469,201		469,201	92,548	0.1165%	291,058	852,806
6 Culver City	1.4273%	5,749,508		5,749,508	1,134,065	1.4273%	3,566,575	10,450,148
7 Foothill	6.6271%	26,695,630		26,695,630	5,265,596	6.6271%	16,560,017	48,521,244
8 Gardena	1.4512%	5,845,949		5,845,949	1,153,088	1.4512%	3,626,399	10,625,436
9 La Mirada	0.0269%	108,550		108,550	21,411	0.0269%	67,336	197,297
10 Long Beach	6.2523%	25,185,868	300,000	25,485,868	4,967,803	6.2523%	15,623,472	46,077,142
11 Montebello	2.1946%	8,840,232		8,840,232	1,743,697	2.1946%	5,483,834	16,067,763
12 Norwalk	0.8441%	3,400,348		3,400,348	670,704	0.8441%	2,109,327	6,180,378
13 Redondo Beach DR	0.0178%	71,525		71,525	14,108	0.0178%	44,369	130,002
14 Redondo Beach MB	0.1823%	734,433		734,433	144,864	0.1823%	455,589	1,334,886
15 Santa Monica	5.3619%	21,599,175	-	21,599,175	4,260,343	5.3619%	13,398,549	39,258,067
16 Torrance	1.6942%	6,824,827		6,824,827	1,346,167	1.6942%	4,233,624	12,404,619
17 Sub-Total	100.0000%	402,826,334	-	402,826,334	79,455,736	100.0000%	249,884,011	732,166,080
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽²⁾								
Eligible Operators								
18 Antelope Valley	1.7126%	-	-	-	1,360,766	1.7126%	4,279,535	\$ 5,640,301
19 Santa Clarita	1.5465%	-	-	-	1,228,780	1.5465%	3,864,447	5,093,227
20 LADOT Local	2.1497%	8,659,723		8,659,723	1,708,093	2.1497%	5,371,859	15,739,675
21 LADOT Express	1.1260%	4,535,703		4,535,703	894,648	1.1260%	2,813,618	8,243,969
22 Foothill - BSCP	0.7264%	2,926,145		2,926,145	577,169	0.7264%	1,815,166	5,318,480
23 Sub-Total	7.2612%	16,121,571	-	16,121,571	5,769,455	7.2612%	18,144,626	40,035,652
24 Total FAP		\$ 402,826,334		\$ 402,826,334	\$ 79,455,736	107.2612%	\$ 249,884,011	\$ 772,201,732
Proposition A Discretionary (95% of 40%) Growth Over CPI:								
25 Revenue								\$ 65,268,989
Uses of Fund:								
26 Eligible Operators - Formula Equivalent Funds								40,035,652
27 Tier 2 Operators								6,000,000
28 Total Uses of Funds								46,035,652
29 Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								19,233,337
30 Backfill from (Transfer to) PC40% Discretionary								(19,233,337)
								\$ -

Notes:

(1) Prop A Discretionary funds, (95% of 40%) allocated to Included Operators have been capped at 2.28% CPI for FAP allocation.

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

Senate Bill 1 - Road Repair and Accountability Act of 2017

Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
<u>Included Operators:</u>				
1 Metro Bus Ops	68.6916%	\$ 38,124,013	\$ 12,666,297	\$ 50,790,311
2 Arcadia	0.0837%	46,461	15,436	61,897
3 Claremont	0.0322%	17,866	5,936	23,801
4 Commerce	0.1086%	60,269	20,024	80,293
5 Culver City	1.3307%	738,525	245,367	983,892
6 Foothill	6.1785%	3,429,055	1,139,267	4,568,322
7 Gardena	1.3530%	750,912	249,483	1,000,395
8 La Mirada	0.0251%	13,943	4,632	18,576
9 Long Beach	5.8290%	3,235,126	1,074,836	4,309,962
10 Montebello	2.0460%	1,135,528	377,267	1,512,795
11 Norwalk	0.7870%	436,775	145,114	581,889
12 Redondo Beach DR	0.0166%	9,187	3,052	12,240
13 Redondo Beach MB	0.1700%	94,338	31,343	125,681
14 Santa Monica	4.9989%	2,774,415	921,770	3,696,185
15 Torrance	1.5795%	876,649	291,257	1,167,907
<u>Eligible Operators:</u>				
16 Antelope Valley	1.5967%	886,156	294,416	1,180,572
17 Santa Clarita	1.4418%	800,205	265,859	1,066,064
18 LADOT Local	2.0042%	1,112,342	369,564	1,481,906
19 LADOT Express	1.0497%	582,611	193,566	776,178
20 Foothill BSCP	0.6772%	375,863	124,877	500,740
21 Total Municipal Operators	31.3084%	17,376,227	5,773,066	23,149,294
22 County of Los Angeles			254,124	254,124
23 Total Funds Allocated	100.0000%	\$ 55,500,241	\$ 18,693,488	\$ 74,193,728

Notes:

(1) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

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

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

	Operators	FY18 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1	Antelope Valley	2,442,282	0.5044%	\$ 202,892
2	Arcadia	79,809	0.0165%	6,630
3	Claremont	31,900	0.0066%	2,650
4	Commerce	509,461	0.1052%	42,323
5	Culver City	4,864,138	1.0045%	404,087
6	Foothill	12,543,650	2.5905%	1,042,060
7	Gardena	3,086,911	0.6375%	256,444
8	LADOT Local/Express	16,763,577	3.4619%	1,392,629
9	La Mirada	42,407	0.0088%	3,523
10	Long Beach	23,820,716	4.9193%	1,978,899
11	Montebello	5,776,558	1.1929%	479,886
12	Norwalk	1,461,068	0.3017%	121,378
13	Redondo Beach DR/MB	373,790	0.0772%	31,052
14	Santa Clarita	2,670,472	0.5515%	221,849
15	Santa Monica	13,187,000	2.7233%	1,095,506
16	Torrance	3,742,000	0.7728%	310,866
17	Sub-Total	91,395,739	18.8746%	7,592,674
18	Metro Bus/Rail Ops ⁽²⁾	392,830,493	81.1254%	32,634,277
19	Total	484,226,232	100.0000%	\$ 40,226,951

Notes:

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

Estimated Revenue: \$	44,696,612
90% Thereof: \$	40,226,951

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators	MOSIP			Zero-fare Compensation ⁽¹⁾	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Prop 1B Bridge Funding		Total	
	Prop A % Share	% Share	\$ Allocation						PTMISEA	SECURITY		
<u>INCLUDED OPERATORS</u>												
1	Metro Bus Ops		\$ -	\$ -	\$11,223,858	\$ -	\$ -	\$ 12,144,805	\$ -	\$ -	\$ 23,368,663	
2	Arcadia	0.0898%	0.2674%	68,280	-	13,596	-	22,917	-	-	104,793	
3	Claremont	0.0345%	0.1028%	26,256	-	5,294	-	-	15,138	3,436	50,124	
4	Commerce	0.1165%	0.3468%	88,572	872,970	17,732	-	262,281	-	-	1,241,555	
5	Culver City	1.4273%	4.2502%	1,085,352	-	217,384	252,811	-	176,666	344,025	2,154,335	
6	Foothill	6.6271%	19.7342%	5,039,417	-	-	349,912	2,099,785	977,602	1,257,810	10,010,062	
7	Gardena	1.4512%	4.3215%	1,103,558	-	220,836	726,670	-	184,424	288,321	2,589,260	
8	La Mirada	0.0269%	0.0802%	20,491	-	4,123	-	-	-	-	24,614	
9	Long Beach	6.2523%	18.6181%	4,754,414	-	951,907	2,399,092	-	865,966	1,088,123	10,306,518	
10	Montebello	2.1946%	6.5350%	1,668,798	-	334,214	-	1,197,790	228,588	323,752	3,826,638	
11	Norwalk	0.8441%	2.5136%	641,894	-	128,324	-	-	59,144	46,615	886,560	
12	Redondo Beach DR/MB	0.2001%	0.5958%	152,143	-	30,436	-	-	4,198	46,628	243,991	
13	Santa Monica	5.3619%	15.9667%	4,077,343	-	816,279	-	-	837,826	1,209,442	7,215,446	
14	Torrance	1.6942%	5.0451%	1,288,344	-	258,023	850,852	762,154	252,966	248,786	3,717,603	
15	Sub-Total	26.3205%	78.3775%	20,014,863	872,970	2,998,149	4,579,337	4,322,010	3,610,297	4,868,640	42,371,498	
<u>ELIGIBLE OPERATORS</u>												
16	Antelope Valley	1.7126%	5.0998%	1,302,315	-	46,261	396,211	-	50,287	256,175	2,109,405	
17	Santa Clarita	1.5465%	4.6052%	1,175,999	-	42,606	207,230	-	53,790	749,763	2,399,593	
18	LADOT Local/Express	3.2757%	9.7544%	2,490,941	-	465,544	2,846,487	-	157,670	1,383,771	7,658,544	
19	Foothill BSCP	0.7264%	2.1631%	552,377	-	-	-	-	-	306,637	928,624	
20	Sub-Total	7.2612%	21.6225%	5,521,633	-	554,410	3,449,928	-	261,748	2,696,347	13,096,166	
21	City of Lynwood Trolley						226,796	-	-		226,796	
22	Total Municipal Operators	33.5818%	100.0000%	25,536,495	872,970	3,552,560	8,256,062	4,322,010	3,872,045	7,564,987	55,694,460	
23	Total	33.5818%	100.0000%	\$ 25,536,495	\$ 872,970	\$ 14,776,417	\$ 8,256,062	\$ 4,322,010	\$ 16,016,851	\$ 7,564,987	\$ 1,717,331	\$ 79,063,124

Last Year	\$24,792,714	\$8,072,020	\$ 4,225,665	\$ 15,659,807
% Increase (2)	3.00%	2.280%	2.280%	2.280%
Current Year	\$25,536,495	\$8,256,062	\$ 4,322,010	\$ 16,016,851

Note:

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

(2) CPI of 2.28% is applied to Proposition C Discretionary programs: Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY2019 allocation.

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

**Proposition C 40% Discretionary Programs
FISCAL YEAR 2020**

	Operators	Zero-fare Compensation			Foothill Transit Mitigation			Total Carryover from FY18
		FY18 ⁽¹⁾	FY20	Total FY20 allocation	FY18 ⁽¹⁾	FY20	Total FY20 allocation	
	<u>INCLUDED OPERATORS</u>							
1	Metro Bus Ops				366,644	10,857,213	11,223,858	366,644
2	Arcadia				364	13,231	13,596	364
3	Claremont				206	5,088	5,294	206
4	Commerce	20,163	852,806	872,970	568	17,164	17,732	20,731
5	Culver City				7,062	210,322	217,384	7,062
6	Foothill				-	-	-	-
7	Gardena				6,986	213,850	220,836	6,986
8	La Mirada				152	3,971	4,123	152
9	Long Beach				30,586	921,321	951,907	30,586
10	Montebello				10,831	323,383	334,214	10,831
11	Norwalk				3,937	124,388	128,324	3,937
12	Redondo Beach DR/MB				953	29,483	30,436	953
13	Santa Monica				26,163	790,117	816,279	26,163
14	Torrance				8,365	249,658	258,023	8,365
15	Sub-Total	20,163	852,806	872,970	96,174	2,901,975	2,998,149	116,337
	<u>ELIGIBLE OPERATORS</u>							
16	Antelope Valley				7,478	38,783	46,261	7,478
17	Santa Clarita				7,585	35,021	42,606	7,585
18	LADOT Local/Express				15,286	450,258	465,544	15,286
19	Foothill BSCP				-	-	-	-
20	Sub-Total				30,349	524,061	554,410	30,349
22	Total Municipal Operators	20,163	852,806	872,970	126,523	3,426,037	3,552,560	126,523
23	Total	20,163	852,806	\$ 872,970	493,167	14,283,250	14,776,417	513,331

Notes:

- (1) FY18 Transit Fund allocations were amended, resulting in additional allocations of \$513,331 to Foothill Transit Mitigation and Zero-fare Compensation funds recipients.

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

BRIDGE FUNDING FOR PROPOSITION 1B PTMISEA FUND

Allocation Basis - FY15

	Operators	[A]	[B]	[C]	[D]	[E]	[F]	[G]
		PTMISEA FUND	FY15 STA % Share	FAP Allocation	FAP Allocation Over (Under) STA Allocation	Bridge Funding	Total Funds	FY20 Bridge Funding (3rd of 3 Installments) (1)
					(C-A)		(A+E)	(E) /3
<u>Included Operators</u>								
1	Arcadia	\$ 132,924	0.0891%	\$ 117,917	\$ (15,007)	\$ -	\$ 132,924	\$ -
2	Claremont	40,609	0.0650%	86,023	45,414	45,414	86,023	15,138
3	Commerce	282,048	0.0921%	121,887	(160,161)	-	282,048	-
4	Culver City	873,391	1.4398%	1,905,465	1,032,074	1,032,074	1,905,465	344,025
5	Foothill	4,323,936	6.1185%	8,097,366	3,773,430	3,773,430	8,097,366	1,257,810
6	Gardena	1,014,034	1.4198%	1,878,996	864,962	864,962	1,878,996	288,321
7	La Mirada	107,067	0.0333%	44,070	(62,997)	-	107,067	-
8	Long Beach	4,904,330	6.1724%	8,168,698	3,264,368	3,264,368	8,168,698	1,088,123
9	Montebello	2,004,725	2.2487%	2,975,982	971,257	971,257	2,975,982	323,752
10	Metro Bus Ops	103,154,440	74.1778%	98,168,631	(4,985,809)	-	103,154,440	-
11	Norwalk	946,553	0.8209%	1,086,398	139,845	139,845	1,086,398	46,615
12	Redondo Beach	120,697	0.1969%	260,582	139,885	139,885	260,582	46,628
13	Santa Monica	3,529,674	5.4087%	7,158,000	3,628,326	3,628,326	7,158,000	1,209,442
14	Torrance	1,525,960	1.7170%	2,272,318	746,358	746,358	2,272,318	248,786
15	Sub-Total	122,960,388	100.0000%	132,342,333	9,381,945	14,605,919	137,566,307	4,868,640
<u>Eligible Operators</u>								
16	Antelope Valley	1,265,840	1.5372%	2,034,366	768,526	768,526	2,034,366	256,175
17	Santa Clarita	-	1.6996%	2,249,290	2,249,290	2,249,290	2,249,290	749,763
18	City of Los Angeles	-	3.1368%	4,151,314	4,151,314	4,151,314	4,151,314	1,383,771
19	Foothill BSCP	-	0.6951%	919,912	919,912	919,912	919,912	306,637
20	Sub-Total	1,265,840	7.0687%	9,354,882	8,089,042	8,089,042	9,354,882	2,696,347
21	Total Municipal Operators	124,226,228	107.0687%	141,697,215	17,470,987	22,694,961	146,921,189	7,564,987
22	SCRRA	8,116,105	-	-	-	-	8,116,105	-
23	Grand Total	\$ 132,342,333	107.0687%	\$ 141,697,215	\$ 17,470,987	\$ 22,694,961	\$ 155,037,294	\$ 7,564,987

Note:

(1) The final appropriation of Prop 1B PTMISEA fund was made in FY 2014-15 state budget; therefore, FY20 will be the last year of prop 1B Bridge Funding.

BRIDGE FUNDING FOR PROPOSITION 1B SECURITY FUND

Allocation Basis - FY15

Operators	[A]	[B]	[C]	[D]	[E]	[F]
	SECURITY FUND	FY15 STA % Share	FAP Allocation	FAP Allocation Over (Under) STA Allocation (C-A)	FY20 Bridge Funding (1)	Total (A+E)
Included Operators						
1 Arcadia	\$ 10,058	0.0891%	\$ 8,923	\$ (1,136)	\$ -	\$ 10,058
2 Claremont	3,073	0.0650%	6,509	3,436	3,436	6,509
3 Commerce	21,343	0.0921%	9,223	(12,119)	-	21,343
4 Culver City	66,090	1.4398%	144,187	78,097	78,097	144,187
5 Foothill	327,193	6.1185%	612,729	285,536	285,536	612,729
6 Gardena	76,732	1.4198%	142,184	65,452	65,452	142,184
7 La Mirada	8,102	0.0333%	3,335	(4,767)	-	8,102
8 Long Beach	371,112	6.1724%	618,127	247,015	247,015	618,127
9 Montebello	151,698	2.2487%	225,193	73,495	73,495	225,193
10 Metro Bus Ops	7,805,715	74.1778%	7,428,438	(377,277)	-	7,805,715
11 Norwalk	71,626	0.8209%	82,208	10,582	10,582	82,208
12 Redondo Beach	9,133	0.1969%	19,718	10,585	10,585	19,718
13 Santa Monica	267,091	5.4087%	541,647	274,556	274,556	541,647
14 Torrance	115,470	1.7170%	171,947	56,477	56,477	171,947
15 Sub-Total	9,304,435	100.0000%	10,014,368	709,933	1,105,232	10,409,667
Eligible Operators						
16 Antelope Valley	95,786	1.5372%	153,941	58,155	58,155	153,941
17 Santa Clarita	-	1.6996%	170,204	170,204	170,204	170,204
18 City of Los Angeles	-	3.1368%	314,131	314,131	314,131	314,131
19 Foothill BSCP	-	0.6951%	69,610	69,610	69,610	69,610
20 Sub-Total	95,786	7.0687%	707,886	612,100	612,100	707,886
21 Total Municipal Operators	9,400,221	107.0687%	10,722,254	1,322,033	1,717,331	11,117,552
22 SCRRRA	614,147	-	-	-	-	614,147
23 Grand Total	\$ 10,014,368	107.0687%	\$ 10,722,254	\$ 1,322,033	\$ 1,717,331	\$ 11,731,700

Note:

(1) The final appropriation of Prop 1B Security fund was made in FY 2014-15 state budget; therefore, FY20 will be the last year of Prop 1B Bridge Funding.

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.6795%	68.6916%	\$122,693,057	65.9683%	\$ 6,596,834
2 Arcadia	0.0898%	0.0837%	149,524	0.1741%	17,409
3 Claremont	0.0345%	0.0322%	57,496	0.0578%	5,779
4 Commerce	0.1165%	0.1086%	193,961	0.3305%	33,048
5 Culver City	1.4273%	1.3307%	2,376,766	1.4177%	141,775
6 Foothill	6.6271%	6.1785%	11,035,597	8.3828%	838,277
7 Gardena	1.4512%	1.3530%	2,416,633	1.2366%	123,656
8 La Mirada	0.0269%	0.0251%	44,873	0.0643%	6,427
9 Long Beach	6.2523%	5.8290%	10,411,483	6.1803%	618,031
10 Montebello	2.1946%	2.0460%	3,654,427	1.8690%	186,899
11 Norwalk	0.8441%	0.7870%	1,405,656	0.6718%	67,180
12 Redondo Beach DR	0.0178%	0.0166%	29,568	0.3268%	32,682
13 Redondo Beach MB	0.1823%	0.1700%	303,604		
14 Santa Monica	5.3619%	4.9989%	8,928,794	4.5749%	457,486
15 Torrance	1.6942%	1.5795%	2,821,287	1.4046%	140,463
<u>Eligible Operators:</u>					
16 Antelope Valley	1.7126%	1.5967%	2,851,883	1.8339%	183,390
17 Santa Clarita	1.5465%	1.4418%	2,575,268	1.8780%	187,805
18 LADOT Local	2.1497%	2.0042%	3,579,807	3.6286%	362,859
19 LADOT Express	1.1260%	1.0497%	1,874,996		
20 Foothill BSCP	0.7264%	0.6772%	1,209,627		
21					
22 Total Municipal Operators	33.5818%	31.3084%	55,921,249	34.0317%	3,403,166
23 Total Funds Allocated	107.2612%	100.0000%	\$178,614,306	100.0000%	\$ 10,000,000

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

Operators	Measure M ⁽¹⁾ Percentage Share	\$ Allocation
<u>Included Operators:</u>		
1 Metro Bus Ops	68.6916%	\$ 126,904,826
2 Arcadia	0.0837%	154,657
3 Claremont	0.0322%	59,470
4 Commerce	0.1086%	200,619
5 Culver City	1.3307%	2,458,354
6 Foothill	6.1785%	11,414,423
7 Gardena	1.3530%	2,499,590
8 La Mirada	0.0251%	46,413
9 Long Beach	5.8290%	10,768,885
10 Montebello	2.0460%	3,779,875
11 Norwalk	0.7870%	1,453,909
12 Redondo Beach DR	0.0166%	30,583
13 Redondo Beach MB	0.1700%	314,026
14 Santa Monica	4.9989%	9,235,299
15 Torrance	1.5795%	2,918,136
<u>Eligible Operators:</u>		
16 Antelope Valley	1.5967%	2,949,781
17 Santa Clarita	1.4418%	2,663,671
18 LADOT Local	2.0042%	3,702,694
19 LADOT Express	1.0497%	1,939,360
20 Foothill BSCP	0.6772%	1,251,151
21 Total Municipal Operators	31.3084%	57,840,896
22 Total Funds Allocated	100.0000%	\$ 184,745,722

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

% Shares Calculation		Vehicle Service Miles	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	Adjustment (2)	% Share
1	LADOT Community Dash	2,594,003	\$ 3,429,875	\$ 0.50	16,808,232	9,701,118	-	4.6299%
2	Glendale	632,761	709,712	1.00	2,187,836	1,410,299	-	0.6731%
3	Pasadena	672,330	742,520	0.75	990,027	831,178	-	0.3967%
4	Burbank	309,680	194,459	1.00	194,459	252,070	-	0.1203%
5	Sub-Total	4,208,774	5,076,566		20,180,554	12,194,664		5.8200%
6	Included and Eligible Operators	114,036,906	280,340,215		178,993,195	197,335,560	-	94.1800%
7	Total	118,245,680	\$ 285,416,781		199,173,749	209,530,223	-	100.0000%
		% Share	TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total		
8	Funds Allocated to Included Operators		\$402,826,334	\$ 79,455,736	\$ 249,884,011	\$ -		\$732,166,080
Formula Equivalent Calculation								
9	LADOT Community Dash		4.6299%	\$ 18,650,606	\$ 3,678,751	\$ 11,569,472	\$ -	\$ 33,898,829
10	Glendale		0.6731%	2,711,329	534,798	1,681,910	-	4,928,037
11	Pasadena		0.3967%	1,597,958	315,190	991,256	-	2,904,405
12	Burbank		0.1203%	484,609	95,587	300,616	-	880,812
13	Total		5.8200%	\$ 23,444,502	\$ 4,624,326	\$ 14,543,255	\$ -	\$ 42,612,083
Funds Allocated to Tier 2 Operators			14.08% (3)					
Actual Allocation								
14	LADOT Community Dash			\$ 2,626,101	\$ 517,987	\$ 1,629,041	\$ 51,252	\$ 4,824,381
15	Glendale			381,769	75,302	236,822	7,423	\$ 701,316
16	Pasadena			225,001	44,380	139,574	(60,033)	\$ 348,922
17	Burbank			68,235	13,459	42,328	1,359	\$ 125,382
18	Total			\$ 3,301,106	\$ 651,129	\$ 2,047,765	\$ -	\$ 6,000,000

	Prop A Incentive Allocation:	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19	LADOT Community Dash	\$ 1,333,095	\$ (187,707)	\$ 1,145,389
21	Glendale	323,780	(45,590)	278,190
22	Pasadena	303,676	(42,759)	260,917
23	Burbank	132,427	(18,646)	113,781
24	Total	\$ 2,092,978	\$ (294,702)	\$ 1,798,276

Notes:

- (1) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (2) Due to Pasadena's revised FY17 TPM data , adjustment has been made to FY20 allocations.
- (3) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.

Bus Transit Subsidies FEDERAL FORMULA GRANTS

FEDERAL FORMULA GRANTS REVENUE ESTIMATES

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

1	<u>Section 5307 Urbanized Area Formula Grants:</u>		
	Estimated Revenue		\$ 245,731,656
2	Estimated Revenue	\$ 245,731,656	
3	Off the Top:		
	1% Enhancement Allocation	<u>(2,457,317)</u>	
4		<u>\$ 243,274,339</u>	
5	85% Formula Allocation	\$ 206,783,189	
6	15% Discretionary Allocation	<u>36,491,151</u>	
7		\$ 243,274,339	
8	<u>Section 5339 Bus and Bus Facilities Formula Grants:</u>		
	Estimated Revenue		\$ 26,975,868
	<u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u>		
	High Intensity Fixed Guideway:		
9	Directional Route Miles (DRM) Generated	\$ 34,117,857	
10	Vehicle Revenue Miles (VRM) Generated	<u>59,836,696</u>	
11		<u>\$ 93,954,553</u>	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated	\$ 2,646,573	
13	Vehicle Revenue Miles (VRM) Generated	<u>3,230,998</u>	
14		<u>\$ 5,877,571</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 99,832,124
16	Total Federal Formula Funds Available		\$ 372,539,648

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

FEDERAL FORMULA GRANTS

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY19 \$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY19 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY19 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
Included Operators:										
1 Metro Bus Ops	\$ 159,116,284	\$ (13,497,952)	\$ 145,618,332	\$ 18,316,692	\$ 8,659,176	\$ 26,975,868	\$94,693,348	\$ 5,138,776	\$ 99,832,124	\$ 272,426,324
Municipal Operators:										
2 Arcadia	370,538	48,338	418,876	48,338	(48,338)	-	-	-	-	418,876
3 Claremont	123,006	16,047	139,053	16,047	(16,047)	-	-	-	-	139,053
4 Commerce	703,400	91,762	795,162	91,762	(91,762)	-	-	-	-	795,162
5 Culver City	4,916,885	393,651	5,310,535	393,651	(393,651)	-	-	-	-	5,310,535
6 Foothill Transit	21,214,226	5,900,122	27,114,348	2,327,551	(2,327,551)	-	3,572,571	(3,572,571)	-	27,114,348
7 Gardena	6,602,488	343,341	6,945,830	343,341	(343,341)	-	-	-	-	6,945,830
8 La Mirada	136,786	17,844	154,631	17,844	(17,844)	-	-	-	-	154,631
9 Long Beach	15,218,453	1,583,799	16,802,253	1,716,018	(1,716,018)	-	167,781	(167,781)	-	16,802,253
10 Montebello	3,977,934	518,941	4,496,875	518,941	(518,941)	-	-	-	-	4,496,875
11 Norwalk	2,595,176	186,532	2,781,707	186,532	(186,532)	-	-	-	-	2,781,707
12 Redondo Beach	695,592	90,743	786,335	90,743	(90,743)	-	-	-	-	786,335
13 Santa Monica	13,483,688	1,351,731	14,835,419	1,270,249	(1,270,249)	-	81,482	(81,482)	-	14,835,419
14 Torrance	3,525,221	390,008	3,915,230	390,008	(390,008)	-	-	-	-	3,915,230
15 Sub-Total	73,563,395	10,932,859	84,496,255	7,411,026	(7,411,026)	-	3,821,834	(3,821,834)	-	84,496,255
Eligible Operators:										
16 Antelope Valley	243,694	590,111	833,804	31,791	(31,791)	-	558,320	(558,320)	-	833,804
17 LADOT	11,207,353	1,766,133	12,973,485	1,007,510	(1,007,510)	-	758,622	(758,622)	-	12,973,485
18 Santa Clarita	1,600,931	208,849	1,809,780	208,849	(208,849)	-	-	-	-	1,809,780
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	13,051,978	2,565,092	15,617,070	1,248,151	(1,248,151)	-	1,316,942	(1,316,942)	-	15,617,070
21 Total Excluding Metro	86,615,373	13,497,952	100,113,325	8,659,176	(8,659,176)	-	5,138,776	(5,138,776)	-	100,113,325
22 Grand Total	\$ 245,731,657	\$ -	\$ 245,731,657	\$ 26,975,868	\$ -	\$ 26,975,868	\$99,832,124	\$ -	\$ 99,832,124	\$ 372,539,649

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,434,273	1,141,092	1,917,001	0.7802%	75	61	73.2	0	0.0	73.2	0.6446%
2	Arcadia DR	101,391	-	60,835	0.0248%	0	0	0.0	184	4.2	4.2	0.0368%
3	Arcadia MB	179,225	-	107,535	0.0438%	8	6	7.2	0	0.0	7.2	0.0634%
4	Claremont	55,900	-	33,540	0.0137%	0	0	0.0	204	4.6	4.6	0.0408%
5	Commerce	482,465	-	289,479	0.1178%	18	14	16.8	48	1.1	17.9	0.1575%
6	Culver City	1,850,075	-	1,110,045	0.4518%	56	44	52.8	0	0.0	52.8	0.4649%
7	Foothill	10,433,630	6,972,134	9,049,032	3.6828%	356	296	355.2	0	0.0	355.2	3.1278%
8	Gardena	1,752,887	-	1,051,732	0.4280%	58	43	51.6	0	0.0	51.6	0.4544%
9	LADOT	2,863,091	2,530,745	2,730,153	1.1111%	198	170	198.0	0	0.0	198.0	1.7435%
10	La Mirada	72,021	-	43,213	0.0176%	0	0	0.0	208	4.7	4.7	0.0416%
11	Long Beach	8,001,768	-	4,801,061	1.9539%	259	197	236.4	40	0.9	237.3	2.0897%
12	Montebello	2,422,854	77,999	1,484,912	0.6043%	72	67	72.0	40	0.9	72.9	0.6420%
13	Metro Bus Ops.	82,943,000	5,382,000	51,918,600	21.1299%	2,425	1,933	2,319.6	0	0.0	2,319.6	20.4256%
14	Norwalk	1,087,204	-	652,322	0.2655%	33	24	28.8	0	0.0	28.8	0.2536%
15	Redondo Beach	478,564	-	287,138	0.1169%	20	14	16.8	75	1.7	18.5	0.1629%
16	Santa Clarita	2,254,312	1,090,941	1,788,964	0.7281%	83	69	82.8	0	0.0	82.8	0.7291%
17	Santa Monica	5,330,000	361,000	3,342,400	1.3603%	199	166	199.0	0	0.0	199.0	1.7523%
18	Torrance	1,646,700	619,300	1,235,740	0.5029%	56	48	56.0	48	1.1	57.1	0.5027%
19	TOTAL	124,389,360	18,175,211	81,903,700	33.3333%	3,916	3,152	3,766.2	847	19.3	3,785.5	33.3333%

Notes:

Include only MTA Funded Programs:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS				UNLINKED PASSENGERS		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
		Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1	Antelope Valley	\$4,866,537	\$ 1.50	3,244,358	0.2977%	2,442,282	0.1115%	1.8339%	-1.7161%	0.1178%
2	Arcadia DR	6,163	0.50	12,326	0.0011%	31,263	0.0014%	0.0641%	0.0019%	0.0660%
3	Arcadia MB	6,244	0.50	12,488	0.0011%	35,965	0.0016%	0.1100%	0.0032%	0.1132%
4	Claremont	50,700	2.50	20,280	0.0019%	31,900	0.0015%	0.0578%	0.0017%	0.0595%
5	Commerce (1)	-	-	347,430	0.0319%	509,461	0.0233%	0.3305%	0.0097%	0.3402%
6	Culver City	3,041,100	1.00	3,041,100	0.2790%	4,864,138	0.2220%	1.4177%	0.0415%	1.4593%
7	Foothill	16,343,391	1.50	10,895,594	0.9996%	12,543,650	0.5726%	8.3828%	0.2455%	8.6283%
8	Gardena	2,324,257	1.00	2,324,257	0.2132%	3,086,911	0.1409%	1.2366%	0.0362%	1.2728%
9	LADOT	6,764,281	1.50	4,509,521	0.4137%	7,891,383	0.3602%	3.6286%	0.1063%	3.7349%
10	La Mirada	33,988	1.00	33,988	0.0031%	42,407	0.0019%	0.0643%	0.0019%	0.0661%
11	Long Beach	14,297,103	1.25	11,437,682	1.0494%	23,820,716	1.0873%	6.1803%	0.1810%	6.3613%
12	Montebello	4,303,782	1.10	3,912,529	0.3590%	5,776,558	0.2637%	1.8690%	0.0547%	1.9237%
13	Metro Bus Ops.	219,524,000	1.75	125,442,286	11.5090%	282,691,000	12.9038%	65.9683%	1.9319%	67.9003%
14	Norwalk	1,219,874	1.25	975,899	0.0895%	1,384,111	0.0632%	0.6718%	0.0197%	0.6915%
15	Redondo Beach	326,431	1.00	326,431	0.0299%	373,790	0.0171%	0.3268%	0.0096%	0.3364%
16	Santa Clarita	3,258,614	1.00	3,258,614	0.2990%	2,670,472	0.1219%	1.8780%	-1.1038%	0.7742%
17	Santa Monica	11,721,000	1.25	9,376,800	0.8603%	13,187,000	0.6019%	4.5749%	0.1340%	4.7088%
18	Torrance	2,487,000	1.00	2,487,000	0.2282%	3,742,000	0.1708%	1.4046%	0.0411%	1.4458%
19	TOTAL	\$290,574,465		181,658,583	16.6667%	365,125,007	16.6667%	100.0000%	0.0000%	100.0000%

Note:

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

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

	ANTELOPE VALLEY			SANTA CLARITA			
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share	
20	Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	27,083,967	93.5738%	1.7161%	11,941,064	58.7760%	1.1038%
21	UZA number LA 2	1,859,994	6.4262%	0.1178%	8,375,167	41.2240%	0.7742%
22	Total	28,943,961	100.0000%	1.8339%	20,316,231	100.0000%	1.8780%

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange	Total Funds Available
				Project Title	Amount	Project Title	Amount				
1	Antelope Valley	0.1178%	\$ 243,694					\$ 243,694		\$ 590,111	\$ 833,804
2	Arcadia	0.1792%	370,538					370,538		48,338	418,876
3	Claremont	0.0595%	123,006					123,006		16,047	139,053
4	Commerce	0.3402%	703,400					703,400		91,762	795,162
5	Culver City	1.4593%	3,017,525	Facility Capacity Enhancement Project	1,632,000	Bus Stop Improvement Project	267,360	4,916,885		393,651	5,310,535
6	Foothill Transit	8.6283%	17,841,812	10 CNG Replacement Buses	3,372,414			21,214,226		5,900,122	27,114,348
7	Gardena	1.2728%	2,631,878	Gtrans Zero Emission Bus Replacement Project	3,746,610	Real Time Information Signage & Amenities	224,000	6,602,488		343,341	6,945,830
8	LADOT	3.7349%	7,723,058	Propane to Electric Buses	2,810,943	Solar Powered Bus Stop Arrival Information Signs	673,352	11,207,353		1,766,133	12,973,485
9	La Mirada	0.0661%	136,786					136,786		17,844	154,631
10	Long Beach Transit	6.3613%	13,154,117	LBT Bus Fleet Expansion Regional Training	1,548,336 300,000	Bus Stop Improvements	216,000	15,218,453	(1) (300,000)	1,883,799	16,802,253
11	Montebello	1.9237%	3,977,934					3,977,934		518,941	4,496,875
12	Metro Bus Ops.	67.9003%	140,406,379	Bus Facilities & Asset Improvements & BEB en Rt charging Infrastructure	18,095,576	Division 2 Historic Preservation & Rehabilitation	614,329	159,116,284	(1) 300,000	(13,797,952)	145,618,332
13	Norwalk	0.6915%	1,429,857	Phase II Route 7 Electric Bus Project Gap Funding	703,043	Bus Stop Beacon Replacement & ATI Digital Signs	462,276	2,595,176		186,532	2,781,707
14	Redondo Beach	0.3364%	695,592					695,592		90,743	786,335
15	Santa Clarita	0.7742%	1,600,931					1,600,931		208,849	1,809,780
16	Santa Monica	4.7088%	9,737,078	Replacement of Buses	3,746,610			13,483,688		1,351,731	14,835,419
17	Torrance	1.4458%	2,989,602	Torrance Transit Bus Fleet Expansion	535,619			3,525,221		390,008	3,915,230
18	TOTAL	100.0000%	\$ 206,783,189		\$ 36,491,151		\$ 2,457,317	\$245,731,657	\$ -	\$ 0	\$ 245,731,657

Notes: Total may not add due to rounding.

(1) Last year of Federal Section 5307 15% Discretionary fund allocations to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds to the SCR TTC will be exchanged with Metro's TDA share.

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
High Intensity Fixed Guideway:									
1 Metro (Including Metrolink)	462.9	99.763%	\$ 34,036,974	27,318,023	98.591%	\$ 58,993,859	\$ 93,030,833	\$ 923,720	\$ 93,954,553
2 Long Beach Transit	0.5	0.108%	36,765	60,669	0.219%	131,016	167,781	(167,781)	-
3 Santa Monica	0.6	0.129%	44,118	17,302	0.062%	37,364	81,482	(81,482)	-
4 Foothill Transit	-	0.000%	-	312,318	1.127%	674,457	674,457	(674,457)	-
5 Sub-total	464.0	100.000%	34,117,857	27,708,312	100.000%	59,836,696	93,954,553	-	93,954,553
High Intensity Motorbus:									
6 Antelope Valley	23.6	15.003%	397,070	110,163	4.991%	161,250	558,320	(558,320)	-
7 Foothill Transit	39.4	25.048%	662,905	1,527,057	69.180%	2,235,208	2,898,113	(2,898,113)	-
8 LADOT	35.1	22.314%	590,558	114,819	5.202%	168,065	758,622	(758,622)	-
9 Metro Bus Ops.	59.2	37.635%	996,040	455,325	20.628%	666,476	1,662,516	4,215,055	5,877,571
10 Sub-total	157.3	100.000%	2,646,573	2,207,364	100.000%	3,230,998	5,877,571	-	5,877,571
11 Total LA County Share - UZA 2	621.30		\$ 36,764,430	29,915,676	200.000%	\$ 63,067,694	\$ 99,832,124	\$ -	\$ 99,832,124

Note:

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

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1178%	\$ 31,791	\$ (31,791)	\$ -
2	Arcadia	0.1792%	48,338	(48,338)	-
3	Claremont	0.0595%	16,047	(16,047)	-
4	Commerce	0.3402%	91,762	(91,762)	-
5	Culver City	1.4593%	393,651	(393,651)	-
6	Foothill	8.6283%	2,327,551	(2,327,551)	-
7	Gardena	1.2728%	343,341	(343,341)	-
8	LADOT	3.7349%	1,007,510	(1,007,510)	-
9	La Mirada	0.0661%	17,844	(17,844)	-
10	Long Beach	6.3613%	1,716,018	(1,716,018)	-
11	Montebello	1.9237%	518,941	(518,941)	-
12	Metro Bus Ops.	67.9003%	18,316,692	8,659,176	26,975,868
13	Norwalk	0.6915%	186,532	(186,532)	-
14	Redondo Beach	0.3364%	90,743	(90,743)	-
15	Santa Clarita	0.7742%	208,849	(208,849)	-
16	Santa Monica	4.7088%	1,270,249	(1,270,249)	-
17	Torrance	1.4458%	390,008	(390,008)	-
18	TOTAL	100.0000%	\$ 26,975,868	\$ -	\$ 26,975,868

Note:

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

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		FY20 Allocation
1	Agoura Hills	\$ 68,461
2	Antelope Valley, Elderly & Disabled	337,251
3	Beverly Hills Taxi & Lift Van	26,019
4	Culver City Community Transit and LA County	71,805
5	Gardena, Hawthorne and LA County	187,497
6	Glendale Paratransit and La Canada Flintridge	254,031
7	Inglewood Transit and LA County	177,270
8	LA County (Whittier et al)	214,534
9	LA County (Willowbrook)	41,321
10	Los Angeles Taxi & Lift Van, City Ride	329,818
11	Los Angeles Dial-a-Ride, City Ride	1,048,550
12	Monrovia D.A.R. and LA County	130,903
13	Palos Verdes PTA D.A.R.	40,549
14	Palos Verdes PTA - PV Transit	393,482
15	Pasadena Community Transit, San Marino and LA County	451,809
16	Pomona Valley TA - E&D (Get About)	760,883
17	Pomona Valley TA General Public (VC)	80,877
18	Redondo Beach Community Transit and Hermosa Beach	14,952
19	Santa Clarita D.A.R.	692,936
20	West Hollywood (DAR)	253,524
21	West Hollywood (Taxi)	95,979
22	Whittier (DAR)	274,919
23	Sub-total	<u>\$ 5,947,368</u>
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION		
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
25	Santa Clarita - Local Fixed Route	-
26	Antelope Valley - Local Fixed Route	-
27	Foothill - Bus Service Continuation Project	-
28	Sub-total	<u>\$ -</u>
29	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	<u>\$ -</u>
30	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	<u>\$ -</u>

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

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

(In Order of Priority)

Priority V: VOLUNTARY NTD DATA REPORTING				
(Estimated - to be Adjusted to Actual apportionment)				
FY18 NTD Report Year		Estimate	Tier 2 Deduction (1)	FY20 Net Allocation
31	City of Alhambra (MB and DR)	\$ 113,489		\$ 113,489
32	City of Artesia (DR)	5,519		5,519
33	City of Azusa (DR)	40,403		40,403
34	City of Baldwin Park (MB and DR)	87,681		87,681
35	City of Bell (MB/DR)	23,617		23,617
36	City of Bell Gardens (MB and DR)	63,131		63,131
37	City of Bellflower (MB and DR)	42,889		42,889
38	City of Burbank (MB)*	132,427	(18,646)	113,781
39	City of Calabasas (MB and DR)	68,692		68,692
40	City of Carson (MB and DT)	186,633		186,633
41	City of Cerritos (MB)	100,280		100,280
42	City of Compton (MB)	54,786		54,786
43	City of Covina (DR)	24,916		24,916
44	City of Cudahy (MB and DR)	21,958		21,958
45	City of Downey (MB and DR)	81,198		81,198
46	City of Duarte (MB)	34,538		34,538
47	City of El Monte (MB and DR)	138,867		138,867
48	City of Glendora (MB and DR)	87,431		87,431
49	City of Glendale (MB)*	323,780	(45,590)	278,190
50	City of Huntington Park (MB)	-		-
51	City of Los Angeles -- Community DASH* (MB)	1,172,901	(165,150)	1,007,750
52	City of Los Angeles -- Department of Aging (DR)	178,380		178,380
53	LA County Dept. of Public Works -- Avocado Heights (MB)	16,605		16,605
54	LA County Dept. of Public Works -- East Valinda (MB)	18,595		18,595
55	LA County Dept. of Public Works -- East LA (MB and DR)	138,811		138,811
56	LA County Dept. of Public Works -- Willowbrook (MB)	33,193		33,193
57	LA County Dept. of Public Works -- King Medical (MB)	14,745		14,745
58	LA County Dept. of Public Works -- Athens (MB)	15,797		15,797
59	LA County Dept. of Public Works -- Lennnox (MB)	12,967		12,967
60	LA County Dept. of Public Works -- South Whittier (MB)	89,129		89,129
61	City of Lawndale (MB)	32,803		32,803
62	City of Lynwood (MB)	57,023		57,023
63	City of Malibu (DT)	22,686		22,686
64	City of Manhattan Beach (DR)	18,032		18,032
65	City of Maywood (DR)	23,723		23,723
66	City of Monterey Park (MB and DR)	105,754		105,754
67	City of Pasadena (MB)*	303,676	(42,759)	260,917
68	City of Pico Rivera (DR)	9,215		9,215
69	City of Rosemead (MB and DR)	74,101		74,101
70	City of Santa fe Springs (DR)	5,581		5,581
71	City of South Gate (DT and MB)	153,626		153,626
72	City of South Pasadena (DR)	15,267		15,267
73	City of West Covina (MB and DR)	98,397		98,397
74	City of West Hollywood (MB)	44,158		44,158
75	Sub-Total	\$ 4,287,397	\$ (272,146)	\$ 4,015,252

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

(In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS			
76	Avalon Ferry Subsidy		\$ 700,000
77	Avalon Transit Services (Jitney and Dial-a-Ride)		300,000
78	Hollywood Bowl Shuttle Service		1,057,000
79		Sub-total	\$ 2,057,000
80	Total Expenditures		\$ 12,019,620
81	Reserves for contingencies (2)		6,184,542
82		Sub-total	18,204,162
83	Total Estimated Revenue		18,204,162
84	Surplus (Deficit)		\$ -

NOTES:

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

(2) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2018 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	20,858	0.2039%	\$ 422,689	\$ 350,609	\$ 262,985	\$ 298,018	\$ 15,086		\$ -	\$ 1,349,388
2 ALHAMBRA	86,420	0.8447%	1,751,308	1,452,664	1,089,615	1,234,764	62,462			5,590,814
3 ARCADIA	57,506	0.5621%	1,165,364	966,638	725,057	821,643	41,569			3,720,270
4 ARTESIA	16,781	0.1640%	340,068	282,078	211,581	239,766	12,140			1,085,633
5 AVALON	3,860	0.0377%	78,223	64,884	48,668	55,151	5,000	3,860	164,382	416,309
6 AZUSA	49,606	0.4848%	1,005,269	833,845	625,451	708,768	35,860			3,209,193
7 BALDWIN PARK	76,463	0.7473%	1,549,529	1,285,293	964,074	1,092,499	55,267			4,946,662
8 BELL	36,297	0.3548%	735,562	610,129	457,646	518,610	26,243			2,348,189
9 BELLFLOWER	77,466	0.7571%	1,569,854	1,302,153	976,720	1,106,830	55,992			5,011,549
10 BELL GARDENS	42,971	0.4200%	870,811	722,315	541,794	613,967	31,065			2,779,952
11 BEVERLY HILLS	34,443	0.3366%	697,990	578,964	434,270	492,120	24,903			2,228,247
12 BRADBURY	1,068	0.0104%	21,643	17,952	13,466	15,260	5,000			73,321
13 BURBANK	107,029	1.0461%	2,168,951	1,799,088	1,349,461	1,529,225	77,355			6,924,079
14 CALABASAS	24,183	0.2364%	490,070	406,500	304,908	345,525	17,489			1,564,493
15 CARSON	93,453	0.9134%	1,893,832	1,570,884	1,178,290	1,335,251	67,544			6,045,802
16 CERRITOS	50,025	0.4889%	1,013,761	840,888	630,734	714,755	36,163			3,236,299
17 CLAREMONT	36,293	0.3547%	735,480	610,062	457,596	518,552	26,240			2,347,930
18 COMMERCE	13,061	0.1277%	264,682	219,547	164,678	186,615	9,452			844,974
19 COMPTON	99,751	0.9750%	2,021,462	1,676,749	1,257,697	1,425,237	72,095			6,453,241
20 COVINA	48,901	0.4780%	990,983	821,994	616,562	698,695	35,350			3,163,584
21 CUDAHY	24,328	0.2378%	493,009	408,938	306,736	347,597	17,594			1,573,874
22 CULVER CITY	39,847	0.3895%	807,503	669,802	502,406	569,332	28,808			2,577,850
23 DIAMOND BAR	57,245	0.5595%	1,160,074	962,251	721,766	817,913	41,380			3,703,385
24 DOWNEY	113,670	1.1110%	2,303,531	1,910,719	1,433,193	1,624,111	82,153			7,353,708
25 DUARTE	21,999	0.2150%	445,811	369,789	277,372	314,321	15,911			1,423,203
26 EL MONTE	116,942	1.1430%	2,369,839	1,965,719	1,474,448	1,670,861	84,518			7,565,384
27 EL SEGUNDO	16,777	0.1640%	339,987	282,010	211,531	239,709	12,137			1,085,374
28 GARDENA	60,987	0.5961%	1,235,906	1,025,152	768,947	871,379	44,084			3,945,468
29 GLENDALE	201,705	1.9715%	4,087,567	3,390,530	2,543,171	2,881,950	145,769			13,048,987
30 GLENDORA	52,452	0.5127%	1,062,944	881,684	661,334	749,431	37,916			3,393,310
31 HAWAIIAN GARDENS	14,625	0.1429%	296,377	245,837	184,397	208,961	10,582			946,154
32 HAWTHORNE	88,706	0.8670%	1,797,634	1,491,090	1,118,438	1,267,427	64,114			5,738,703
33 HERMOSA BEACH	19,684	0.1924%	398,898	330,875	248,183	281,244	14,238			1,273,438
34 HIDDEN HILLS	1,900	0.0186%	38,504	31,938	23,956	27,147	5,000			126,544
35 HUNTINGTON PARK	59,425	0.5808%	1,204,252	998,896	749,252	849,061	42,955			3,844,417

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	437	0.0043%	8,856	7,346	5,510	6,244	-			27,955
37 INGLEWOOD	113,476	1.1091%	2,299,600	1,907,458	1,430,747	1,621,339	82,013			7,341,157
38 IRWINDALE	1,414	0.0138%	28,655	23,768	17,828	20,203	5,000			95,455
39 LA CANADA-FLINTRIDGE	20,638	0.2017%	418,231	346,911	260,212	294,875	14,927			1,335,155
40 LA HABRA HEIGHTS	5,453	0.0533%	110,505	91,661	68,753	77,912	5,000			353,832
41 LAKEWOOD	81,126	0.7929%	1,644,025	1,363,675	1,022,867	1,159,124	58,637			5,248,327
42 LA MIRADA	49,558	0.4844%	1,004,297	833,038	624,846	708,082	35,825			3,206,087
43 LANCASTER	161,148	1.5751%	3,265,677	2,708,793	2,031,813	2,302,474	116,462	161,148	6,862,652	17,287,870
44 LA PUENTE	40,640	0.3972%	823,573	683,132	512,404	580,662	29,381			2,629,152
45 LA VERNE	33,169	0.3242%	672,172	557,549	418,207	473,917	23,982			2,145,828
46 LAWDALE	33,580	0.3282%	680,501	564,458	423,389	479,789	24,279			2,172,417
47 LOMITA	20,659	0.2019%	418,656	347,264	260,476	295,175	14,942			1,336,514
48 LONG BEACH	477,628	4.6683%	9,679,168	8,028,616	6,022,110	6,824,323	345,154			30,899,372
49 LOS ANGELES CITY	4,021,488	39.3058%	81,495,766	67,598,593	50,704,405	57,458,804	3,297,402			260,554,972
50 LYNWOOD	71,895	0.7027%	1,456,958	1,208,508	906,479	1,027,232	51,966			4,651,143
51 MALIBU	12,939	0.1265%	262,210	217,496	163,140	184,872	9,364			837,081
52 MANHATTAN BEACH	35,961	0.3515%	728,752	604,481	453,410	513,809	26,000			2,326,452
53 MAYWOOD	28,021	0.2739%	567,848	471,015	353,299	400,363	20,262			1,812,786
54 MONROVIA	38,735	0.3786%	784,968	651,110	488,385	553,444	28,004			2,505,911
55 MONTEBELLO	64,142	0.6269%	1,299,843	1,078,185	808,726	916,457	46,364			4,149,575
56 MONTEREY PARK	62,154	0.6075%	1,259,556	1,044,768	783,661	888,053	44,927			4,020,965
57 NORWALK	107,251	1.0483%	2,173,450	1,802,819	1,352,260	1,532,397	77,515			6,938,441
58 PALMDALE	158,658	1.5507%	3,215,217	2,666,938	2,000,419	2,266,897	114,662	158,658	6,756,613	17,020,745
59 PALOS VERDES ESTATES	13,508	0.1320%	273,741	227,061	170,314	193,002	9,775			873,892
60 PARAMOUNT	55,909	0.5465%	1,133,000	939,794	704,921	798,825	40,415			3,616,955
61 PASADENA	143,379	1.4014%	2,905,587	2,410,108	1,807,775	2,048,591	103,622			9,275,682
62 PICO RIVERA	64,170	0.6272%	1,300,410	1,078,656	809,079	916,858	46,384			4,151,387
63 POMONA	154,718	1.5122%	3,135,372	2,600,709	1,950,742	2,210,602	111,815			10,009,240
64 RANCHO PALOS VERDES	42,628	0.4166%	863,860	716,549	537,470	609,067	30,818			2,757,762
65 REDONDO BEACH	68,602	0.6705%	1,390,225	1,153,155	864,959	980,182	49,587			4,438,107
66 ROLLING HILLS	1,938	0.0189%	39,274	32,577	24,435	27,690	5,000			128,975
67 ROLLING HILLS ESTATES	8,106	0.0792%	164,269	136,257	102,203	115,818	5,871			524,418
68 ROSEMEAD	54,940	0.5370%	1,113,363	923,506	692,704	784,980	39,714			3,554,267
69 SAN DIMAS	34,471	0.3369%	698,557	579,435	434,623	492,520	24,923			2,230,059
70 SAN FERNANDO	24,560	0.2400%	497,710	412,838	309,662	350,912	17,761			1,588,883

Los Angeles County Metropolitan Transportation Authority
FY 2020 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	40,781	0.3986%	826,430	685,502	514,182	582,677	29,483			2,638,274
72 SAN MARINO	13,255	0.1296%	268,614	222,808	167,124	189,387	9,592			857,524
73 SANTA CLARITA	215,348	2.1048%	4,364,044	3,619,860	2,715,187	3,076,881	155,627	215,348	9,170,814	23,102,412
74 SANTA FE SPRINGS	18,217	0.1781%	369,169	306,216	229,687	260,284	13,178			1,178,533
75 SANTA MONICA	92,305	0.9022%	1,870,568	1,551,587	1,163,816	1,318,849	66,715			5,971,534
76 SIERRA MADRE	10,973	0.1072%	222,369	184,449	138,352	156,782	7,943			709,894
77 SIGNAL HILL	11,555	0.1129%	234,163	194,232	145,690	165,097	8,364			747,546
78 SOUTH EL MONTE	20,864	0.2039%	422,811	350,710	263,061	298,104	15,091			1,349,776
79 SOUTH GATE	98,047	0.9583%	1,986,930	1,648,106	1,236,213	1,400,890	70,864			6,343,003
80 SOUTH PASADENA	26,026	0.2544%	527,419	437,480	328,145	371,858	18,821			1,683,723
81 TEMPLE CITY	36,236	0.3542%	734,325	609,104	456,877	517,738	26,199			2,344,242
82 TORRANCE	149,157	1.4579%	3,022,678	2,507,232	1,880,627	2,131,147	107,797			9,649,481
83 VERNON	209	0.0020%	4,235	3,513	2,635	2,986	5,000			18,370
84 WALNUT	30,151	0.2947%	611,012	506,819	380,155	430,796	21,801			1,950,583
85 WEST COVINA	108,289	1.0584%	2,194,485	1,820,268	1,365,348	1,547,227	78,265			7,005,593
86 WEST HOLLYWOOD	35,818	0.3501%	725,855	602,077	451,607	511,766	25,897			2,317,201
87 WESTLAKE VILLAGE	8,353	0.0816%	169,274	140,408	105,318	119,347	6,050			540,398
88 WHITTIER	87,117	0.8515%	1,765,433	1,464,380	1,098,403	1,244,723	62,966			5,635,905
89 UNINCORP LA COUNTY	1,054,744	10.3090%	21,374,469	17,729,559	13,298,602	15,070,126	1,675,470	136,022	5,792,635	74,940,861
90 TOTAL	10,231,271	100.0000%	\$ 207,337,500	\$ 171,981,000	\$ 128,999,642	\$ 146,183,850	\$ 8,722,313	675,036	\$ 28,747,096	\$ 691,971,400

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2018 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

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

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimate is 3.4% over FY 2019 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 2.28% represents a composite index from several economic forecasting sources and is applied to Proposition C Discretionary program for Included Operators, Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY 2019 allocation.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a new program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to PUC 99233.1 of the Transportation Development Act (TDA), Metro shall be allocated funds necessary to administer TDA funding. TDA planning and administrative funding for Metro has not increased since FY12, while demand for planning and administration has continued to grow over the last eight years. In order to keep pace with the growing planning needs, expansion of transit, and regional coordination throughout LA County, Metro will increase TDA Administration allocation by sales tax growth each year.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Starting FY20, Metro will increase TDA planning allocation to 1 percent of annual TDA revenues.
- Proposition A 95% of 40% growth over inflation (GOI) revenue of \$65.3 million is used to fund formula equivalents for Eligible and Tier 2 operators.
- Proposition 1B PTMISEA and Security Bridge funding allocation represents the final installments of FY 2015 funding allocation.

- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,345.0M)

Formula Allocation Procedure (\$778.2M)

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators submitted their FY 2017 Transit Performance Measures (TPM) data for the FY 2020 FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare).

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

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2020 in the amount of \$6.0 million.

Measure R Allocations (\$179.6M)

- **Measure R 20% Bus Operations (\$178.6M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations

share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$10.0M)**
Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

Measure M 20% Transit Operations (\$184.7M)

Measure M, approved by voters of Los Angeles County in November, 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security (\$40.2M)

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

Proposition C 40% Discretionary Programs (\$79.1M)

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

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. Funding is increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.
- **Proposition 1B Bridge Funding Program.** The Bridge Funding Program was established to compensate certain operators for the differences in State Proposition 1B allocation, which uses the State Transit Assistance (STA) allocation methodology, and the Los Angeles County Formula Allocation Procedure (FAP). Operators who would have received less or no funding under the State method are allocated with local funds if the FAP method is used. This program continues through the life of the bond as approved by the Board in September 2009. For FY 2020, Bridge Funding allocation for the Transit Modernization (PTMISEA) and Security Bridge funding account represents the final installments the operators earned from FY 2015 Proposition 1B allocation.

Federal Funds (\$372.5M)

Section 5307 Urbanized Formula Program (\$245.7M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY 2020, \$245.7 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 18, 2017 meeting, the BOS allocated \$300,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of

Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. FY 2020 is the final year of allocating this fund to the SCRTTC. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$27.0M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY 2020, \$27.0 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$99.8M)

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

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY 2020, \$94.0 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY 2020, \$5.9 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Proposition A Incentive Programs (\$18.2M)

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

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will continue to receive \$700,000 in subsidy.

At its May 16, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000, and the Hollywood Bowl Shuttles subsidy remains at \$1,057,000.

Local Returns (\$692.0M)

Proposition A 25% (\$207.3M)
Proposition C 20% (\$172.0M)
Measure R 15% (\$129.0M)
Measure M 17% (\$146.2M)

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

TDA Article 3 funds (\$8.7M)

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

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

the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds (\$28.7M)

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

Los Angeles County Metropolitan Transportation Authority
2020 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2019-2020 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

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

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

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

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

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

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

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

**Los Angeles County Metropolitan Transportation Authority
2020 Transit Fund Allocations**

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

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

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

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

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

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2019-20 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority
2020 Transit Fund Allocations**

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

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June, 2019.

MICHELE JACKSON
Board Secretary

DATED:
(SEAL)



Board Report

File #: 2019-0366, **File Type:** Formula Allocation / Local Return

Agenda Number: 15.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 19, 2019

SUBJECT: LOCAL RETURN PROPOSITION C AND MEASURE R CAPITAL RESERVE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and:

- A. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Bell, El Monte, and South Gate; and
- B. ESTABLISH Measure R Local Return funded Capital Reserve Account for the Cities of El Monte and Glendale.

ISSUE

Local Jurisdictions may need additional time to accumulate sufficient funding to implement a project or to avoid lapsing of funds.

BACKGROUND

According to the Local Return Guidelines, Board approval is required if there is a need to extend beyond the normal lapsing deadline for Local Return funds. The local jurisdiction may request that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

DISCUSSION

Findings

Staff has calculated on a First-In-First-Out (FIFO) calculation that some cities may be in jeopardy of losing their Local Return Funds. Proposition C has a “three year plus current year” date for a total of four years for the timely use of funds. Measure R requires a timeline of five years for expenditure of

Local Return funds.

Considerations

Local Return Guidelines has a timely-use-of funds requirement with a lapsing deadline. However, Capital Reserve Accounts are permitted with approval from the Board of Directors, the accounts may be established so that Los Angeles County local jurisdiction may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

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

DETERMINATION OF SAFETY IMPACT

Approval of the project will allow for improvements to the streets and roads, traffic signal upgrades and maintenance facility as listed on Attachment A.

FINANCIAL IMPACT

Impact to Budget

Adoption of staff recommendations would have no impact on the LACMTA Budget, or on LACMTA's Financial Statements. The Capital Reserve Account funds originate from the portion of Proposition C and Measure R funds that are allocated to each Los Angeles County local jurisdiction by formula. Some of the cities' funds could lapse due to time constraints and other cities with small apportionments need additional time in order to accumulate the needed funds for capital projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These are the Local Jurisdictions' apportionment of the funds. The four cities listed on Attachment A have identified improvement projects that assist in achieving Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the proposed reserve account, which is not recommended by staff. The cities have no other funds and the projects could not be constructed in a timely manner. Cities may not be able to accumulate sufficient funds necessary for their capital projects as described in Attachment A.

NEXT STEPS

With Board approval of our recommendation, Metro will negotiate and execute all necessary

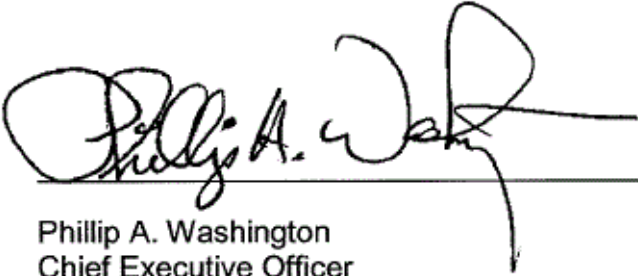
agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. Metro staff will monitor the account to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

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

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

**PROJECT SUMMARY FOR PROPOSED NEW
CAPITAL RESERVE ACCOUNTS**

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Bell 380-04 (New)	<u>Project:</u> Traffic Signal Equipment Upgrades <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$100,000	Proposition C 20% Local Return	6/30/24
City of Bell 380-05 (New)	<u>Project:</u> Florence Ave. & Slauson Ave. Bridge Maintenance <u>Justification:</u> This is a required bridge maintenance as recommended by Caltrans	\$128,000	Proposition C 20% Local Return	6/30/24
City El Monte #01-380 (New)	<u>Project:</u> Ramona Blvd/Bradilo St/Covina Blvd.TSSP/BSP <u>Justification:</u> The capital reserve will assist in the completion of funding this intersection for Traffic Signal Synchronization Project (TSSP) and Bus Speed Project (BSP) Improvements	\$141,262	Proposition C 20% Local Return	6/30/24
City of El Monte 1.90 (New)	<u>Project:</u> Citywide Street Improvement <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$10,00,000	Measure R 15% Local Return	6/30/24
City of Glendale 5.15 (New)	<u>Project:</u> Beeline Maintenance Facility <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$2,000,000	Measure R 15% Local Return	6/30/24

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of South Gate 380-01 (New)	<u>Project:</u> Firestone Blvd Capacity <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$3,500,000	Proposition C 20% Local Return	6/30/24

**Board Report**

File #: 2019-0386, **File Type:** Project

Agenda Number: 16.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 19, 2019**

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

ACTION: ADOPT FINDINGS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2019-20 Transportation Development Act (TDA) Article 8 funds estimated at \$28,747,096 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$164,382 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,862,652 and \$6,756,613 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,170,814 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$5,792,635 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

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

ISSUE

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

DISCUSSION

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

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2019-20 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

POLICY IMPLICATION

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2018-19 (for the FY 2019-20 allocation estimates) and Attachment H is the proposed recommendations of the FY19-20 SSTAC.

On April 16, 2019, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$28,747,096 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2019-20 are estimated at \$28,747,096 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 1 and 2. Per state requirement, the TDA funds are allotted to the five jurisdictions to support their transit or street and roads improvements. The jurisdictions have determined improvement projects that assist in achieving Metro's Strategic Plan Goals number 1 and 2 by improving mobility, ease of travel and safety.

ALTERNATIVES CONSIDERED

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

NEXT STEPS


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

ATTACHMENTS

Attachment A - FY20 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY2019-20
Attachment C - FY2019-20 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - FY20 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
Attachment G - Summary of Recommendations and Actions Taken
Attachment H - Proposed Recommendations of the FY2019-20 SSTAC

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

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



Phillip A. Washington
Chief Executive Officer

FY 2019-20 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

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

ANTELOPE VALLEY AREA

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

SANTA CLARITA VALLEY AREA

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

Los Angeles County Metropolitan Transportation Authority
FY 2020 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,860	0.57%	\$ 164,382
Lancaster	161,148	23.87%	6,862,652
Palmdale	158,658	23.50%	6,756,613
Santa Clarita	215,348	31.90%	9,170,814
LA County [2]	<u>136,022</u>	<u>20.15%</u>	<u>5,792,635</u>
Unincorporated			
Total	675,036	100.00%	\$ 28,747,096
		Estimated Revenues:	\$ 28,747,096

[1] Population estimates are based on State of California Department of Finance census 2018 data-report

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

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY MAKING A DETERMINATION AS TO
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2019-20**

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

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

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

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Santa Clarita on March 4, 2019, Palmdale on March 4, 2019, Lancaster on March 4, 2019, Avalon on March 5, 2019, after sufficient public notice of intent was given, at which time public testimony was received; and

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

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

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

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

ATTACHMENT C

(Page 2 of 3)

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

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

NOW THEREFORE,

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 27, 2019.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 27, 2019

History of Transportation Development Act (TDA) 8

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

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

Permanent Adoption of Unmet Transit Needs Definitions

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

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

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

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

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

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

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

Hearing Board

Staff secured the following representation on the FY 2019-20 Hearing Board:

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

Also, membership was formed on the FY 2019 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 5, Santa Clarita on March 4, Palmdale on March 4, and Lancaster on March 4, 2019. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment F.

The SSTAC met on April 2, 2019. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 16, 2019 meeting.

ATTACHMENT F

FY2019-20 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon
1	General increase in service, including longer hours, higher frequency, and/or more days of operation			
1.1	Morning/Evening commuter bus with limited stops to/from AV College to West Lancaster		1	
1.2	Continue summer beach bus	1		
2	Scheduling, reliability, transfer coordination			
2.1	Route 3 and 7 to run every 30 mins	1		
3	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
3.1	Easier wheelchair accessibility to services in Sierra Highway and 0-8		1	
4	Other, statement - Support			
4.1	Transit needs are met		1	
	Sub-total:	2	3	-

Totals - 5

Total of 5 comments extracted from verbal and written comments by 5 individuals



Board of Directors

Chairman
Marvin Crist
City of Lancaster

Vice Chair
Dianne M. Knippel
County of Los Angeles

Director
Steven D. Hofbauer
City of Palmdale

Director
Richard Loa
City of Palmdale

Director
Angela E. Underwood-Jacobs
City of Lancaster

Director
Michelle Flanagan
County of Los Angeles

Executive Director/CEO
Macy Neshati

March 04, 2019

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012
RE: Fiscal Year 2016/17 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2018 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. The Hearing provided recommendations that are addressed in this letter. As a result of a continued focus during the last 12 months on enhancements in technology, capital improvements, and service reliability, the AVTA has had several accomplishments in these areas.

Responses to Public Testimony and Written Comments
Item # 1, General increase in service, including longer hours, higher frequency, and/or more days of operation.

Item # 1.2, Morning/evening commuter bus with limited stops to/from Lancaster/Palmdale to East San Fernando Valley: In 2018, Antelope Valley Transit Authority initiated a Regional Transit Plan project that is studying the recommendation to add increased service to the East San Fernando Valley. This project will be a part of AVTA addressing every route within its service area, both local and commuter, to ensure we are providing the services our customers need within our limited operating budget and resources.

Item # 1.3, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities: AVTA is very active in working and coordinating with our jurisdiction partners Palmdale, Lancaster, and the County of Los Angeles in developing new and improved transit hubs adjacent to Metrolink stations. AVTA has made dramatic capital improvements in its bus charging infrastructure at Palmdale Regional Transportation Center (PTC) and is working with the City of Lancaster to develop a new transit hub/charging stations at the North Metrolink station. These improvements will provide for increased interconnectivity with the Metrolink stations and efficient transfers to bus routes.

Item # 8, Metrolink issues

Item #8.1 Disability train section needs more space: AVTA has relayed the information to the leadership of Metrolink. The rail service is not under the oversight of AVTA and can only communicate the request of the passengers.

Item # 8. 2, Electrical Outlets to charge electric wheelchairs: AVTA has relayed the information to the leadership of Metrolink. The rail service is not under the oversight of AVTA and can only communicate the request of the passengers.

Item # 9, Other issues: better public information needed, bus improvements, upgrades, increased fleet, bus tokens, transit center.

Item # 9.1, Not enough room for wheelchairs on bus: AVTA is consistently working to ensure all of its vehicles and services are in compliance with the American with Disabilities act. AVTA is currently reviewing its bus routes and analyzing the need to place more ADA compliant vehicles in the areas of high ridership and needs. This is being accomplished as a part of the previously mentioned Regional Transit Plan.

Item # 9.2, More chairs: AVTA is current reviewing its bus routes and analyzing the need to allocate higher capacity vehicles in the areas of high ridership and needs. This is being accomplished as a part of the previously mentioned Regional Transit Plan.

Capital Improvements:

Over the past year, AVTA made significant progress towards reaching our goal of electrifying our entire fleet of 79 buses. AVTA is now utilizing its 60' articulated electric buses on the heaviest ridership routes allowing for more seating capacity. The buses, which have the ability to accommodate an

additional 30 passengers, have been assigned to Route 1, the backbone of the AVTA system, in anticipation of a future improvement in service to 15 minute headways at peak service intervals. The buses have already proven to provide an improved customer experience by decreasing overcrowding along that busy corridor.

Enroute charging infrastructure is another component of the 100% battery-electric fleet transformation, utilizing wireless inductive chargers to help extend the range of the new zero-emission buses. These chargers allow the electric buses to charge wirelessly simply by driving the vehicles over charging pads embedded into the ground. During 2018, the first of the new 250KW wireless inductive charging stations have been installed and made operational at Sgt. Steve Owen Memorial Park (OMP) and the Palmdale Transportation Center (PTC). In anticipation of the delivery of additional electric buses this year, plans for three more wireless inductive charging stations at each of these locations is now underway. AVTA continues to expand the scope and locations of new charging centers. In the coming year, AVTA will be installing chargers at the Antelope Valley South Valley Clinic, located at the intersection of Palmdale Blvd. and 40th East, and at Boeing Plaza adjacent to and just north of the Lancaster Metrolink Station. These two new stations will support AVTA in increasing vehicle range, and provide enhanced and connectivity of routes.

Service Improvements:

AVTA management has initiated a new service to Edwards Air Force Base. The route 747 was created to service the contractor and military members of our community that work and live on the base. In addition, the planning for service to the Mojave Air & Space Port continues with an anticipate mid-2019 date to begin. The agency is working towards the implementation of enhanced commuter service to Santa Clarita region, specifically the key employments centers, which would greatly benefit the estimated 1,200 employees currently commuting to those locations from Lancaster and Palmdale.

Additional bus stop improvements were made this year on both commuter and local service. AVTA re-aligned commuter Route 786 to provide service to the VA Medical Center located on Wilshire Boulevard, giving veteran residents of the Antelope Valley a new option of travel to their medical appointments. In the local service, Route 3 was re-aligned and a bus stop was created on Avenue O-8 and Sierra Highway providing safe and closer access to the County of Los Angeles Department of Children and Family Services offices, a family counseling center, and private businesses.

Service Reliability:

In spring 2018, staff continued its aggressive monitoring of local service performance of the agency's contract with Transdev. Improved coordination and communication with the contractor and operators has dramatically improved On-Time-performance to 80+%. This focus on customer satisfaction has improved OTP, addresses concerns regarding appropriate driver/operator layover times, addresses changing needs associated with the electric bus fleet, and has provided improved intra-service connectivity.

Ongoing work is being done with service to Antelope Valley College to improve students' access to both the Lancaster and Palmdale campuses. AVTA implemented a new route 8 which is now servicing the students, faculty and general public that need to ride between the Lancaster College campus and the new center in Palmdale. The express route has been very successful and well received within the community. Ridership information has been compiled and is under analysis to study the daily and monthly activity at the stops near the Lancaster campus to determine future improvements

Technology:

AVTA recently completed the development and the integration of our new customer focused web site. The new web site has been designed to allow better readability and functionality on smart phones. The new site provides better access to the AVTA Trip planner, which is powered by "Google Transit", to enhance trip planning information to all of our customers. The new site also provides for greater access to "rider alerts", and information to improve the customer experience with AVTA. The new site provides the customer more transit options and be connected to all information for AVTA routes, stops, schedules, and fares.

Future Capital Improvements:

AVTA has undertaken the coordination with the new Antelope Valley Mall management to create a new bus stop at the facility. The proposed new stop would be coordinated with the planned redesign of the Mall and be adjacent to one of the main entrances, allowing for improved customer accessibility and rider safety than the current stops which are located in the far Southwest parking area along the outer-ring road. The proposed stops, being much closer to one of the main entrances is only possible due to the AVTA commitment to utilize zero-emission buses for all of its fleet. AVTA anticipates the relocation of this bus stop will enhance ridership for the routes that service the Mall location, and more importantly, positively impact rider experience with the AVTA system. The schedule to implement this

relocation of the stop will be made in conjunction with the Mall construction time frame.

In a longer planning horizon, AVTA is exploring the possibility of partnering with Local bus manufacture to connect the two downtown civic-center areas of the cities of Palmdale and Lancaster with the development of a monorail system. The above ground battery-electric monorail system, called BYD "Sky Rail" would be aimed at substantially easing traffic congestion and enhancing connectivity between the two cities. The system would be constructed with a very small footprint along major road arterials and done so with far superior cost efficiencies than current light-rail systems. The system would have the capacity to carry 10,000 to 30,000 passengers per hour. This type of modern Sky Rail would replace the need for planning and development of a BRT system, and could connect the fairgrounds to the AV Mall and eventually the Palmdale Regional Airport.

Community Outreach Efforts:

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

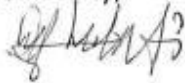
- As previously noted, AVTA has begun a year-long Regional Transit Plan (RTP) development project that will be the strategic plan for the authority for the next 5 to 10 years in the future. The development of the plan will analyze the current legacy route system that has existed for the past 25 years and make recommendations for action items that need to be implemented to improve access to residents, increase mobility options, serve new employment centers, and health care facilities. A key focus of the planning process is the outreach to a community advisory group, consisting of key stakeholders within the community.
- Our Travel Training program allows us to reach out to those who may not feel comfortable using the bus, and we have conducted sessions with many groups this year including veterans, seniors, those with disabilities and students.
- AVTA reduced the age requirement for a reduced senior citizen fare to 62 years old, joining several other agencies and opening the doors to more constituents to take advantage of its free Senior Annual Pass Program.
- AVTA implemented "free transfers" on its local transit routes. The program allows for customer to pay one fare and receive a free transfer to another route within the AVTA system within a two-hour window of time. This is intended to increase options for customers and help improve ridership.

March 4, 2019
Page 6 of 6

- AVTA continues its participation in numerous community events such as the annual Senior Expo and the Veterans Stand Down, increasing awareness of AVTA's services and processing applications at the events to help riders avoid the additional trip to the office.

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

Sincerely,



Macy Neshati, CEO/Executive Director





City of
SANTA CLARITA
TRANSIT

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

Santa Clarita Valley Area
TDA Article 8 Hearings
March 4, 2019
Presented by Adrian Aguilar, City of Santa Clarita Transit Manager

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, the only recommendation that resulted from the 2018 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

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

- Began the update of the City's Transit Development Plan. As part of this effort, the City conducted extensive community outreach, worked with a number of stakeholder throughout the Santa Clarita Valley, and surveyed transit riders and community members. The final plan should be completed this spring.
- Kicked off the College of the Canyons Student semester pass. In the first semester we provided nearly 14,000 rides to COC students, significantly reducing the number of automobile trips going to and from the two campuses.
- Completed 90 percent design of the Vista Canyon Metrolink Station. The 100 percent design and bid documents are on schedule to be completed within the next three months.
- Secured approximately \$5.2 million for the construction of the Vista Canyon Metrolink Station.
- Taken delivery of three CNG powered commuter buses and four CNG powered transit buses. The City is scheduled to receive four additional CNG powered buses by the end of March.
- Awarded contracts for the purchase of two commuter and four transit buses.
- Completed our bus stop improvement project which improved access to, and customer amenities at 28 locations throughout the Santa Clarita Valley.

These are a few of the many accomplishment over the past 12 months. In the coming year, Santa Clarita Transit will be working toward:

- Implementing the recommendations outlined in the new Transit Development Plan
- Undertake the next phase of our bus stop improvement project designed to improve access and amenities at bus stops throughout the Santa Clarita Valley
- Take delivery of new local, commuter and dial-a-ride buses
- Award contract for the construction of the Vista Canyon Bus Transfer Station

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

Thank you.

FY 2019-20 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

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

ANTELOPE VALLEY AREA

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

SANTA CLARITA VALLEY AREA

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



Board Report

File #: 2019-0423, File Type: Budget

Agenda Number: 17.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 19, 2019

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2020 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local and federal funding request for Access Services (Access) in an amount not to exceed \$103,425,544 for FY20. This amount includes:
- Local funds for operating and capital expenses in the amount of \$97,870,848;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,266,696;
 - Programming of Federal Surface Transportation Block Grant (STBG) Program funds for operating expenses in the amount of \$3,288,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. In coordination with Metro staff, Access has determined that a total of \$193.1 million is required for its FY20 operating and capital needs, and in addition, \$2.3 million is required for Metrolink's participation in Access' Free Fare Program for a total of \$195.4 million. Of this total, \$95.3 million will be funded from federal grants, including STBG Program funds, passenger fares, carryover funds and other income generated by Access. The remaining amount of \$100.1 million will be funded with Measure M ADA Paratransit Service (MM 2%) funds, and Proposition C 40% Discretionary funds (PC 40%). See Attachment A for funding details.

BACKGROUND

Metro, in its role as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service for Metro and the 44 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated service is considered a civil right under federal law and must be appropriately funded.

Access provides more than 4.7 million passenger trips to more than 151,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County by utilizing over 1,768 accessible vehicles and taxicabs. Access' service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita and Antelope Valley) operated by six contractors to ensure efficient and effective service.

DISCUSSION

Ridership

Access' budget is based on paratransit ridership projections provided by an independent third-party consulting firm, HDR Engineering, Inc. (HDR). HDR projects a 1.1% increase in total ridership for FY20 over projected FY19 levels. The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership projections. Passengers are then converted to passenger trips. The number of trips and the cost per trip are the major cost drivers in the Access budget. The FY20 Budget will fund Access' Budget request, reflecting HDR's FY20 projected ridership. However, as done in past years, Metro will set aside a reserve amount of \$3.5 million.

Cost Per Trip

The cost for paratransit trips is increasing primarily due to legislated changes in the minimum wage in Los Angeles City and Los Angeles County. Since the new minimum wage schedule took effect in 2016, the minimum wage has risen by 42.5% while Access has seen its cost per trip increase by 32.2% over the same time frame. In FY20, projected average cost per trip is \$43.17, an 8.6% increase from FY19. In past years, Access' operating contracts have either been resolicited or renegotiated with the minimum wage impacting all operating contracts. In addition, costs have increased with the inclusion of new key performance measures and liquidated damages into its contracts, which have improved customer service, operational performance and safety systemwide.

As illustrated in the chart below, the FY20 Budget for Direct Operations will increase by 5.6% compared to FY19. This increase is primarily related to the contractual increases as explained above. The largest percentage increase in the FY20 budget is for Access' Contracted Support, which is increasing by 25.9% over last year, is mainly attributable to the eligibility process. Due to a

decline in the number of new applicants in FY18, Access reduced its eligibility budget in FY19. However, year-to-date, new applicants have increased over budgeted levels, which led to an increase in the proposed FY20 budget. For Management and Administration, costs are expected to increase by approximately 4.5% compared to FY19, associated with inflation, wage increases and technology improvements, such as Access’ customer relations management application (Rider 360). The total FY20 Operating Budget increased by 6.9%, or \$11.8 million over the previous year, while the total budget, including capital expenses, will increase by 4.9%.

Access Services - Budget

	FY19 Budget	FY20 Proposed Budget	\$ Change	% Change
Expenses				
Direct Operations	\$ 150,148,685	\$ 158,590,841	\$ 8,442,156	5.6%
Contracted Support	\$ 11,109,444	\$ 13,985,333	\$ 2,875,889	25.9%
Management/Administration	\$ 10,837,513	\$ 11,328,349	\$ 490,836	4.5%
Total Operating Costs	\$ 172,095,642	\$ 183,904,523	\$ 11,808,881	6.9%
Total Capital Costs	\$ 12,000,000	\$ 9,255,055	\$ (2,744,945)	-22.9%
Total Expenses	\$ 184,095,642	\$ 193,159,578	\$ 9,063,936	4.9%
Carryover	\$ 4,393,379	\$ 4,027,181	\$ (366,198)	-8.3%

FY18 Carryover Funds of \$4.0 million

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY18 audit determined that Access had approximately \$4.0 million dollars in unspent or unencumbered funds. Per Access’, FY19 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year for use in FY20 for operating expenses. Access has requested to carry over a total amount of \$4.0 million from FY18 into the FY20 proposed budget.

Performance

In FY18, the Access Board of Directors adopted additional key performance indicators (KPIs) and liquidated damages to ensure that optimal levels of service are provided throughout the region. Overall system statistics are published monthly in a Board Box report. A yearly comparison summary of the main KPI’s is provided below. Overall, all main KPIs are being met year-to-date, except for preventable collisions. Access has set an aggressive goal compared to its peers to emphasize the importance of safety.

As discussed earlier in the item, the addition of KPIs and accompanying liquidated damages has improved operational performance by giving Access better tools to monitor the service and enforce operating contract standards. This has helped Access achieve its goal of delivering safe and reliable

paratransit service in Los Angeles County. The table below compares the KPIs from FY17 and FY19.

Key Performance Indicator	Target	FY 2017	*FY 2019
On Time Performance	≥ 91%	91.5%	92.1%
Average Hold Time (Reservations)	≤ 120 sec	83	82
Calls On Hold > 5 Minutes (Reservations)	≤ 5%	4.5%	4.3%
Service Complaints Per 1,000 Trips	≤ 4.0	3.8	3.4
Preventable Collisions Per 100,000 Miles	≤ 0.50	0.64	0.69
Average Hold Time (Customer Service)	≤ 180 sec	131	82
Average Hold Time (Operations Monitoring Center)	≤ 180 sec	126	62

*FY19 as of 4/30/19

Agency Update

In FY19, Access in consultation with advocacy groups such as the Aging and Disability Transportation Network, implemented several service initiatives designed to enhance service efficiency and the customer service experience. The initiatives outlined below were funded, in whole or in part, by MM 2% ADA Paratransit.

- Renegotiated contracts to include new KPIs and liquidated damages
- Deployment of *Where’s My Ride* Application (5,300 users)
- Enhanced service to Rancho Los Amigos National Rehabilitation Center
- On-line reservations

In FY20, Access plans to implement the following:

- Additional transfer service between North County and the Los Angeles Basin
- Online eligibility applications
- Brokerage system for eligibility and other premium services (Parents with Disabilities)
- Website redesign
- Access Customer Satisfaction Survey
- *Where’s My Ride* automated phone system
- Upgrade of Customer Relations Management application, Rider360

Metro Oversight Function

Metro will continue oversight of Access to ensure system effectiveness, cost efficiency and accountability. Metro staff has been and will continue to be an active participant on Access’ Board of Directors, the Budget Subcommittee, Audit Subcommittee and the Transportation Professionals Advisory Committee. As previously mentioned, Access will continue to be included in Metro’s yearly consolidated audit. Additionally, at the request of the Metro Finance, Budget and Audit Committee, Access provides quarterly updates that include an overview of Access’ performance outcomes and service initiatives.

FINANCIAL IMPACT

Access' funding will come from STBG program funds in the amount of \$3.3 million, MM 2% in an amount of \$12.9 million, and PC 40% in the amount of \$87.2 million for a total amount of \$103.4 million. There will be no financial impact on Metro's bus and rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal 2: Deliver outstanding trip experiences for all users of the transportation system

Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

Not fully funding Access to provide mandated paratransit service for FY20 would place Metro and the other 44 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within $\frac{3}{4}$ of a mile of local rail and bus lines. This would impact Metro's ability to receive federal grants.

NEXT STEPS

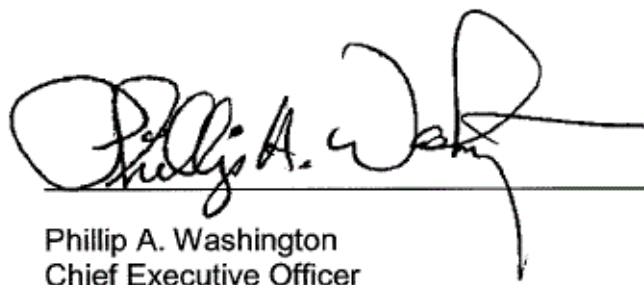
Upon approval, staff will execute all MOUs and agreements to ensure proper disbursement of funds from the STBG Program, MM 2% and PC 40%.

ATTACHMENTS

Attachment A - FY20 Access Services ADA Program

Prepared by: Giovanna Mastascuso Gogreve, Senior Manager,
 Transportation Planning, OMB
 (213) 922-2835
 Michelle Navarro, Executive Officer, OMB
 (213) 922-3056

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY20 ACCESS SERVICES ADA PROGRAM		
Expenses		(\$ in millions)
FY20 Access Proposed Budget	\$	193.1
Metrolink Free Fare Program (Paid by Metro)		2.3
Total Access Program	\$	195.4
Federal/Fares/Carryover		
Federal STBG Program	\$	71.0
Passenger Fares, 5317 Grants & Misc. Income		11.5
Capital		8.8
PC 40% Carryover		4.0
Subtotal	\$	95.3
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY20		
Total MM2% Subtotal	\$	12.9
<u>Proposition C 40%</u>		
FY20		81.5
Reserve		3.5
Metrolink Free Fare Program (Paid by Metro)		2.3
Total PC 40% Subtotal	\$	87.2
Total FY20 Local Funding Request	\$	100.1

Access Services FY20 Budget Request

**Finance, Budget & Audit Committee
June 19, 2019**



Metro

Access Services - FY20 Budget

ATTACHMENT A

FY20 ACCESS SERVICES ADA PROGRAM	
Expenses	(\$ in millions)
FY20 Access Proposed Budget	\$ 193.1
Metrolink Free Fare Program (Paid by Metro)	2.3
Total Access Program	\$ 195.4
Federal/Fares/Carryover	
Federal STBG Program	\$ 71.0
Passenger Fares, 5317 Grants & Misc. Income	11.5
Capital	8.8
PC 40% Carryover	4.0
Subtotal	\$ 95.3
New Funding Request - Operating and Capital	
<u>Measure M 2%</u>	
FY20	
Total MM2% Subtotal	\$ 12.9
<u>Proposition C 40%</u>	
FY20	81.5
Reserve	3.5
Metrolink Free Fare Program (Paid by Metro)	2.3
Total PC 40% Subtotal	\$ 87.2
Total FY20 Local Funding Request	\$ 100.1



Access Services - Expenses

Access Services - Budget

(\$ in millions)	FY19 Budget	FY20 Proposed Budget	\$ Change	% Change	Notes
Expenses					
Direct Operations	\$ 150,148,685	\$ 158,590,841	\$ 8,442,156	5.6%	Increase in service contracts cost due to additional performance metrics and continued legislated minimum wage increase in LA City/County
Contracted Support	\$ 11,109,444	\$ 13,985,333	\$ 2,875,889	25.9%	Increase in new applicants and appeals requests
Management/Administration	\$ 10,837,513	\$ 11,328,349	\$ 490,836	4.5%	Cost inflation/wage increases and new technology
Total Operating Costs	\$ 172,095,642	\$ 183,904,523	\$ 11,808,881	6.9%	
Total Capital Costs	\$ 12,000,000	\$ 9,255,055	\$ (2,744,945)	-22.9%	Capital Carryover from FY19
Total Expenses	\$ 184,095,642	\$ 193,159,578	\$ 9,063,936	4.9%	
Carryover	\$ 4,393,379	\$ 4,027,181	\$ (366,198)	-8.3%	Trips below budget in FY18

Access Services - Key Performance Indicators (KPIs)

Key Performance Indicator	Target	FY 2017	*FY 2019
On Time Performance	≥ 91%	91.50%	92.10%
Average Hold Time (Reservations)	≤ 120 sec	83	82
Calls On Hold > 5 Minutes (Reservations)	≤ 5%	4.50%	4.30%
Service Complaints Per 1,000 Trips	≤ 4.0	3.8	3.4
Preventable Collisions Per 100,000 Miles	≤ 0.50	0.64	0.69
Average Hold Time (Customer Service)	≤ 180 sec	131	82
Average Hold Time (Operations Monitoring Center)	≤ 180 sec	126	62
*FY19 as of 4/30/19			

- Access utilizes performance standards to ensure quality ADA paratransit service is delivered to its customers.
- Performance has been steady or improved in several categories.



Metro Oversight and FY20 Initiatives

Oversight

- Quarterly updates to Finance, Budget & Audit Committee
- Annual consolidated financial audit conducted by Metro
- Participation in advisory committees and working groups
- Regular monitoring of service and financial statistics
- Strengthen MOU to include additional monitoring and reporting requirements

FY20 Initiatives

- Brokerage system (TNC's and/or Taxis) for eligibility and other premium services (Parents with Disabilities)
- Additional transfer service between North County and LA Basin
- Continue upgrades to technology (on-line reservations and eligibility, Rider 360, website redesign)

Recommendations

- A. APPROVING local and federal funding request for Access Services (Access) in an amount not to exceed \$103,425,544 for FY20. This amount includes:
- Local funds for operating and capital expenses in the amount of \$97,870,848;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,266,696; and
 - Programming of Federal Surface Transportation Block Grant (STBG) Program funds for operating expenses in the amount of \$3,288,000
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.



Board Report

File #: 2019-0123, **File Type:** Plan

Agenda Number: 23.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019**

SUBJECT: DIVISION 6 DEVELOPMENT GUIDELINES

ACTION: ADOPT DEVELOPMENT GUIDELINES

RECOMMENDATION

ADOPT Development Guidelines (Attachment A) for the joint development of 3.12 acres of Metro-owned property at the Division 6 site located in the Venice community.

ISSUE

In accordance with the Joint Development (JD) Policy, staff has conducted community outreach to solicit input for the creation of Development Guidelines (“Guidelines”) for the Division 6 property. The JD Policy requires Board approval of the Guidelines. If adopted by the Board, the Guidelines will be included in the Request for Interest and Qualifications (RFIQ) for the site.

BACKGROUND

On January 28, 2016, the Metro Board of Directors adopted a motion calling for a community-based process to determine a new use for Division 6 (“Site”) through Metro’s Joint Development (JD) Program. The site had been in operation as a transit facility for over 100 years before being decommissioned in 2016.

Site Description

Division 6 is located between Main Street and Pacific Avenue and between Sunset Avenue and Thornton Place, and is one of the most desirable development locations in Venice. The property is three blocks from Venice Beach and within a half-mile radius of Abbot Kinney Boulevard, Windward Circle, and the commercial corridors of Main Street and Venice Boulevard, which both continue north to Santa Monica.

DISCUSSION

Findings

The Site is not encumbered by federal requirements to dispose of the property and it has been determined that the Site will not be needed for existing or future transportation needs.

Considerations

The location provides a bathroom for Metro bus operators of the Local 33 bus which will be incorporated into the new development. The 733 Rapid and Santa Monica Big Blue Bus Route 1 also serve that area and are within a five-minute walk of the Site.

Community Outreach

In the fall of 2018, Metro's JD staff initiated an outreach effort to facilitate a community visioning process for the long-term reuse of the Site. The team used various methods to gather feedback and ideas about how the Site could be developed to have a broader positive community impact, increase mobility connections and improve quality of life.

The JD team hired an outside design/urban planning consultant to assist with outreach and creation of the Guidelines, and also worked closely with Community Relations and local elected offices (the Offices of Directors Bonin and Kuehl) to:

- Create a stakeholder outreach/email list;
- Hold focus groups and one-on-one meetings with key stakeholder representatives;
- Hold Workshop 1: "What is the Community's Vision?" on October 25, 2018;
- Hold Workshop 2: "Refining the Vision" on December 1, 2018;
- Hold two Open House events: "Preview of Development Guidelines" on February 20 and March 1, 2019;
- Offer "Virtual Workshop" and "Virtual Open House" with over 1,300 on-line participants;
- Staff a Division 6 informational booth at the Venice Farmers Market throughout the outreach process;
- Participate in various Venice community events; and
- Collect comments through Metro's website, comment cards, email, telephone and social media.

These meetings were publicized through the Division 6 email list, the distribution of 9,000 fliers within a 1/2-mile radius of the site, and through the elected officials' regular news updates, the Venice Neighborhood Council, the Chamber of Commerce, and Facebook.

Participation was strong throughout the outreach process. Between 40 and 50 community stakeholders participated in each of the workshops, and Metro received more than 1,300 responses to the on-line "virtual workshop". Over 90 participants attended the final open house including a pop-up open house held at the Venice Farmers Market. Comments were also taken online and accepted by the Metro team via email, social media, and regular mail for those who were not able to attend the meetings. A summary of the feedback received through the outreach process is included in Appendix A to the Guidelines.

Overview of the Guidelines

The Guidelines provide a set of development and planning principles that are applicable to the property and consistent with Metro's JD Policy and local land use regulations and reflect input received throughout the community visioning process. The Guidelines are not intended to provide

specific design- and construction-related criteria associated with a particular project. If approved, they will be attached to an RFIQ that staff will issue once the Guidelines are adopted by the Board.

The Guidelines are organized into five sections:

1. *Overview* - this section describes Metro's JD Process, the community outreach process to date, and a site description.
2. *Vision for Development* - this section describes the vision for the site and primary goals for reuse of the site.
3. *Regulatory and Policy Framework* - this section provides an overview of the key City of Los Angeles, Coastal Commission, and Metro regulatory documents. This section also outlines various policies to which developers must adhere.
4. *Program Guidelines* - this section establishes and memorializes the essential requirements for a successful partnership with Metro on the development of the site. Recommended uses include: mixed-income housing, community space, retail, public art, open space, walk streets and incorporation of transportation and mobility features.
5. *Development Guidelines* - drawing from the regulatory, policy and transit requirements as well as community feedback, this final section offers a series of guidelines to inform the urban design and environment of the development site, including both recommendations and requirements in the areas of community connectivity, open space, architecture and building design, sustainability and mobility and parking, etc.

The overarching goals that emerged from the visioning process and are captured in the Guidelines include:

- Recognizing that Venice is a coastal community and that development should be sensitive to the environmental complexities of a coastal location;
- Reflecting that Venice is a unique community that desires development that is supportive of existing residents and welcomes newcomers to the community;
- Leveraging culture in the development including community space and art that reflect the diversity and history of Venice; and
- Providing affordable housing and preserving Venice as a mixed-income neighborhood.

The Guidelines provide additional detailed requirements and recommendations for development of the Site. Selection of a future development partner through the RFIQ process will consider the extent to which the proposal responds to the goals and requirements articulated in the Guidelines.

EQUITY PLATFORM

Community outreach for the site has been robust, falling under the "Listen and Learn" pillar of the Equity Platform. Adopting the Guidelines and moving onto the developer solicitation phase will move toward implementation of the "Focus and Deliver" pillar.

DETERMINATION OF SAFETY IMPACT

The adoption of Guidelines will have no direct impact on safety. The eventual implementation of a JD project at the Division 6 site will offer opportunities to improve safety for transit riders through better pedestrian and bicycle facilities.

FINANCIAL IMPACT

Funding for joint development activities related to the Guidelines and any subsequent, related development activity, including the RFIQ process, is included in the FY 20 budget in Cost Center 2210 under Project 401048 (Division 6). Since development of the properties is a multi-year process, the project manager will be accountable for budgeting any costs associated with the joint development activities that will occur in future years. The source of funds is local General Fund - Other for joint development activities, which are eligible for bus/rail operating and capital expenses.

Impact to Budget

Approval of the Guidelines does not impact the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Guidelines allow for a development that is in line with goal 3.2. (Catalyze Transit Oriented Communities) of the Strategic Plan. The Guidelines outline a development that would enhance the community and the lives of community members through mobility and access to opportunity. The Guidelines facilitate the development of additional market rate and affordable housing while preserving the character of Venice.

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the Guidelines. This is not recommended because a new development is desired by the community to replace the vacant site. Further, the Guidelines were developed with considerable stakeholder input and the Venice community is expecting movement on the joint development of the Division 6 site; adoption of the Guidelines is a precursor to moving forward with the JD process.

NEXT STEPS

After adoption of the Guidelines, Metro staff will issue an RFIQ for the development of the property. The RFIQ will include the adopted Guidelines. Staff anticipates bringing a recommendation for selection of a developer to the Board in early 2020.


ATTACHMENTS

Attachment A - Development Guidelines for Division 6 Joint Development

Prepared by: Olivia Segura, Senior Manager, Joint Development (213) 922-7156
Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217

Holly Rockwell, SEO, Countywide Planning and Development (213) 922-5585

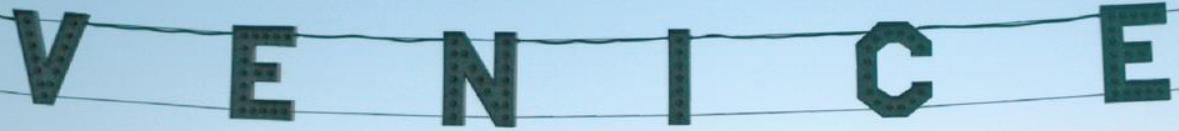
Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/2019-0123_Attachment_A_Development_Guidelines_Division_6_Joint_Development.pdf

A large sign spelling out "VENICE" in green, block letters, strung across a street. The background shows a building with a "TATTOO" sign and palm trees under a clear sky.

VENICE

A yellow graphic element consisting of five vertical bars of varying heights and a white circle to the right.

Next stop: building communities.

Planning and Programming
Committee

Division 6 Development Guidelines

June 19, 2019

Legistar File: 2019-0123

Agenda Item 23



Metro



Recommendation

- > Approve Division 6 Development Guidelines for Joint Development
 - Development Guidelines are a results of the community outreach process and utilized for the developer solicitation process.

Division 6 Site Overview

- > Former Metro bus maintenance facility
- > 3.12 acre parcel
- > Located blocks from Venice Beach and Abbot Kinney Boulevard



Division 6 Site and Existing Conditions, Google Maps, 2019

Background

January 2016

- > Board motion adopted to determine new use for Division 6 through Metro's Joint Development Program

Fall 2018

- > Initiated community outreach process

Outreach Events

October 25, 2018

- > Workshop 1: “What is the Community’s Vision?”

December 1, 2018

- > Workshop 2: “Refining the Vision”

February 20, 2019

- > Open House Event: “Preview of Development Guidelines”

March 1, 2019

- > Pop-Up Open House Event Venice Farmer’s Market: “Preview of Development Guidelines”



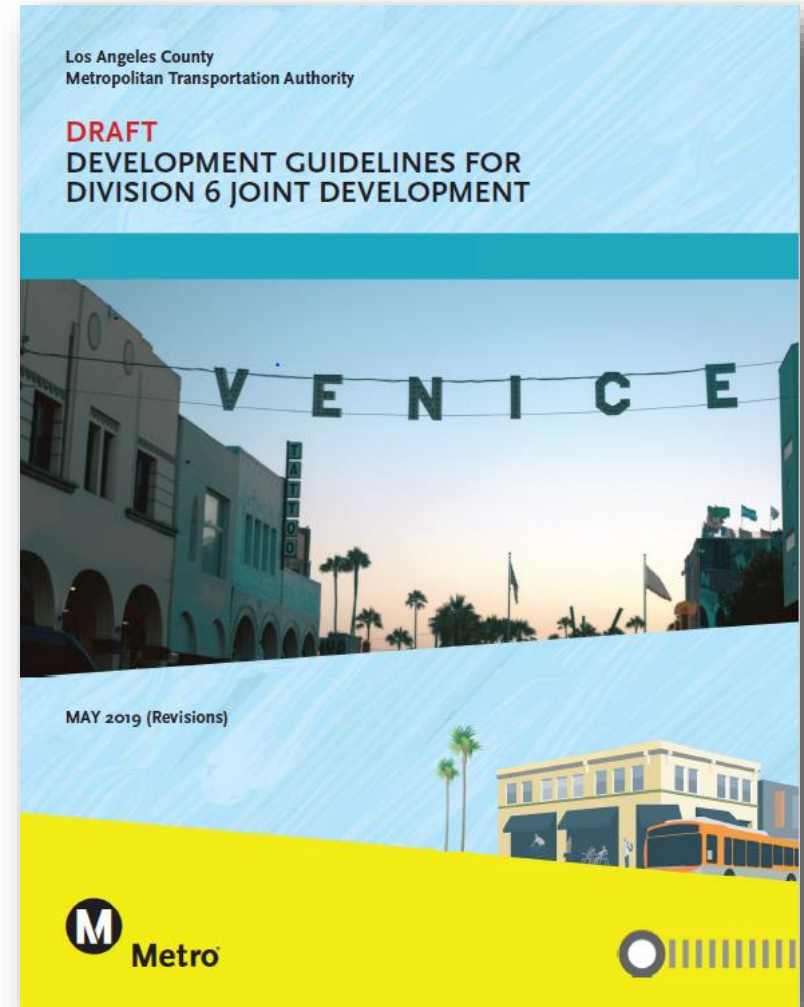
Additional Outreach Efforts

- > Focus Groups with Community Stakeholders
- > Booth at Venice Farmers Market and presence at local community events
- > “Virtual Workshop” and “Virtual Open House”
 - Over 1,300 On-line Participants
- > 9,000 Hand Delivered Flyers
- > Community comment collection
 - Email, website, comment cards, social media



Development Guidelines

1. Overview
2. Vision for Development
3. Regulatory and Policy Framework
4. Program Guidelines
5. Development Guidelines



Next Steps

Summer 2019

- > Building Partnerships event
- > Release RFIQ

Winter 2019

- > Complete evaluation of responses

Spring 2020

- > Recommendation to Board for selection of a developer



Board Report

File #: 2019-0170, File Type: Plan

Agenda Number: 24.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

**SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION AND GOLD LINE
FOOTHILL EXTENSION 2B**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING Aviation/96th St. Station First/Last Mile Plan;
- B. ADOPTING Gold Line Foothill Extension 2B First/Last Mile Plan; and
- C. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines in fall 2019.

ISSUE

Board Motion 14.1 (May 2016) directed staff to develop First/Last Mile (FLM) plans for future Metro transit projects including Aviation/96th St. Station and Gold Line Foothill Extension 2B (GL2B) stations. The Aviation/96th St. Station FLM Plan and the GL2B FLM Plan (collectively, the "Plans") were developed in close coordination with local jurisdictions and community stakeholders and are recommended to the Board for adoption.

The Plans serve as a blueprint for future investment in access and safety improvements around stations. Adoption of the completed Plans by the Metro Board better positions FLM improvements for funding and implementation. Next steps for implementing the Plans will be presented to the Board following the adoption of the FLM Guidelines in fall 2019.

BACKGROUND

FLM planning was undertaken for the Aviation/96th St. Station (also referred to as Airport Metro Connector) and five stations along the GL2B alignment: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. The Plans were developed following Metro's FLM methodology from the 2014 Board-adopted FLM Strategic Plan.

The process included:

- walk audits of the station areas
- development of draft pathway networks and project ideas
- community engagement events
- finalization of pathway networks and project ideas
- ongoing local jurisdiction coordination

As with other Metro-led FLM plans, the Plans were developed in close coordination with local jurisdictions and other agencies. The process emphasized extensive community engagement, and prioritized projects that improve safety and connectivity. Detailed description of the community process is included in each plan - the Process chapter in the Aviation/96th St. Station Plan and the Planning Process chapter in the GL2B FLM Plan.

DISCUSSION

The Plans identify walking and bicycling improvements within the ½-mile and 3-mile radius of each station such as new enhanced crosswalks; pedestrian-scale lighting; street trees and planting; and various bicycle facilities. Each plan describes a general approach for implementation and funding opportunities with specific implementation steps to be developed after completion of FLM Guidelines in fall 2019. Improvements identified in the plans require additional steps including feasibility analysis, environmental review, and design.

Additional highlights and unique aspects of the Plans and process include the following:

Aviation/96th St. Station First/Last Mile Plan

- Numerous planned and under construction streetscape and access improvements being led by local jurisdictions (cities of Los Angeles and Inglewood) and Los Angeles World Airports (LAWA) required substantial coordination, and as such:
- The Plan emphasizes and prioritizes projects that fill gaps in the access network and complement improvements planned and underway.
- Metro also endeavored to reflect the full range of input through inclusive community engagement. More information is available on pages 18 to 21 in the Process chapter.

Gold Line Foothill Extension 2B First/Last Mile Plan

- The project team engaged a community-based organization (CBO) ActiveSGV (formerly BikeSGV) to help inform the approach to community engagement and ultimately the final Plan as well as conduct intercept interviews to reach community members who may not be well served by traditional outreach methods.
- The FLM project ideas and recommendations in the Plan take into account changes to the transit project phasing that arose during development of this plan. Notably, the project team worked to ensure that the FLM project ideas were responsive to a temporary terminus at the Pomona North Station as well as a build out of the full line.
- The corridor cities noted that there are unique access challenges for stations located in a suburban context. The Plan discusses approaches and examples (such as shuttling) that can

be found in Chapter 3: Regional Recommendations. The plan also identifies regional biking facilities that span multiple cities and would be important continuity for people using bicycles to access the stations or other destinations.

An Executive Summary of the Aviation/96th St. Station Plan is included as Attachment A and a link to the full Plan is included as Attachment B. The GL2B FLM Plan Executive Summary is included as Attachment C and a link to the full Plan is included as Attachment D.

Implementation Considerations

FLM Guidelines are currently in development to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2), with anticipated Board consideration in fall 2019. FLM Guidelines will contemplate a standard approach for advancing FLM improvements for new Metro transit projects.

In a September 2018 update to the Board on the FLM Program, the Aviation/96th Street and GL2B Plans were defined as “transitional” because the transit corridor projects have already advanced beyond key milestones, preventing the inclusion of FLM improvements as part of the transit capital project delivery. The Board Box indicated that the implementation approach will be determined and reported to the Board as FLM plans are completed for all transitional projects. As such, staff will return to the Board following the adoption of the FLM Guidelines with recommendations for specific implementation steps for these “transitional” Plans.

Of note with respect to the GL2B FLM Plan, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the “Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont”. This agreement allows GL2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

Equity Platform

The Plans further the Equity Platform Pillar II - Listen and Learn, with inclusive and meaningful community involvement using various engagement tools including: community events, group discussions, and one-on-one stakeholder phone calls. As mentioned above, the GL2B FLM Plan engaged ActiveSGV, a community-based organization, to inform the plan development and carry out community engagement.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plans is to improve safety for transit riders and non-riders who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.

The Plans also identify projects that can assist in further closing potential gaps in walking and bicycling infrastructure.

FINANCIAL IMPACT

Adoption of this item has no impact to the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further Strategic Plan Goal #2 to deliver outstanding trip experience for all users of the transportation system, through improving customers' FLM experience.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plans. This alternative is not recommended because the Plans were developed in response to previous Board action and with involvement from local jurisdiction stakeholders and the community. Further, if the Board decides not to adopt the GL2B FLM Plan, then the GL2B cities would not be able to apply FLM expenditures from the FLM Plan toward their 3% local contribution to the transit project per the funding agreement between Metro and the Foothill Gold Line Construction Authority dated July 1, 2017.

NEXT STEPS

Staff anticipates returning to the Board concurrent with or following adoption of FLM Guidelines (anticipated fall 2019) with specific implementation recommendations for each of the Plans in line with the FLM Guidelines.

ATTACHMENTS

Attachment A - Aviation/96th St. Station First/Last Mile Plan Executive Summary

Attachment B - Aviation/96th St. Station First/Last Mile Plan

Attachment C - Gold Line Foothill Extension 2B First/Last Mile Plan Executive Summary

Attachment D - Gold Line Foothill Extension 2B First/Last Mile Plan

Prepared by: Joanna Chan, Senior Transportation Planner, Countywide Planning & Development, (213) 418-3006

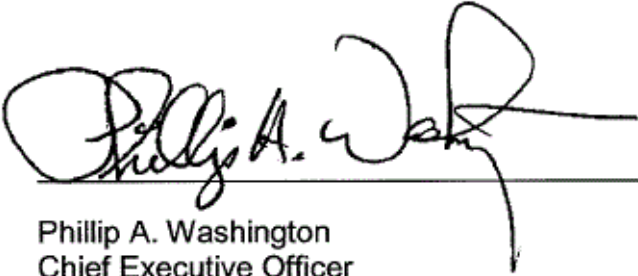
Katie Lemmon, Senior Manager, Countywide Planning & Development, (213) 922-7441

Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132

Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313

Holly Rockwell, SEO, Countywide Planning and Development (213) 928-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Next stop: our healthy future.

AVIATION/96TH STREET FIRST/LAST MILE PLAN
3/22/19



An individual's transit trip is understood as the entire journey from origin to destination. Individuals may walk, drive, ride a bicycle, take a train, or – in many cases – combine several modes to get to a destination. Bus and rail services often form the core of a trip, but transit riders complete the first and last portion on their own. As riders have different needs and preferences, a First/Last Mile Plan examines the areas around Metro stations at varying distances. Most people may only walk a half-mile to a station, but someone on a bicycle may be comfortable riding up to three miles to get to a transit station. The overall goal of first/last mile planning is to improve conditions surrounding stations to enhance an individual's entire journey – from beginning to end.

The Aviation/96th St. First/Last Mile (FLM) Plan is part of an ongoing effort to increase the accessibility, safety, and comfort of the area surrounding the future LAX/Metro station. The plan documents community-guided first/last mile improvements around the station.

In coordination with local jurisdictions and other agencies, including the City of Inglewood, City of Los Angeles, and LAWA, the Aviation/96th St. Station First/Last Mile Plan builds on the ongoing development and transportation changes occurring in the area. The Plan's recommendations recognize and complement existing planning and construction efforts. Funding for implementation has not yet been confirmed for this station, but potential funding sources are summarized in Appendix E.

Key Findings

This station faces unique challenges and opportunities from a first/ last mile perspective. The area is characterized by long blocks and wide arterials, which are primarily designed for vehicle circulation; walking and bicycling around the area can be difficult.

Given existing conditions surrounding the station, important recommendations include:

- Crosswalk improvements, such as high visibility striping, dual curb ramps, and pedestrian signals
- Sidewalk improvements, such as new sidewalks along streets feeding the transit station, and repaving
- Bicycle infrastructure that promotes safety, and includes (where feasible) separation from vehicular traffic
- More lighting for people walking, biking, or otherwise 'rolling' to the station at night
- Visual enhancements that reflect the unique history and characteristics of the city and individual communities

Planning for Changes

This Plan has the opportunity to influence the changing landscape of the area. The Crenshaw/LAX Transit Project will connect to the Los Angeles International Airport (LAX) and to numerous new developments that are being planned and constructed.

Relevant Existing Plans

- Century Streetscape Plan: Provides guidelines and standards for streetscape improvements along Century Boulevard within the City of Los Angeles (City of Los Angeles)
- Hollywood Park Specific Plan/ LA Stadium and Entertainment District: Proposes a vibrant city center with an array of mixed- uses to enhance economic development (City of Inglewood)
- Metro Crenshaw/LAX Transit Corridor Joint Development Strategic Plan: Identifies potential joint development sites and opportunities for integration with transit facilities (Metro)

Relevant Plans in Progress

- Los Angeles International Airports Landside Access Modernization Program: Creates a ground transportation network to improve current traffic conditions and support multimodal access around LAX (LAWA)
- Metro NextGen Bus Study: Restructures the existing Metro bus network to better respond to changing travel patterns across the region (Metro)

Relevant Development in the Works

- Crenshaw/LAX Light-Rail Transit Project (Metro)
- Los Angeles Stadium and Entertainment District (City of Inglewood)
- Los Angeles Airport Automated People Mover (LAWA)
- A potential new basketball arena (City of Inglewood)

From an Auto-to Transit-Oriented Culture

Existing infrastructure and development patterns in this area support an auto-oriented lifestyle. Automobile volumes and speeds are high along most of the city's arterials and major collectors. Given that the location of the new light rail alignment was formerly used as a freight corridor, the existing street design presents difficulties for those walking, biking, and rolling. Through our community engagement process, community members expressed enthusiasm about public transit and the new light rail line. This Plan identifies many opportunities to create safer access for those walking and rolling to the future station.

Community engagement was an important component of the Aviation/96th St. Station First/ Last Mile Plan, and the process drew participation from local residents. Community members provided feedback through walk audits, stakeholder interviews, and community events. Feedback broadly supported first/last mile improvements. More details are outlined in the Process chapter.

Broader Concerns and Guidance

The planned developments surrounding the Aviation/96th St. station indicate a changing landscape and present potential challenges that need to be addressed. Metro is sensitive to both the benefits and drawbacks of new transportation investment and the related challenges of community change. Unintentional consequences of transportation investment, such as

gentrification, can lead to rising property values and rents and can also cause displacement of existing low income residents and/or businesses. This can affect neighborhoods and individuals in various ways, including displacing the very residents who are most likely to use transit. Community engagement creates a space to capture hopes, visions, and concerns regarding unintended impacts, while also promoting a dialog around solutions.

Additional policies and precedents inform this plan and acknowledge, in particular, the urgency for Metro and stakeholders to ensure that the benefits of transit investments are realized broadly and especially for existing residents. The Blue Line First/Last Mile: A Community- Based Process and Plan ([https:// www.metro.net/projects/transit-oriented-communities/blue-line-flm/](https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/)) sets the bar for future first/ last mile plans – engaging the community in every aspect of design and development and addressing broader historic inequities and consequences of disinvestment within the communities studied. Metro’s Transit Oriented Communities (TOC) Policy, adopted in June 2018, sets broad goals for realizing holistic land use and community development along transit corridors. Enhancing access to transit, deep community engagement, and preservation and stabilization of communities are key goals of the Policy. This plan proposes safe and comfortable routes to public transit, built upon support and feedback from the multiple lenses of the community. In addition, in February 2018, the Metro Board adopted the Metro Equity Platform Framework – a policy aimed at addressing equity disparities by employing the following strategies agency-wide:

- Define and Measure
- Listen and Learn
- Focus and Deliver
- Train and Grow

Equity concerns, as described above, were raised during community events and stakeholder conversations. As such, involved local jurisdictions and agencies are encouraged to continue a dialogue with the community about these issues and to address policies and programs that protect, preserve, and enhance existing communities and those most vulnerable to displacement or other unintended impacts Metro anticipates assisting in this effort as equity policies continue to evolve. Metro can provide guidance and assistance in these efforts as equity policies continue to evolve.

Plan Contents

Introduction

This chapter explains why first/ last mile is important to Metro. It defines and describes first/last mile planning, with Metro’s various first/last mile policies and commitments. It further summarizes the first/last mile challenges and opportunities in the area.

Existing Plans & Projects

There are many ongoing planning efforts around the station that will impact first/last mile planning. This chapter gives an overview of current and future plans in the area to better understand how first/last mile improvements will complement upcoming changes.

Process

This chapter describes the steps taken to create the plan, including development of a web application (web app) for the walk audit, project dashboard, stakeholder conversations, a community event, and report preparation.

Recommendations

The recommendations introduce first/last mile improvements for the station and include Tier 2 projects that are studied in more detail.

Next Steps

This short chapter describes the next steps after Metro Board adoption, focusing on implementation.

Lessons Learned

This chapter provides insights to others as they undergo first/last mile studies, sharing lessons learned about the process of analysis, community input, and the drafting of the pathway network.

Appendix

The Appendix includes key items produced during Plan formation: the Walk Audit Summary, Existing Plans & Projects Memo, the Pathway Origin Matrix, the Costing Assumptions/Details, and the Funding Plan.

Attachment B – Aviation/96th St. Station First/Last Mile Plan

The full Aviation/96th St. Station Plan can be accessed via the web at this link:

http://media.metro.net/projects_studies/FLM/images/board_report_Aviation96_FLM_2019-03.pdf

Next stop: connected communities.

GOLD LINE FOOTHILL EXTENSION 2B FIRST/LAST MILE PLAN Executive Summary



The overall goal of first/last mile (FLM) planning is to enhance transit riders' experience getting to and from the transit station, thereby improving their entire trip from beginning to end. The term "first/last mile" refers to the first and last part of transit trips, although the actual distance traveled varies. Metro's FLM planning methodology follows key steps that are aimed at understanding the FLM portion of transit trips and emphasizes community and local engagement throughout the process. FLM planning also takes into account a number of transportation modes: walking, bicycling, skateboarding, wheelchair or stroller use, among others. Multiple types of projects are important to address how customers experience their journey to a Metro station.

This Plan envisions a pathway network surrounding each station. Distinct FLM projects, subject to further analysis and design, are recommended along the pathway network and a prioritized project list further refines the projects identified in the Plan. Access improvements and strategies are tailored to the suburban context for these Foothill communities, as discussed further below. The following project types are proposed to foster a more pleasant journey to the transit station:

- new and improved sidewalks and crossings;
- walkways or shared streets;
- plazas;
- street trees and shade;
- sidewalk lighting;
- street furniture;
- visual enhancements; pick up / drop off;
- enhanced bus stop; shared use path;
- bike facilities including bike lanes, bike boulevards, and separated bikeways;
- bike parking;
- and bike share.

At the time of the Plan's completion, Metro is developing FLM guidelines to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2). The FLM Guidelines are anticipated for Board consideration in fall 2019, and this Plan is positioned for further consideration by the Board at that time. It is also important to note that, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the "Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont". This agreement allows Gold Line Extension 2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

Gold Line Foothill Extension 2B Stations

The Metro Gold Line is an existing light rail line connecting San Gabriel Valley communities to Downtown Los Angeles and the rest of the Metro system. The Gold Line Foothill Extension 2B is planned to extend the line 12.3 miles to the east from its current

terminus at APU/Citrus Station to Montclair. Stations have been planned in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. This Plan addresses first/last mile connections for the five stations in Los Angeles County: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. These station areas have unique attributes and share suburban characteristics. To be responsive to this context, the project team researched FLM case studies from similar suburban areas around the region and the country.

Community Engagement

Input from the community was central to the process to develop this Plan. The project team included ActiveSGV, a community-based organization whose mission is “to support a more sustainable, equitable, and livable San Gabriel Valley” and they were instrumental in helping the team reach community members. Overall, the project team engaged the community over the course of 30 events or meetings and learned that the top three most requested types of projects were sidewalk lighting, new and improved crossings, and shared use paths. Underpinning the approach was the desire to engage the community at times and locations that were already popular in the community such as fairs and festivals; parks; Women, Infants and Children (WIC) offices; and standing community meetings, for example.

Regional Recommendations

Based on feedback from city staff and the community, this Plan takes a wider regional perspective to evaluate connections among the five stations and the project team researched suburban-context-specific FLM improvements. Several regional-level recommendations are included in Chapter 3 and are based on case study research. These recommendations include:

- Regional bicycle/rolling mode facilities to provide continuous connections or address gaps in the network among the station areas
- Wayfinding signage consistency among jurisdictions
- Sidewalk lighting that is sensitive to each community’s specific preferences
- FLM-supportive programs that, in concert with the infrastructure improvements, would enhance the customer experience accessing the stations

Implementation Approaches

Implementation is an opportunity to focus on transit customers’ experience as well as refine project details and contemplate design of the project ideas in the Plan. A seamless experience will require multiple jurisdictions in the station area to work together on implementation. The Plan outlines approaches that could be taken to facilitate next steps for the projects identified in this Plan. Implementation steps have not been solidified for the projects in this Plan and will require agreement, action, and funding identification on the part of multiple entities such as such as Metro, the Foothill Gold Line Construction Authority, local cities, local transit providers, and even local property owners.

The implementation approaches described in the Plan are:

- Adoption of the FLM Plan by cities, which can strengthen city-led applications for grant funding for FLM projects in the Plan.
- Integration into existing local plans could further memorialize the community input and project ideas.
- Integration into existing local programs allows FLM improvements to be made as the opportunity arises through the course of cities' other efforts.
- Integration in local Capital Improvement Programs can align FLM implementation with already planned capital improvements.
- Consideration of opportunities to implement via Construction Authority activities, which are ongoing discussions at the time of publication.
- Conditions of Development as private property turns over or is developed in response to market changes.
- Initiate or modify MicroTransit, shuttle, ridehailing and/or micromobility programs informed by evolving best practices.
- Pursue external funding sources that are appropriate for FLM project types, such as the State Active Transportation Program.

The Plan also evaluated implementation complexity criteria for any given project taking into account different factors related to design, process, and community input.

Plan Contents

The first four chapters of the Plan describe: the policy framework underpinning the development (Chapter 1 - Introduction); the planning steps such as FLM methodology, community engagement approach, and project prioritization methodology (Chapter 2 – Planning Process); high-level regional and programming recommendations applicable to the suburban context (Chapter 3 - Regional Recommendations); and possible approaches to implementation (Chapter 4 - Implementation Strategies).

In order from west to east, each station has a dedicated chapter that covers that station's specific pathway networks, project ideas, prioritized project lists, and description of projects:

- Glendora - Chapter 5
- San Dimas - Chapter 6
- La Verne/Fairplex - Chapter 7
- Pomona North - Chapter 8
- Claremont - Chapter 9

Four appendices are included in the Plan with more technical details: Appendix A - Walk Audit Summary Memo; Appendix B - Community Engagement Memo; Appendix C - Pedestrian and Bicycle Barriers; Appendix D - Cost Range Factors.

Attachment D – Gold Line Foothill Extension 2B First/Last Mile Plan

The full GL2B Plan can be accessed via the web at this link:

http://media.metro.net/projects_studies/FLM/images/final_plan_FLM_GoldLineFoothillExtension2b.pdf



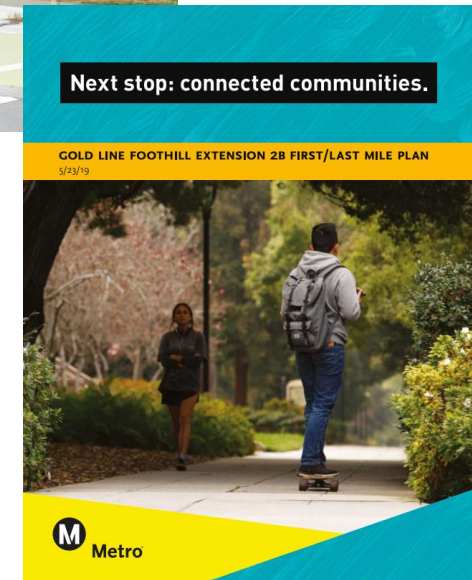
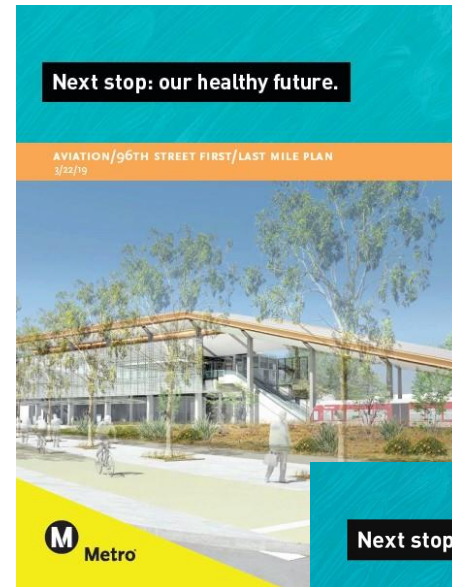
Next stop: vibrant communities.

**First/Last Mile Plans –
Aviation/96th St. Station and
Gold Line Foothill Extension 2B**
Planning and Programming Committee
June 19, 2019



Recommendation

- A. ADOPT Aviation 96th St. Station First/Last Mile Plan
- B. ADOPT Gold Line Foothill Extension 2B First/Last Mile Plan
- C. DIRECT staff to return to the Board fall 2019 re: implementation recommendations



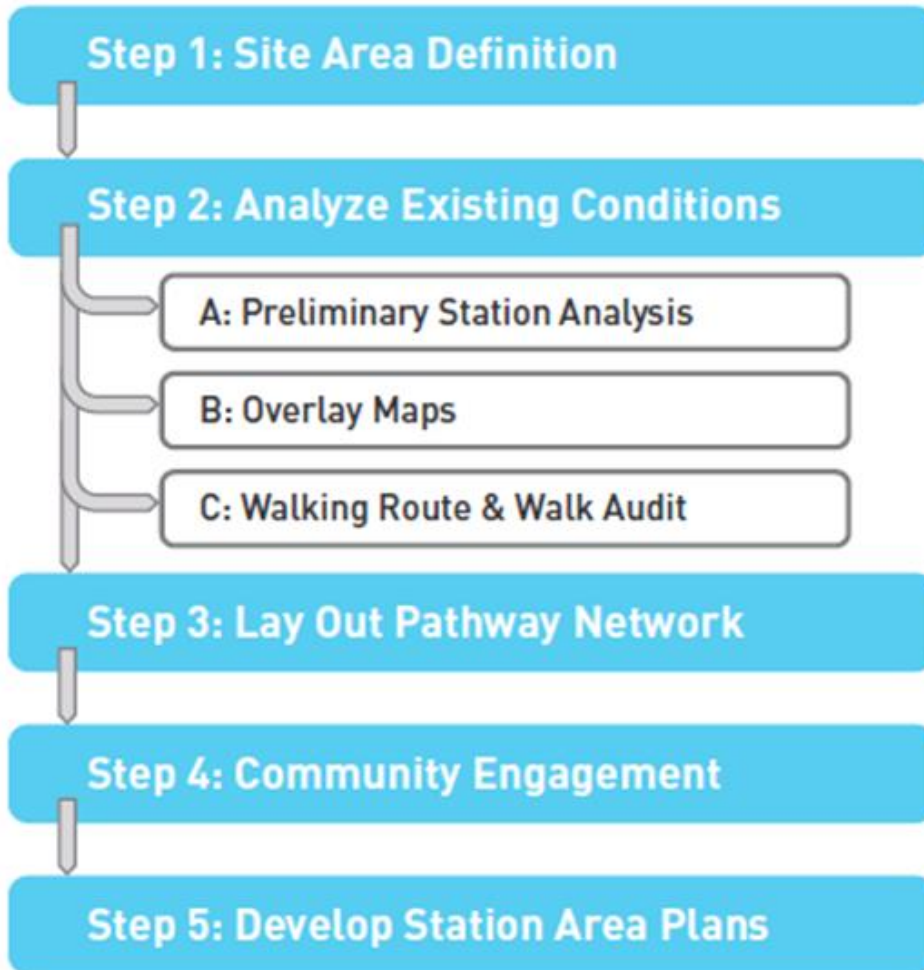
Background

First/Last Mile (FLM) Plans

- Aviation/96th St. Station
- Gold Line Foothill Extension 2B Stations:
 - Glendora
 - San Dimas
 - La Verne/Fairplex
 - Pomona North
 - Claremont



First/Last Mile Methodology and Process



Aviation/96th St. Station FLM



- Coordination with multiple committed planning and construction efforts
- Emphasis on filling gaps
- Complement other projects connecting to LAX

Gold Line Foothill Extension 2B FLM

- CBO partner: ActiveSGV
- Responsive to transit project phasing and design
- Close coordination with city staff and extensive community engagement
- Suburban-context specific recommendations



Implementation Considerations

- Staff to return to Board after FLM Guidelines are completed (anticipated fall 2019) with implementation recommendations
- FLM Guidelines contemplate standard approach to FLM project delivery for transit corridor projects
- GL2B – funding agreement allows cities to apply FLM expenditures in adopted plan toward 3% contribution

Thank you



Board Report

File #: 2019-0420, **File Type:** Project

Agenda Number: 26.

2nd REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. CERTIFYING the Final Environmental Impact Report (FEIR);
- B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse;
- C. ADOPTING the:
 - 1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP).

ISSUE

The Link Union Station (Link US) Project will transform how the commuter and intercity rail operates in Southern California with run-through capability that provides one-seat rides from San Luis Obispo to San Diego. The Link US Draft EIR was available for 45 days of public review from January 17, 2019 through March 4, 2019. Staff received a total of 634 comments of which over 75% of the public comments opposed the above-grade concourse and indicated the preference for the new modified expanded passageway or at-grade passenger concourse. In consideration of the public comments received and in coordination with California High Speed Rail Authority, California State Transportation Agency and Southern California Regional Rail Authority (also known as Metrolink) and Amtrak/LOSSAN, staff recommends that the Final EIR include a modified expanded passageway without the above-grade concourse and a revised up to 10 run-through track alignment without a loop

track.

DISCUSSION

Background

In November 2018, the Board approved staff's recommendations to designate the CEQA "Proposed Project" in the Link US Draft EIR with shared lead tracks north of Los Angeles Union Station (LAUS), an above-grade passenger concourse with a new expanded at-grade passageway, and up to 10 run-through tracks including a loop track. In addition, the Draft EIR also includes an analysis of the Build Alternative, at an equal level of detail as the Proposed Project, with dedicated lead tracks north of LAUS, an at-grade passenger concourse and up to 10 run-through tracks including a loop track. The No Build Alternative was also analyzed in the Draft EIR. The Draft EIR was available for a 45 day public review period from January 17, 2019 through March 4, 2019.

Final EIR Project Recommendations

The recommended actions certify the Link US Final EIR with a filing of a Notice of Determination (NOD) with the Los Angeles County Clerk and the State of California Clearinghouse (Refer to Attachment A- NOD). The Link US Final EIR project includes a modified expanded passageway without the above-grade concourse and a revised up to 10 run-through track alignment without a loop track (Refer to Attachment B- Link US FEIR Project). The FEIR project was analyzed under all CEQA issue areas both for construction (temporary) and operation phases, and was determined to have no impacts, less than significant impacts, or less than significant impacts with mitigation measures in 9 out of 12 issue areas for both construction and operation phases, and significant and unavoidable impacts in 3 issue areas (Air Quality and Global Climate Change, Noise and Vibration and Cultural Resources).

Passenger Concourse- Staff received a total of 634 public comments. Over 75% of public comments received opposed the above-grade concourse and preferred the new modified expanded passageway or the at-grade concourse, citing the following main concerns with the above-grade concourse:

- Increased passenger transfer times
- Negatively affect passenger circulation and ADA accessibility
- The need for the elevated portion of the above-grade concourse with the proposed expanded passageway
- Potential impacts on the historical character of Los Angeles Union Station

Therefore, in response to these public comments, staff recommends that the Final EIR Project includes a modified expanded passageway with transit and retail amenities and elimination of the above-grade passenger concourse. The expanded passageway will be modified from a width of approximately 100 feet to 140 feet in the Final EIR to include additional space for waiting areas, restrooms, retail, and other passenger amenities, while providing sufficient pedestrian capacity to meet the ridership of 200,000 passengers at LAUS by 2040. The new modified expanded passageway will provide similar transfer times and travel convenience as the existing passageway with enhanced pedestrian access and ADA accessibility to the platforms by replacing the existing

ramps with elevators and escalators along with retail and passenger amenities attributable to a world class transit terminal station.

The Link US project with the modified expanded passageway option is estimated to cost approximately \$2.3 billion in 2018 (with a 3% escalation factor) compared with the above grade passenger concourse with expanded passageway option at \$2.8 billion. The at-grade passenger concourse option is estimated to cost approximately \$3.3 billion in 2018 (with a 3% escalation factor). Therefore, the modified expanded passageway option provides the best value with the lowest cost (refer to Attachment C-Cost Comparison of the Passenger Concourse Options). Given today's market conditions with changing landscape on tariffs, the cost of construction and escalation rate may be higher. Staff will provide an updated total project cost once the environmental studies and 35% preliminary engineering design has been completed. As part of the 35% design of the modified expanded passageway, staff will develop a detailed construction phasing plan including passenger circulation and work closely with the current rail operators (Metrolink, Amtrak and Metro Rail).

Run-Through Tracks Alignment- Staff has been coordinating closely with project funding partners consisting of California State Transportation Agency (CalSTA), California High Speed Rail Authority (CHSRA), and Southern California Regional Rail Authority (SCRRA), to reduce the overall project impacts and improve interoperability between regional rail trains and future High-Speed Rail trains south of LAUS. The project funding partners have agreed to move forward with a combined run-through track structure between LAUS and First Street and remove the loop track from the run-through track alignment. Therefore, the new run-through track structure over the US 101 will support up to 10 run-through tracks without the northern loop track and will be designed to ~~include aesthetic treatments~~ improve the visual quality of the US 101 run-through track bridge structure. Staff will ~~continue to coordinate with City of Los Angeles~~ to identify additional funding and/or savings in coordination with the City of Los Angeles to further enhance the aesthetic treatments of the US 101 run-through track bridge structure. (Refer to Attachment D Preliminary Draft Bridge Aesthetic Concepts) The elimination of the loop track will allow for improved interoperability between regional rail and future high-speed rail (HSR) with a common regional rail and HSR structure east of Center Street, resulting in six fewer property acquisitions, avoid the need to realign and lower Commercial Street and the need for permanent closure of Vignes Street at Commercial Street. Therefore, staff recommends that the Final EIR Project include modifications to the run-through track alignment with the elimination of the loop track which will reduce the project footprint and associated property impacts south of US-101 freeway.

Operations Planning - On November 26 and 27, 2018, CalSTA, CHSRA and Caltrans held two all day workshops at Metrolink's offices to go over the operations planning for the combined run-through track structure without the loop track. The State presented and discussed the initial operations planning model results of the combined run-through track structure without the loop track with Metrolink. On February 20, 2019, Metrolink issued a memorandum to memorialize Metrolink's position and concurrence with a total of five (5) conditions on specific design considerations for the Link US Project at its current stage of 10% conceptual design, specifically the removal of the loop track and the required number of run-through tracks. (Refer to Attachment G Memorandum from Metrolink regarding the Link US project). Four of the five conditions will be carried forward into the 35% preliminary engineering design and final design efforts for Link US project, where feasible. The State will work with Metrolink on the remaining condition that is outside the Link US Project. Staff will

prepare a detailed construction staging plan and continue to work with Metrolink to develop an operating plan that provides a satisfactory level of on time performance (OTP) during construction including engaging a third party to conduct an independent operational analysis and network planning, if needed.

Active Transportation Improvements - The Final EIR includes new Class II bicycle facility-bike lanes on Commercial Street between Alameda and Center Streets, which improves the active transportation network in the Union Station area by completing an east-west connection in the network, consisting of new active transportation corridors on Alameda Street from Cesar Chavez Avenue to 1st Street (to be constructed by Metro's Alameda Esplanade and 1st/Central Station Improvement Projects) and Ramirez/Center Street from Vignes Street to 1st Street (to be constructed by Metro's 1st/Central Station Improvement Projects). In addition, the active transportation elements on Commercial Street at the Center Street intersection and could facilitate a future potential connection to the Proposed LA River Path near at Center Street, which can be connected to the active transportation network being constructed on Center Street/Ramirez Street to Vignes Street to the LAUS East Portal being constructed by Metro's 1st/Central Station Improvement Project providing a neighborhood connectivity. In lieu of the at-grade improvements, if additional funding is identified, a dedicated bicycle/pedestrian bridge over the US 101 connecting Patsaouras Bus Plaza with Center Street is also included in the Final EIR. Staff has been coordinating closely with the LA River Path, Alameda Esplanade and Alameda/US 101/El Monte Busway Project Study Report project teams to ensure consistency across various planning efforts. Coupled with other Metro active transportation plans and projects in the Union Station area, the Link US improvements will complete the active transportation network that is integrated with the LA River Path.

Furthermore, to enhance neighborhood connectivity consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Connect US, and Metro's LA River Path Project, Metro, in coordination with the City of Los Angeles to obtain necessary approval on the Link Union Station plans providing a minimum lane width of 10 feet and removal of street parking on Commercial Street, Metro can implement a new Class IV bicycle facility along Commercial Street from Alameda Street to Center Street by pavement striping and bollards with no additional right-of-way acquisition and no raised median will be required, enhancing neighborhood connectivity south of US-101 subject to Caltrans approval where Commercial Street intersects the existing on- and off-ramps. Due to the funding constraints on the Link US project, this upgrade is only feasible if City of Los Angeles is agreeable to work with Metro to ensure that the cost increase due to the upgrade is kept at a minimal. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to ~~place of~~ new bicycle facilities along Commercial Street.

Lastly, staff will continue to coordinate with City of Los Angeles in regards to replacement of the Cesar Chavez bridge that provides an opportunity to widen Cesar Chavez Avenue that is directly under the bridge to support the future addition of bike lanes on Cesar Chavez Avenue if the City is interested in leading the effort to add an active transportation corridor on Cesar Chavez Avenue between the LA River and Alameda Street or beyond. Cesar Chavez Avenue is a heavily-used bus

corridor between Alameda Street and Lyon Street with over 10 Metro Local and Rapid Bus routes, LADOT Dash Bus and other regional bus routes, and a Flix Bus terminal at the north-west corner of Cesar Chavez and Vignes. Refer to Attachment E for the proposed Link US active transportation elements in the Union Station area.

Construction Access and Laydown/Staging Areas- The First 5 LA building located at 750 North Alameda Street (near the terminus of El Monte Busway) is a key project stakeholder that expressed concerns regarding the proposed use of an internal access for construction as described in the Draft EIR. In response to these concerns, staff recommends that the use of the internal access road during construction be removed. The primary construction access to the rail yard would be changed to the other entrance points along Cesar Chavez Avenue and Vignes Street to the LAUS campus. There are two laydown and construction staging areas identified in the Draft EIR are also proposed to be removed in the Final EIR because the associated properties are no longer feasible or available.

Mitigation Measures

The Final EIR includes a total of 47 mitigation measures during construction and operation phases. Metro is the Lead Agency under CEQA in implementing and monitoring the mitigation measures. A full description of the mitigation measures is included in the Mitigation Monitoring and Reporting Plan (MMRP). Staff recommends adopting the MMRP for the Link US Project (Refer to Attachment E).

Significant and Unavoidable Impacts

Implementation of the Final EIR project would result in significant and unavoidable impacts in the following issue areas: Air Quality, Noise, and Cultural Resources.

Air Quality- During construction, emissions would exceed the SCAQMD's daily criteria pollutant and localized significant thresholds, even after proposed mitigation measures are implemented. The proposed mitigation measures during construction include AQ-1 (Fugitive Dust Control) and AQ-2 (Compliance with US EPA's Tier 4 Exhaust Emission Standards for Off-Road Equipment).

Noise- During construction, daytime and nighttime noise levels would exceed FTA's construction noise guidelines at William Mead Homes and Mozaic Apartments, even after proposed mitigation measures are implemented. The proposed mitigation measures during construction include NV-2 (Employ noise-reducing measures during construction) and NV-3 (Prepare a community notification plan for project construction).

Cultural Resources- During and after construction, the project would cause a substantial adverse change in the significance of the following historical resources: Los Angeles Union Station including the Vignes Street Undercrossing and the Friedman Bag Company Building (currently occupied by Life Storage), even after proposed mitigation measures are implemented. The proposed mitigation measures before, during and after construction include HIST-1a (LAUS City of Los Angeles CHC review and consultation), HIST-1b (LAUS HABS-like documentation: historic resource documentation), HIST-1c (LAUS Restoration of the Existing Passenger Concourse), HIST-1d (LAUS Educational Exhibit), HIST-2 (William Mead Homes Consultation), HIST 3 (Friedman Bag Company-City of Los Angeles OHR review and consultation and HABS-like documentation), HIST-4 (North Main Street Bridge City of Los Angeles CHC review and consultation), HIST-5 (Archaeological Site CA-LAN-1575/H) and HIST-6 (Development of a Public Participation or Outreach Plan).

Statement of Overriding Considerations and Findings of Facts

Staff recommends to the Board to adopt the Findings of Fact and Statement of Overriding Considerations in accordance with the CEQA. Pursuant to Public Resources Code Section 21081(b) and State CEQA Guidelines Section 15093(a) and (b), the Metro Board is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

For the foregoing reasons, staff finds that the project's unavoidable significant environmental impacts are outweighed by these considerable benefits:

1. Improved intrastate, intercity, and local transit connectivity with Metrolink, Amtrak, and Metro Rail and future High-Speed Rail; Metro and municipal bus systems;
2. Improved regional connectivity with one seat rides from San Luis Obispo County to San Diego County;
3. Increased rail operational capacity by up to 63% to accommodate future demand and a new high speed rail system;
4. Reduced train idling times resulting in shorter wait times and fuel savings and emissions reductions per train with indirect contribution to cumulative benefits for the region, including a reduction of GHG emissions and Vehicle Miles Traveled in the region;
5. Enhanced passenger experience with new concourse, retail and other amenities and new expanded platforms that also accommodates passenger growth from current 100,000 passengers to 200,000 passengers a day along with enhanced mobility and accessibility;
6. Improved US-101 freeway and local roadways;
7. Generation of an estimated 4,500 temporary jobs per year over a 5-year construction period and an estimated 200 permanent jobs;
8. Enhancement of neighborhood connectivity with future connections from LAUS to the Los Angeles River;
9. Remediation of hazardous materials sites encountered during construction within the project area.

Outreach

During the Draft EIR 45-day public comment period, a total of 634 written comments were received from individuals, agencies, organizations and Native American tribes along with 16 verbal commenters received at the January 29, 2019 DEIR public hearing. The public comments generally are related to the following subject areas:

1. Passenger concourse
2. Construction impacts
3. Public art and amenities
4. Vignes Street permanent closure
5. Hazardous materials/contaminated soil uncovered during construction

Responses to comments were prepared and included in the Final EIR. The Link US project team has coordinated with other CEQA responsible agencies including City of Los Angeles, Caltrans, Southern California Regional Rail Authority and California High Speed Rail Authority during the preparation of the responses to comments. Written responses were provided to all commenting agencies in accordance with CEQA Guidelines Section 15088(b).

On June 5, 2019, staff presented the Final EIR project to the Metro Technical Advisory Committee including representatives from cities within the Los Angeles County. On June 6, 2019, staff hosted a Link US community event in the East Portal of Union Station featuring two (2) presentations as well as other project displays to allow the public to learn about and provide feedback on the proposed Final EIR project. Subsequently, staff received two support letters from the Little Tokyo community for the Final EIR Project (Refer to Attachment H).

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, state and federal requirements. Approval of the Link US project will have no impact on safety.

FINANCIAL IMPACT

Approval and adoption of the Link US project would have no financial impact to the agency.

Impact to Budget

The funds required for completing the preliminary engineering and environmental certification consist of previously approved and programmed Measure R Metrolink Commuter Rail Capital Improvements (3%) and CHSRA funds. These funds are not eligible for Metro bus or rail operating or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board could delay action to certify the Final EIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. Deferral of these actions is not recommended as they would delay the project schedule including advancing preliminary design and meeting the

funding requirements.

The Board could decide to approve the Draft EIR Project and reject the staff recommended Final EIR Project. This is not recommended because the Final EIR Project changes were developed in response to the substantial public comments received regarding the above-grade passenger concourse, concerns regarding construction access, and the agreement among the project funding partners and rail operators to modify the run-through track alignment.

NEXT STEPS

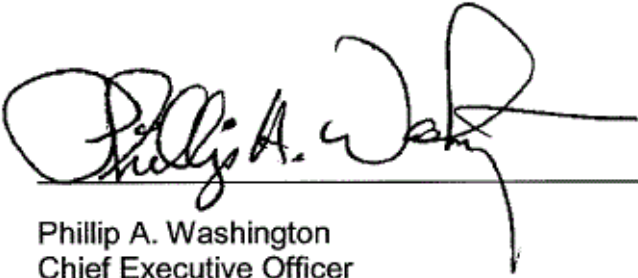
Staff will return to the Board in July 2019 for a contract modification to the preliminary engineering design based on the FEIR project, perform additional subsurface utility investigations and third-party costs. CHSRA has made a commitment to recommend to the CHSRA Board approval of a funding agreement with Metro in the amount of \$423.335 million for the Link US project by October 2019. Metro is working with Metrolink to shall execute an agreement with Metrolink defining roles and responsibilities between the two parties for the successful planning, design, and implementation of the Link US Project.

ATTACHMENTS

- Attachment A - Notice of Determination
- Attachment B - Link US Final EIR Project
- Attachment C- Cost Comparison of the Passenger Concourse Options
- Attachment D - Preliminary Draft Bridge Aesthetic Concepts
- Attachment E - Link US Proposed Active Transportation Elements
- Attachment F - Link US Mitigation Monitoring and Reporting Plan
- Attachment G - Memorandum from Metrolink regarding the Link US project
- Attachment H - Support Letters from the Little Tokyo Community

Prepared by: Vincent Chio, Director, Regional Rail, (213) 418-3178
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A**Notice of Determination****Appendix D****To:**

Office of Planning and Research
U.S. Mail: *Street Address:*
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: Los Angeles
 Address: PO Box 1208
Norwalk, CA 90650-1208

From:

Public Agency: LACMTA (Metro)
 Address: One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012
 Contact: Jeanet Owens
 Phone: 213-418-3189

Lead Agency (if different from above): _____

Address: _____

Contact: _____

Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2016051071Project Title: Link Union StationProject Applicant: Los Angeles County Metropolitan Transportation AuthorityProject Location (include county): 800 Alameda Street, Los Angeles, CA; Los Angeles County**Project Description:**

The project would transform LAUS from a "stub-end tracks station" into a "run-through tracks station" with a new passenger concourse to improve the efficiency of the station and accommodate future growth and transportation demands in the region. Key projects components include: an optimized throat with one new lead track, a modified expanded passageway; new passenger platforms on an elevated rail yard; new run-through tracks over US-101 freeway; new rail communications, signals, and tracks; modifications and safety enhancements to US-101 and local roadways. The project accommodates the planned High-Speed Rail system on shared lead tracks north of LAUS.

This is to advise that the LA County Metropolitan Transportation Authority has approved the above
 Lead Agency or Responsible Agency)

described project on _____ and has made the following determinations regarding the above
 (date)
 described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

<https://www.metro.net/projects/link-us/overview/>

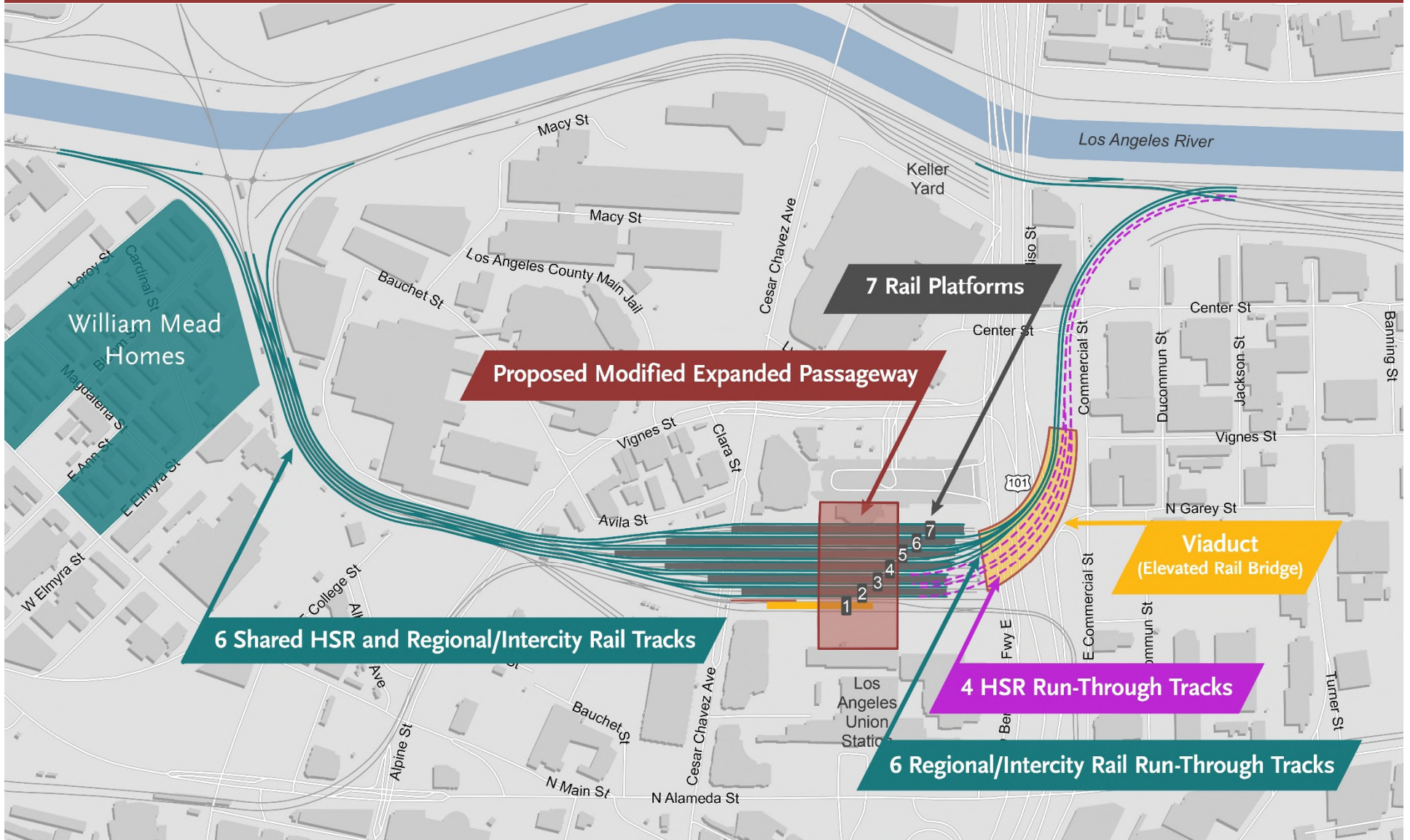
Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

ATTACHMENT B

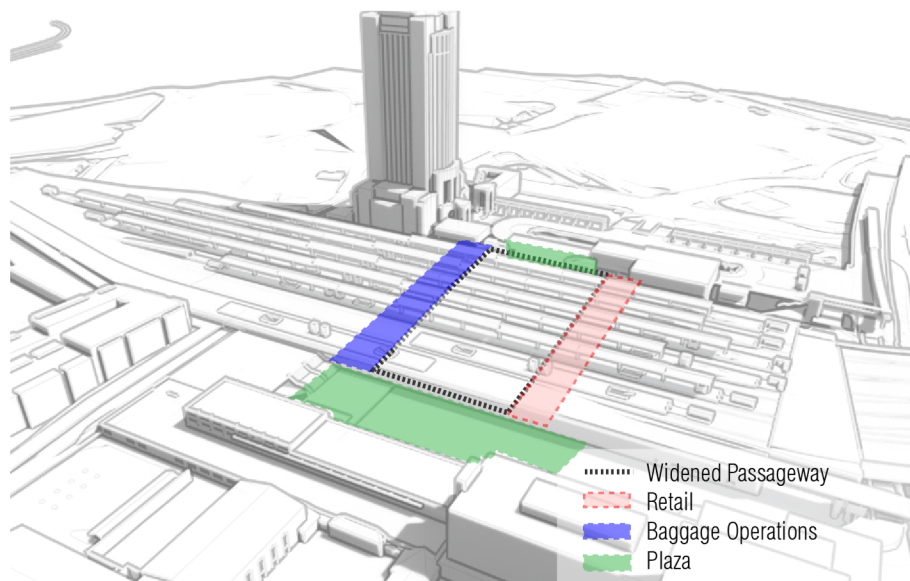
Link Union Station Final EIR Project*

*Final EIR Project is Subject to Metro Board Approval

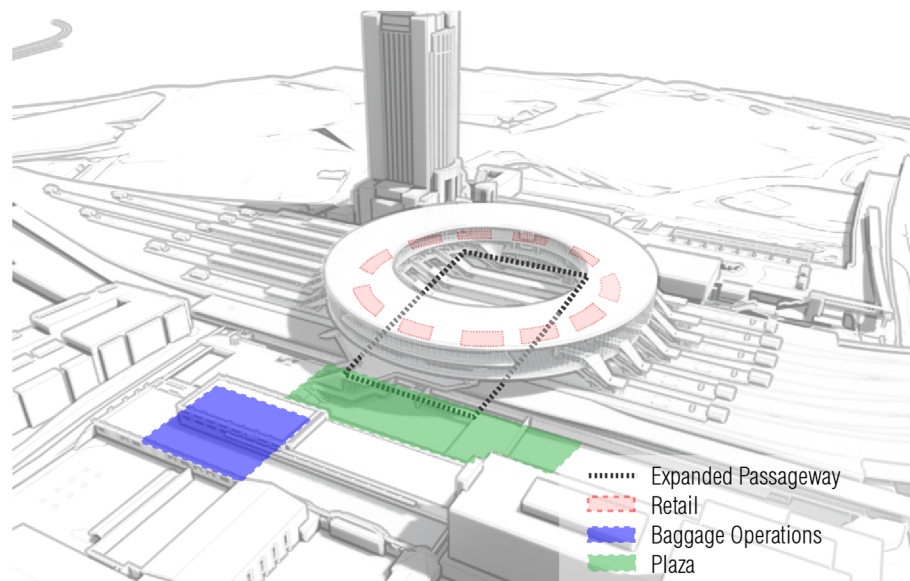


ATTACHMENT C

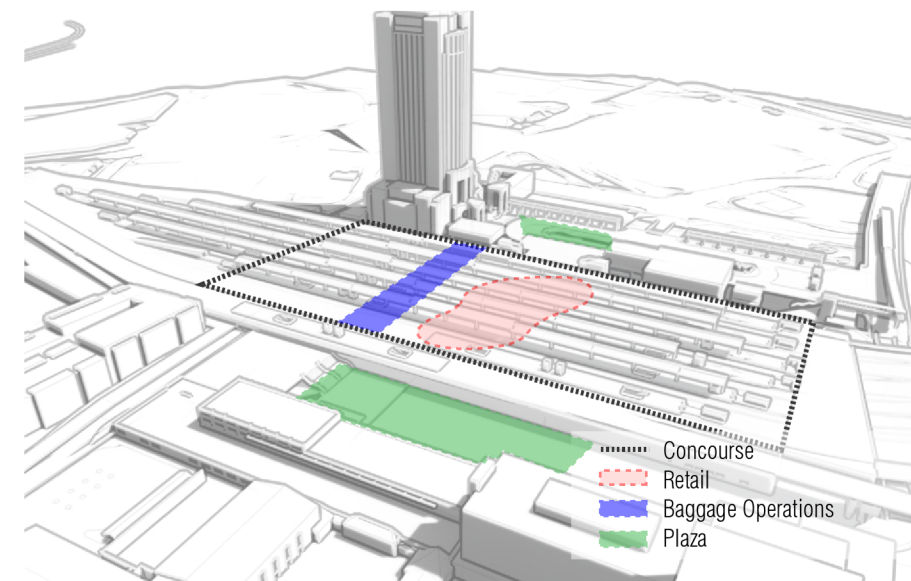
1 MODIFIED EXPANDED PASSAGEWAY (FINAL EIR PROJECT)



2 ABOVE-GRADE CONCOURSE WITH NEW EXPANDED PASSAGEWAY (DRAFT EIR - PROPOSED PROJECT)



3 AT-GRADE CONCOURSE (DRAFT EIR - BUILD ALTERNATIVE)



CONSTRUCTION PHASING

- Lesser passenger disruption compared to the At-Grade Concourse

PASSENGER TRANSFER TIME

- Similar to the At-Grade Concourse

ENVIRONMENTAL

- Less potential for environmental impacts than the At-Grade Concourse

BAGGAGE HANDLING

- Baggage service is proposed to be accomplished through a centralized location for ticketing and baggage check-in at the concourse level

OPERATIONS & MAINTENANCE

- Maintenance of spaces approximately 246,000 square feet West Plaza, East Plaza, Expanded Passageway & Baggage Handling Facility

IMPACTS TO THE METRO GOLD LINE

- Metro Gold Line would be temporarily relocated on-site during construction

PRELIMINARY COST ESTIMATE

- Estimated total project cost approx. \$2.3 billion

CONCOURSE OPTIONS (in 2018 dollars)

SUMMARY

CONSTRUCTION PHASING

- Greater potential for passenger disruption compared to the Modified Expanded Passageway

PASSENGER TRANSFER TIME

- Identical travel time from trains to platform. Increase in passenger transfer time with use of retail amenities and waiting areas in Above-Grade Concourse

ENVIRONMENTAL

- Lower potential for environmental impacts than At-Grade Concourse

BAGGAGE HANDLING

- Baggage service is proposed to be accomplished through a split location for ticketing and baggage check-in at the east and west ends of LAUS

OPERATIONS & MAINTENANCE

- Maintenance of spaces approximately 334,000 square feet West Plaza, East Plaza, Concourse & Baggage Handling Facility

IMPACTS TO THE METRO GOLD LINE

- Metro Gold Line would not be temporarily relocated during construction

PRELIMINARY COST ESTIMATE

- Estimated total project cost approx. \$2.8 billion

CONSTRUCTION PHASING

- Greatest potential for passenger disruption

PASSENGER TRANSFER TIME

- Similar to Modified Expanded Passageway

ENVIRONMENTAL

- Greatest potential for environmental impacts

BAGGAGE HANDLING

- Baggage service is proposed to be accomplished through a centralized location for ticketing and baggage check-in at the concourse level

OPERATIONS & MAINTENANCE

- Maintenance of public space approximately 533,000 square feet West Plaza, East Plaza, Concourse & Baggage Handling Facilities

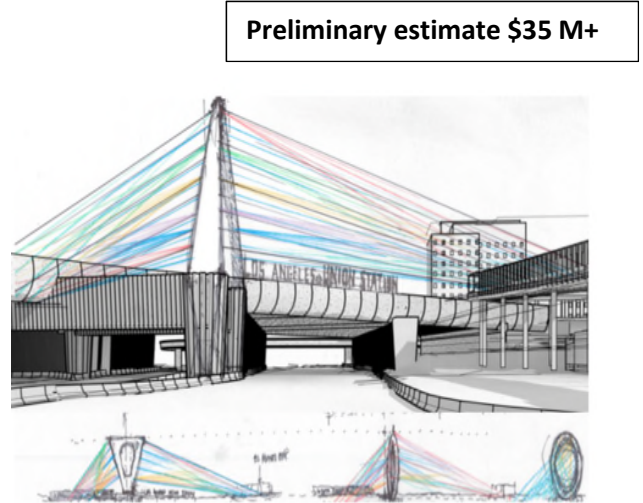
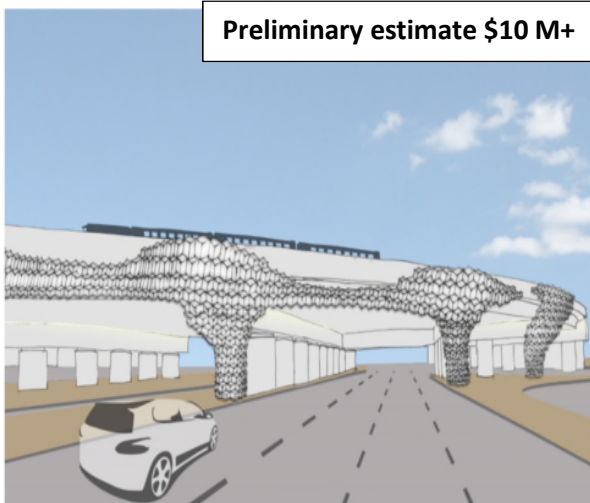
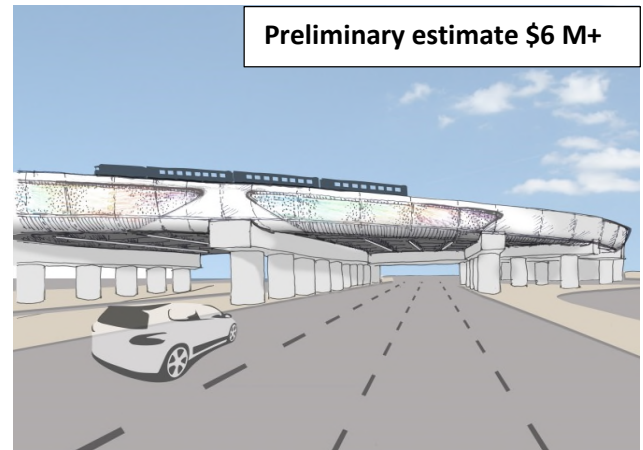
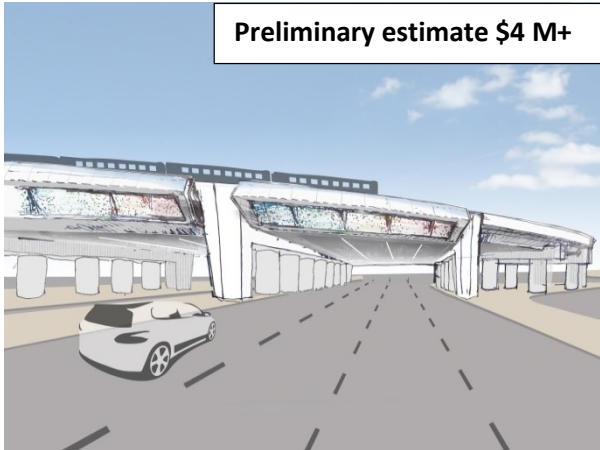
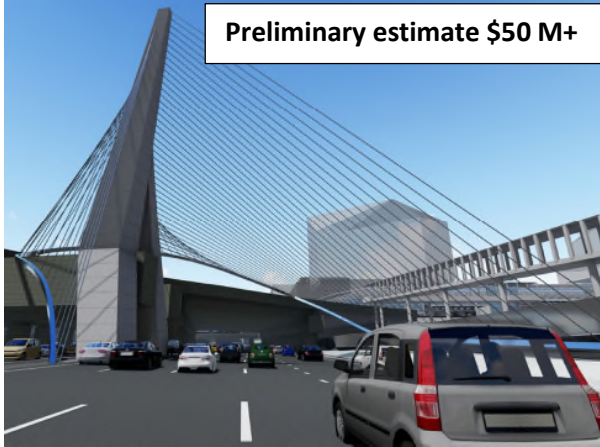
IMPACTS TO THE METRO GOLD LINE

- Metro Gold Line would be temporarily relocated on-site during construction

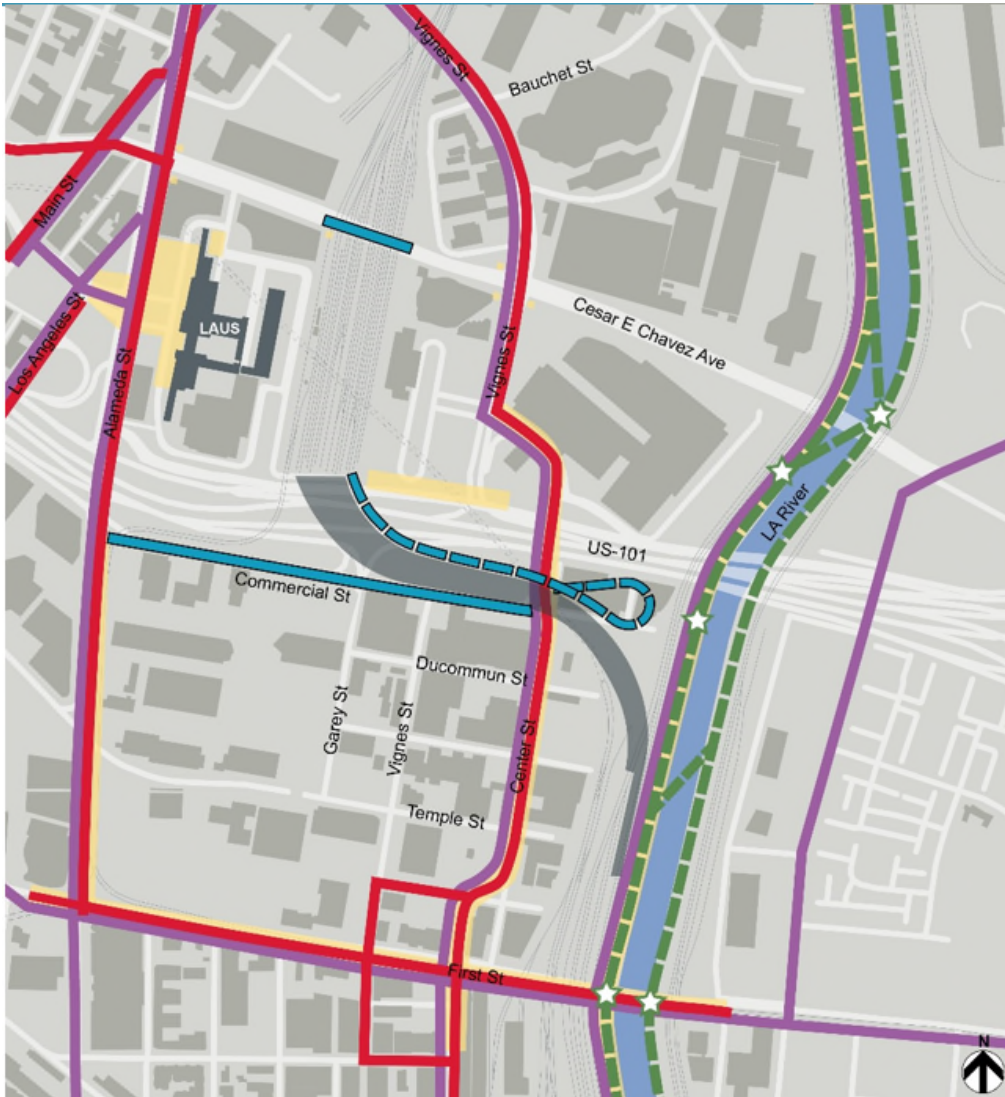
PRELIMINARY COST ESTIMATE

- Estimated total project cost approx. \$3.3 billion

ATTACHMENT D- PRELIMINARY DRAFT BRIDGE AESTHETICS CONCEPTS



ATTACHMENT E



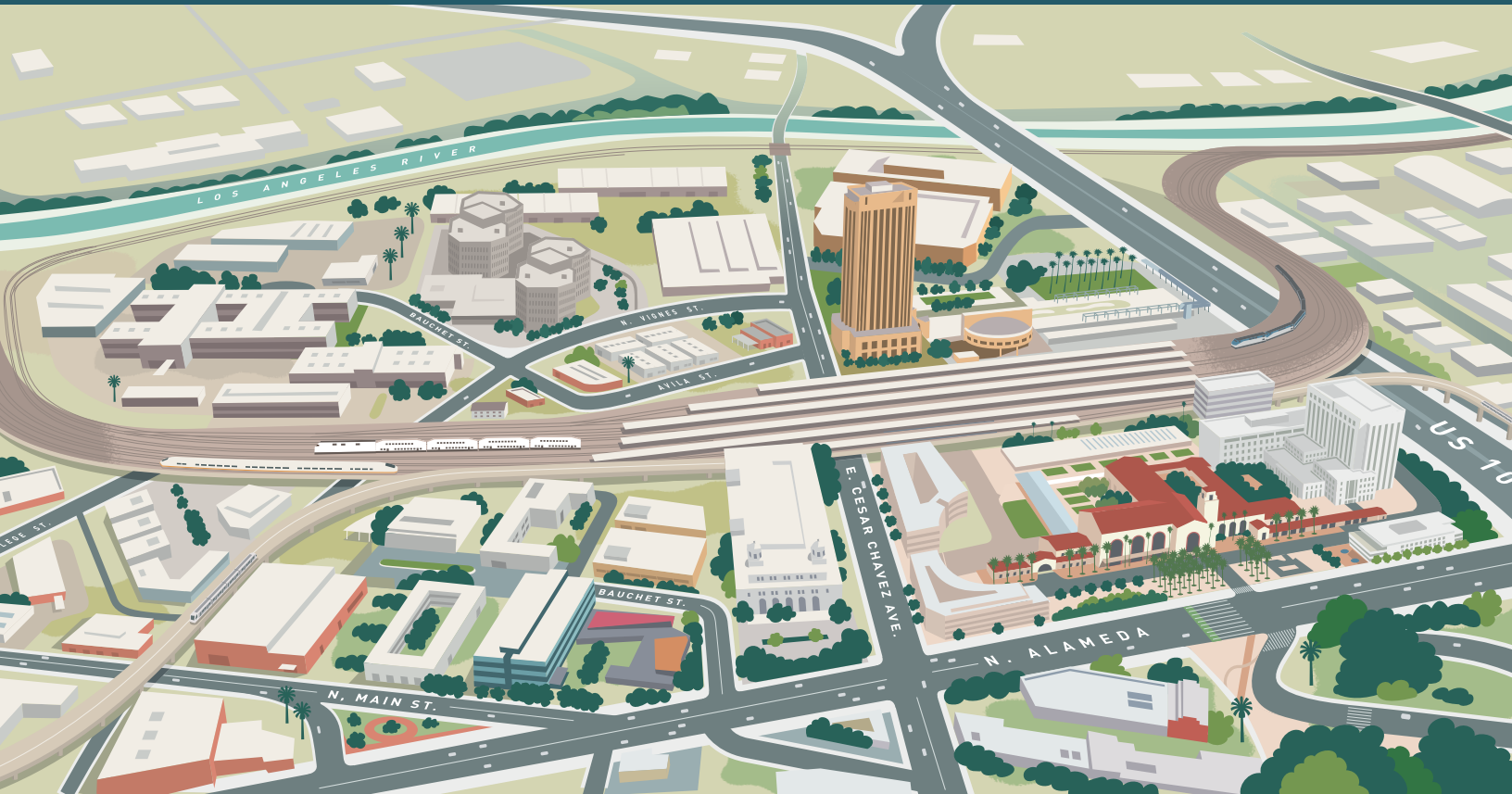
Legend

- Link US Proposed Active Transportation Elements
 - Improvements At-Grade
 - Improvements Elevated (as an alternative to at-grade with additional funding)
- Connect US Action Plan
 - Bike Lane/Cycle Track/Path
- Mobility Plan 2035
 - Bicycle Lane/Path
- LA River Bike Path Project
 - Potential Alignment
 - Potential Access Location
- Other Metro Projects

Link Union Station

Mitigation Monitoring and Reporting Program

June 2019



(THIS PAGE INTENTIONALLY LEFT BLANK)

CONTENTS

1.0 Introduction..... 1

TABLES

Table 1. Mitigation Monitoring and Reporting Program..... 3

ACRONYMS

AB	Assembly Bill
BMP	best management practice
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	construction general permit
CHC	Cultural Heritage Commission
CHSRA	California High-Speed Rail Authority
CRMMP	Cultural Resource Mitigation and Management Plan
DTSC	Department of Toxic Substance Control
EIR	environmental impact report
ESA	environmental site assessment
FTA	Federal Transit Administration
HABS	Historic American Buildings Survey
HACLA	Housing Authority of the City of Los Angeles
HCM	Historic-Cultural Monument
HMMP	Hazardous materials management plan
HSR	High-Speed Rail
IGP	industrial general permit
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LADOT	City of Los Angeles Department of Transportation
LAHCM	Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
LID	low impact development
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LUC	Land Use Covenant
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation Monitoring and Reporting Program
MOU	memorandum of understanding
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
OHR	Office of Historic Resources
OSHA	Occupational Safety and Health Administration
PAH	polynuclear aromatic hydrocarbon
PMP	Paleontological Mitigation Plan
PRC	Public Resources Code
RIO	River Improvement Overlay District
ROW	right-of-way;
RWQCB	Regional Water Quality Control Board

Mitigation Monitoring and Reporting Program

SCAQMD	South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SWRCB	State Water Resources Control Board
SWPPP	stormwater pollution prevention plan
TMP	traffic management plan
TPH	total petroleum hydrocarbons
VOC	volatile organic compound
WEAP	worker environmental awareness program

(THIS PAGE INTENTIONALLY LEFT BLANK)

1.0 Introduction

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Section 15097 of the California Environmental Quality Act (CEQA) Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decision makers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final Environmental Impact Report (EIR) are implemented, effectively minimizing the identified environmental effects.

Table 1 has been prepared to ensure compliance with all the mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from the implementation of the Proposed Project. Each mitigation measure is identified in Table 1 and is categorized by topic and corresponding number, with identification of:

- Compliance Action/Deliverable – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure has been implemented.
- Responsible Party – The entity accountable for implementing the action/deliverable.
- Enforcement Agency – The entity accountable for overseeing the implementation of mitigation.
- Implementation Phase (A or B) – The phase of the project when implementation would occur.
- Monitoring/Compliance Schedule – The compliance/monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the “Schedule” column. Instead, schedule describes a logical succession of events (e.g., prior to construction, construction).
- Verification of Compliance – The monitor verifies completion of the particular mitigation measure by initialing and dating this column. Conclusion of the monitoring program concludes when all required signatures are obtained in the Verification of Compliance column.

(THIS PAGE INTENTIONALLY LEFT BLANK)

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Land Use and Planning							
LU-1 Enhance Neighborhood Connectivity: Consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro’s LA River Path Project, and Metro’s Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional right-of-way and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A or B	During Final Design of these specific improvements	—	—
	Prepare infrastructure plans for review and approval by the City of Los Angeles	Metro	City of Los Angeles	Phase A or B	During Final Design of these specific improvements	—	—
	Implement either Class II or IV type bike lanes along Commercial Street from Alameda Street to Center Street	Contractor	City of Los Angeles	Phase A or B	Construction	—	—
Transportation and Traffic							
TR-1 Prepare a Construction TMP: During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable. The street closure schedules in the construction TMP shall be coordinated between the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP: <ul style="list-style-type: none"> Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible. Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction. Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. 	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare TMP	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Prior to Construction	—	—
	Implement TMP during construction	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<ul style="list-style-type: none"> Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes. Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements. Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS. 							
TR-2 Install Traffic Signal: Metro shall install a new traffic signal at the intersection of Center Street and Commercial Street.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase B	During Final Design	—	—
	Install traffic signal	Contractor	City of Los Angeles		During Construction	—	—
TR-3 Prepare Rail Operations Temporary Construction Staging Plan: During final engineering design and prior to construction, Metro shall prepare a memorandum of understanding (MOU) with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications). Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor would implement to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance. Throughout the duration of construction, SCRRA shall participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.	Prepare MOUs	Metro	Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction	—	—
	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare temporary construction service plans	Metro/Contractor	Metro and Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction		
	Participate in weekly construction coordination meetings	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro	Phase A and B	During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Aesthetics							
AES-1 Aesthetic Treatments: Retaining walls in Segments 1 and 2 and the sound wall in Segment 1 shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining wall/sound wall to minimize the dominance and scale of the retaining wall/sound wall.	Coordinate with HACLA on aesthetic enhancements	Metro	Metro	Phase B	During Final Design	—	—
	Incorporate aesthetic treatments into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
	Apply aesthetic treatments	Contractor	City of Los Angeles (HACLA)		During Construction	—	—
AES-2 Minimize Nighttime Work and Screen Direct Lighting: Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Direct light toward the construction area and install temporary shields (as needed)	Contractor	Metro		During Construction	—	—
AES-3 Screen Direct Lighting and Glare: During final design, all new or replacement lighting shall comply with maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11) and shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.	Incorporate lighting, screening, and glare requirements into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Install permanent lighting that meets CalGreen requirements directed away from residences and install screening elements as needed.	Contractor	Metro		During Construction	—	—
Air Quality and Global Climate Change							
AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403: <ul style="list-style-type: none"> Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes Securely cover trucks when hauling materials on or off site 	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Implement dust control measures	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<ul style="list-style-type: none"> Stabilize the surface of dirt piles if not removed immediately Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads Minimize unnecessary vehicular and machinery activities Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities <p>The following measures shall also be implemented to reduce construction emissions:</p> <ul style="list-style-type: none"> Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy Ensure that all construction equipment is properly tuned and maintained Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable <p>These control techniques shall be included in project specifications and shall be implemented by the construction contractor.</p>							
AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Use construction equipment that meets Tier 4 exhaust emissions standards.	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.							
<p>AQ-3 Adaptive Air Quality Mitigation Plan: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.</p> <p>Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.</p> <p>On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro and California State Transportation Agency, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the project study area.</p> <p>After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the project study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the project study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through</p>	Prepare an Adaptive Air Quality Mitigation Plan	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro, in coordination with SCAQMD	Phase A and B	Prior to implementation of run-through service	—	—
	Compile current train schedules/Determine actual train movements	Metro	Metro		Annually by November 1 through 2040	—	—
	Retain air quality specialist to conduct annual emissions inventory	Metro	Metro		Annually by November 1 through 2040	—	—
	Prepare Annual Report	Metro	Metro		Annually by December 31 through 2040	—	—
	Incorporate rail fleet emerging technology requirements into existing and/or future funding and/or operating agreements with provisions that require regional and intercity rail operators to replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features or reduce train movements through LAUS (only if Annual Report identifies an increase in health risks associated with diesel pollutant concentrations that would exceed SCAQMD thresholds)	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro, in coordination with SCAQMD		Within 60 days of completing Annual Report (if SCAQMD thresholds are anticipated to be exceeded)	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<p>2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.</p> <p>Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Electric multiple unit systems • Diesel multiple units • Battery-hybrid multiple units • Renewable diesel and other alternative fuels <p>Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the project study area.</p>							
Noise and Vibration							
<p>NV-1 Construct Sound Wall: Prior to reaching the forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770 trains), Metro shall construct a sound wall up to 22 feet in height to reduce operational noise impacts at William Mead Homes. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.</p>	Incorporate design requirements into sound wall	Metro	Metro	Phase B	During Final Design	—	—
	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
	Construct sound wall	Contractor	Metro		During Construction	—	—
<p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Design considerations and project layout: <ul style="list-style-type: none"> ○ Construct temporary noise walls, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers ○ Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available 	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Implement noise and vibration reduction measures	Contractor	Metro		During Construction	—	—
	Monitor noise and vibration levels at William Mead Homes and Mozaic Apartments during the loudest/most vibration intensive activities and notify Metro if FTA criteria is exceeded	Metro	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<ul style="list-style-type: none"> ○ Site equipment on the construction site as far away from noise-sensitive sites as possible ○ Construct walled enclosures around especially noisy activities or clusters of noisy equipment (i.e., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures) • Sequence of operations: <ul style="list-style-type: none"> ○ Restrict pile driving to daytime periods ○ Combine noisy operations to occur in the same time period <ul style="list-style-type: none"> ▪ The total noise level produced would not be significantly greater than the level produced if the operations were performed separately ○ Avoid nighttime activities to the maximum extent feasible <ul style="list-style-type: none"> ▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods • Alternative construction methods: <ul style="list-style-type: none"> ○ Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible <ul style="list-style-type: none"> ▪ Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use ○ Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines ○ Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers) <p>In an effort to keep construction noise levels below FTA's construction noise or vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes and Mozaic Apartments, within 300 feet of construction activities, approximately). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance further away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).</p>	Implement additional noise reduction methods (if FTA's construction noise and vibration criteria are exceeded)	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions from the community or other interested groups.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare community notification plan/Identify project liaison	Contractor	Metro		Prior to Construction	—	—
	Mail information packets to all residences within 500 feet of construction area	Contractor	Metro		During Construction	—	—
Biological Resources							
BIO-1 Bats: Preconstruction surveys for roosting special-status bats (including western mastiff bats and western yellow bats) and other native bat species shall be conducted by a Metro-approved qualified bat biologist within 2 weeks prior to construction. Surveys shall be conducted where suitable habitat and/or bridge structures that will be removed or that will have modifications to the substructure are present. All locations with suitable roosting habitat (including potential maternity roosts) shall be surveyed using an appropriate combination of structure inspection, exit counts, acoustic surveys, or other suitable methods. Surveys shall be conducted during the appropriate season and time of day/night to ensure detection of day- and night-roosting bats (i.e., preferably one daytime and one nighttime survey shall be conducted at each location with suitable roosting habitat during the maternity season, May 1 through August 31). If no roosts are detected, trees that provide suitable roosting habitat may be removed under the guidance of the qualified bat biologist. If a roost is detected, passive exclusion shall include monitoring the roost for 3 days to determine if the roost is active. If the roost is determined to support a reproductive female with young, the roost shall be avoided until it is no longer active. If the roost remains active during the 3 monitoring days and observations confirm it is not a maternity colony, a temporary bat exclusion device shall be installed under the supervision of a Metro-approved qualified bat biologist. At the discretion of the biologist, based on his or her expertise, an alternative roosting structure(s) may be constructed and installed prior to the installation of exclusion devices. Exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young inside during the summer months or torpid (overwintering) individuals during the winter. If it cannot be determined whether an active roost site supports a maternity colony, the roost site shall not be disturbed, and construction within 300 feet shall be postponed or halted until the roost is vacated and the young are volant (able to fly). Exclusion efforts shall be monitored on a weekly basis and continued for the duration of project construction activities and removed when no longer necessary. The following avoidance and minimization measures shall be implemented during construction:	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Retain a qualified bat biologist	Metro	Metro		Prior to Tree Removal/Bridge Removal	—	—
	Conduct preconstruction bat surveys	Metro	Metro		During Construction	—	—
	Implement avoidance measures and/or temporary bat exclusion devices (only if a roost with active nest is detected)	Metro	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<ul style="list-style-type: none"> All work conducted on bridges shall occur during the day. If this is not feasible, lighting and noise shall be directed away from night roosting and foraging areas. Combustion equipment (such as generators, pumps, and vehicles) shall not be parked or operated under a bridge. Construction personnel shall not be present directly under a roosting colony. Construction activities shall not severely restrict airspace access to the roosts. Removal of mature trees that provide suitable bat roosting habitat shall be conducted outside of the maternity season (May 1 through August 31); that is, removal shall be conducted between September 1 and April 30. Because bats may be present in a torpid state during the winter, suitable roosting habitat shall be removed before the onset of cold weather (approximately November 1) or as determined by a qualified bat biologist). When removing palm trees, the dead fronds shall be removed first before felling the palm to allow any bats to escape. 							
<p>BIO-2 MBTA Species: Vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within 7 days prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.</p> <p>Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.</p> <p>In addition, if work on existing bridges with potential nest sites that will be removed or will have modifications to the substructure is to be conducted between February 1 and September 30, all bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. Nest removal shall be conducted under the guidance and observation of a qualified biologist. Removal of swallow nests on bridges that are under</p>	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Retain a qualified bird biologist	Metro	Metro		Prior to Construction	—	—
	Conduct preconstruction bird surveys	Metro	Metro		Within 7 days prior to vegetation removal	—	—
	Implement/mark exclusionary buffer (only if nesting birds identified during pre-construction surveys)	Contractor	Metro		Prior to vegetation removal until nest is no longer active	—	—
	Install exclusionary devices (only if suitable nests are identified during preconstruction surveys)	Contractor	Metro	Phase B	Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue)	—	—
	Remove bird nests	Contractor	Metro	Phase B	Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue)	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
construction shall be repeated as frequently as necessary to prevent nest completion unless a nest exclusion device has already been installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction.							
BIO-3 Protected Trees: Preconstruction surveys for protected trees (native trees 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under Ordinance No. 177404, Preservation of Protected Trees of the City of Los Angeles' municipal code, including oaks, southern California black walnut, western sycamore, and California bay), shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps to determine which trees may be protected in accordance with Ordinance No. 177404. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the City of Los Angeles Department of Public Works. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the City of Los Angeles has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring 1 inch or more in diameter, 1 foot above the base, and shall be at least 7 feet in height measured from the base.	Retain a registered arborist to conduct preconstruction surveys and prepare a Protected Tree Report	Metro	Metro	Phase A and B	180 days prior to Construction	—	—
	Conduct preconstruction protected tree surveys	Metro	Metro		120 days prior to Construction	—	—
	Prepare Protected Tree Report	Metro	Metro		Prior to Construction	—	—
	Replace and/or relocate protected trees (as needed)	Metro	Metro		Within one year of removal of protected trees	—	—
Hydrology and Water Quality							
HWQ-1 Prepare and Implement a SWPPP: During construction, Metro shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), as they relate to project construction activities. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during project construction. Metro shall comply with the Risk Level 1 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to SWRCB within 90 days of completion of construction and stabilization of the site.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare and submit Notice of Intent	Contractor/Metro	SWRCB		Prior to Construction		
	Prepare SWPPP/	Contractor	Metro/RWQCB		Prior to Construction	—	—
	Implement SWPPP (including preparation of rain event action plans)	Contractor	RWQCB		During Construction	—	—
	Prepare and submit Notice of Termination	Contractor/Metro	SWRCB		90 days prior to completion of construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
HWQ-2 Final Water Quality BMP Selection (Caltrans ROW): Metro shall comply with the provisions of the Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013 (known as the Caltrans MS4 permit). This post-construction requirement would only apply to the US-101 overhead viaduct improvements. Metro shall prepare a stormwater data report for the plans, specifications, and estimate phase that will address post-construction BMPs for the US-101 overhead viaduct in accordance with the Caltrans Project Planning and Design Guide (latest edition).	Incorporate applicable NPDES requirements (for the portions of project within Caltrans ROW) into applicable construction documents (plans and specifications)	Metro	Caltrans	Phase A and B	Final Design	—	—
	Prepare a stormwater data report	Metro	Caltrans		Final Design	—	—
HWQ-3 Final Water Quality BMP Selection (Railroad ROW): For the portion of the project outside Caltrans ROW, Metro shall comply with the NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), effective July 1, 2013 (known as the Phase II permit).	Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Final Design	—	—
HWQ-4 Final Water Quality BMP Selection (City of Los Angeles): Metro shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2012-0175, NPDES No. CAS004001), effective December 28, 2012 (known as the Phase I Permit). This post-construction requirement shall apply to the entire project except for those portions under the jurisdiction of the Caltrans MS4 Permit and the Phase II Permit. Metro shall prepare a final LID report in accordance with the City of Los Angeles <i>Planning and Land Development Handbook for Low Impact Development</i> (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to project operation and maintenance.	Incorporate applicable NPDES requirements (project wide) into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Final Design	—	—
	Prepare a final LID report	Metro	City of Los Angeles		Final Design	—	—
HWQ-5 Comply with Local Dewatering Requirements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Obtain Dewatering Permits (as needed)	Contractor	RWQCB/City of Los Angeles		Prior to Construction (Dewatering Activities)	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
HWQ-6 Comply with Local Dewatering Requirements for Contaminated Sites: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of Volatile Organic Compounds-Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites affected during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Obtain Dewatering Permits for Contaminated Sites (as needed)	Contractor	RWQCB/City of Los Angeles		Prior to Construction (Dewatering Activities on Contaminated Sites)	—	—
HWQ-7 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses: Metro shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare Industrial SWPPP for relocated, regulated industrial uses	Contractor	RWQCB		Prior to Construction (on Industrial Sites)	—	—
Geology and Soils							
GEO-1 Prepare Final Geotechnical Report: During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following: <ul style="list-style-type: none"> • Site preparation • Soil bearing capacity • Appropriate sources and types of fill • Liquefaction • Lateral spreading • Corrosive soils • Structural foundations • Grading practices The recommendations shall be prepared to mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions, and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of project-related infrastructure in accordance with Metro Rail Design Criteria, Manual for Railway	Prepare final geotechnical report	Metro	Metro	Phase A and B	During Final Design	—	—
	Incorporate site-specific recommendations of the final geotechnical report into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
	Construct infrastructure per the site-specific geotechnical recommendations	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Engineering, California High-Speed Train Project Design Criteria, California Amendments to the American Association of State Highway and Transportation Officials Load and Resistance Factor Design Bridge Design Specifications, and applicable local city codes (Appendix L of this EIR). The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.							
Hazards and Hazardous Materials							
HAZ-1 Prepare a Construction Hazardous Materials Management Plan: Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following: <ul style="list-style-type: none"> • A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200) • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38) • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910) • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200) • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120). 	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Prepare Hazardous Materials Management Plan	Contractor	Metro		Prior to Construction	—	—
	Implement Hazardous Materials Management Plan	Contractor	Metro		During Construction	—	—
HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA): Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the project footprint that would be affected by excavation. Phase II activities shall consist of: <ul style="list-style-type: none"> • Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental 	Prepare Phase II ESA Investigation	Metro	Metro	Phase A and B	Prior to Final Design	—	—
	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro		Prior to Construction	—	—
	Implement Phase II recommendations/findings	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<p>laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area.</p> <ul style="list-style-type: none"> Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals. <p>A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites.</p>							
<p>HAZ-3 Prepare a General Construction Soil Management Plan: Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the project footprint for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:</p> <ul style="list-style-type: none"> General worker health and safety procedures Dust control Management of soil stockpiles Traffic control Stormwater erosion control using BMPs 	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare Construction Soil Management Plan (project wide)	Contractor	Metro		Prior to Construction	—	—
	Implement Construction Soil Management Plan (project wide)	Contractor	Metro		During Construction	—	—
	Provide proof of certified clean imported soil	Contractor	Metro		During Construction	—	—
<p>HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans: Prior to construction, Metro shall prepare parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination varies widely across the project footprint, and the parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:</p> <ul style="list-style-type: none"> Soil disposal protocols Protocols governing the discovery of unknown contaminants Management of soil on properties within the project footprint with LUCs or known contaminants <p>Prior to construction on individual properties with LUCs or known contaminants, a parcel-specific HASPs shall also be prepared for submittal and</p>	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare parcel specific soil management plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC		Prior to Construction	—	—
	Retain a Certified Industrial Hygienist to prepare parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro	Metro		Prior to Construction	—	—
	Prepare a parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC		Prior to Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<p>approval by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASPs provisions shall also be implemented:</p> <ul style="list-style-type: none"> • Training requirements for site workers who may be handling contaminated material • Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property • Mitigation and monitoring measures that are protective of site worker and public health and safety <p>Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites.</p>	Coordinate proposed soil management measures and reporting activities with appropriate agencies including but not limited to SCRRA, City of Los Angeles, RWQCB	Metro	Metro		Prior to Construction	—	—
<p>HAZ-5 Land Use Covenant Sites and Coordination with the DTSC: Prior to construction on properties with a LUC, Metro shall coordinate with the DTSC regarding any plans specified in HAZ-4, construction activities, and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment.</p>	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Coordinate with DTSC on LUC sites	Metro/Contractor	DTSC		Prior to Construction (on LUC sites)	—	—
<p>HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered: Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells encountered during the construction process.</p>	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Halt work if potentially hazardous materials/abandoned wells are encountered	Contractor	Metro		During Construction	—	—
<p>HAZ-7 Compliance with the City of Los Angeles Building Code Methane Regulations: Prior to final design, Metro shall verify that the design of infrastructure improvements located within Methane Buffer Zones (as defined by LABOE) comply with the City of Los Angeles Building Code regulations set forth in Ordinances 175790 and 180619. The ordinances require evaluation of methane hazards and mitigation of a methane hazard, if one exists, depending on the severity of the hazard.</p>	Verify compliance with City of Los Angeles Building Code Methane Regulations	Metro	City of Los Angeles	Phase A and B	During Final Design	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
HAZ-8 Pre-Demolition Investigation: Prior to the demolition of any structures constructed prior to the 1970s, a survey shall be conducted for the presence of hazardous building materials, such as asbestos-containing materials, lead-based paints, and other materials falling under the Universal Waste requirements. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California, and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Conduct pre-demolition survey (for buildings constructed prior to 1970 that require demolition)	Contractor	Metro		Prior to Building Demolition	—	—
	Prepare Removal Plan (only if hazardous building materials are discovered during the pre-demolition survey)	Contractor	OSHA/Los Angeles County Department of Public Health		Prior to Building Demolition	—	—
	Provide proof of appropriate licenses and certifications	Contractor	Metro		Prior to Building Demolition	—	—
	Secure the site and disconnect utilities	Contractor	Metro		Prior to Building Demolition	—	—
	Implement Removal Plan	Contractor	Metro		During Building Demolition	—	—
Cultural Resources							
HIST-1a LAUS City of Los Angeles CHC Review and Consultation: Metro shall comply with the applicable Cultural Heritage Ordinance sections for LAUS as a Historic Cultural Monument by obtaining a Permit for Substantial Alteration and/or Permit for the Demolition or Relocation of a Site, Building or Structure Designated a Monument. Per Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance, no person, owner or other entity shall demolish, alter, rehabilitate, develop, construct, restore, remove, or change the appearance of any Designated HCM without first having applied for and been granted a permit. The Director of Planning may refer a permit to the CHC when there is potential discrepancy between the proposal and the standards. The CHC may vote to object or not object to the issuance of a permit, for up to 180 days, with an additional 180-day extension to the objection period upon a vote of the City Council.	Obtain permit for substantial alteration, demolition, or removal of site, building, or structure.	Metro	City of Los Angeles Cultural Heritage Commission/Department of City Planning/Department of Building and Safety	Phase A and B	Prior to Construction (at LAUS)	—	—
HIST-1b LAUS HABS-Like Documentation: Historic Resource Recordation: Impacts resulting from the demolition or alteration of character-defining features of LAUS shall be minimized through archival documentation of as-built and as-found condition. Prior to initiation of construction work at LAUS, Metro shall ensure that documentation of the character-defining features proposed for demolition is completed in a manner similar to a HABS, Level I survey documentation. The further documentation of LAUS shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified	Retain qualified architectural historian or historian who meets the Secretary of the Interior's professional qualification standards for history and/or architectural history	Metro	Metro	Phase A and B	Prior to Construction (at LAUS)	—	—
	Conduct HABS-Like documentation and further documentation for all character defining features at LAUS	Metro	Metro		Prior to Construction (at LAUS)	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<p>architectural historian or historian who meets the Secretary of the Interior’s professional qualification standards for history and/or architectural history. The archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.</p> <p>At a minimum, but not limited to, the following character-defining features shall be included in this documentation:</p> <ul style="list-style-type: none"> • Pedestrian passageway • Ramps • Railings • Platforms • Butterfly shed canopies • South retaining wall • Terminal Tower • Car Supply/Maintenance Building • Cesar Chavez Avenue Undercrossing • Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation) 	Donate archival documentation to a suitable repository	Metro	Metro		Prior to Operation of New Modified Expanded Passageway (at LAUS)	—	—
<p>HIST-1c LAUS Restoration of the Existing Passenger Concourse (west of pedestrian passageway): To ensure compatibility with the architecturally significant buildings that are part of LAUS and to mitigate the demolition or alteration of character-defining features at LAUS, the original passenger concourse shall be restored, where feasible, from an engineering and constructability standpoint, to its 1939 appearance in accordance with the Secretary of the Interior’s Standards for Restoration. The original passenger concourse is a distinct transitional space between the waiting hall and the pedestrian passageway, having a low and flat ceiling with chamfered, rectangular columns with flared capitals. The original passenger concourse presently contains multiple retail spaces, restrooms, Amtrak ticketing and baggage handling, and the entrance to the subterranean Red and Purple subway lines. This includes possible redesign of the entrance to the Metro Red Line Subway to be more compatible with the historic LAUS design. Metro shall design and implement the restoration in consultation with and with approval from the City of Los Angeles CHC and OHR prior to finalizing design.</p>	Incorporate restoration design elements into applicable construction documents (plans and specifications)	Metro	Metro	Phase B	During Final Design	—	—
	Submit restoration design plans to the City of Los Angeles CHC and OHR.	Metro	City of Los Angeles CHC and OHR		During Final Design	—	—
	Implement the restoration design as approved	Contractor	City of Los Angeles CHC and OHR		During Construction	—	—
<p>HIST-1d LAUS Educational Exhibit: Because the passenger interface (i.e., the pedestrian passageway, ramps, railings, and butterfly shed canopies) between the trains and the architecturally significant buildings at LAUS would be demolished and replaced by a new design, an educational display shall be created by Metro and installed at LAUS that could be viewed by the public and would demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall</p>	Incorporate educational display into applicable construction documents (plans and specifications)	Metro	Metro	Phase B	During Final Design	—	—
	Submit educational display design plans to the City of Los Angeles CHC and OHR	Metro	City of Los Angeles CHC and OHR		During Final Design	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
design and implement the educational display in consultation with the City of Los Angeles CHC and OHR prior to finalizing design.	Implement the educational display as approved	Metro	City of Los Angeles CHC and OHR		During Construction	—	—
HIST-2 William Mead Homes Consultation: Mitigation Measure AES-1 (described in Section 3.4, Aesthetics) requires coordination with HACLA on the aesthetic treatments for the proposed retaining wall and sound wall. Metro shall send copies of pertinent consultation documentation regarding proposed retaining wall and sound wall design and/or aesthetic treatments including plans, specifications, and other documentation to the City of Los Angeles OHR to keep them apprised of the consultation process.	Submit sound wall and aesthetic treatment design plans to the City of Los Angeles OHR	Metro	City of Los Angeles OHR	Phase B	During Final Design	—	—
	Implement the aesthetic treatments as approved	Metro	City of Los Angeles OHR		During Construction	—	—
HIST-3 Friedman Bag Company: Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation: Prior to demolition, the character-defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.	Conduct HABS-like documentation of the Friedman Bag Company building	Metro	City of Los Angeles OHR	Phase A	Prior to Building Demolition (Friedman-Bay Company building)	—	—
	Submit documentation to OHR for review and approval	Metro	Metro		Prior to Building Demolition (Friedman-Bay Company building)	—	—
	Donate archival documentation to a suitable repository	Metro	Metro		Prior to Operation of Run-Through Service	—	—
HIST-4 North Main Street Bridge City of Los Angeles Cultural Heritage Commission Review and Consultation: Metro shall ensure that prior to construction, work proposed on all elements and character-defining features of the North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, shall follow the Secretary of Interior's Standards for the Treatment of Historic Properties. The North Main Street Bridge is designated a LAHCM (#901). Pursuant to Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance, no person, owner or other entity shall demolish, alter, rehabilitate, develop, construct, restore, remove, or change the appearance of the North Main Street Bridge without first having applied for and been granted a permit by the City of Los Angeles. The Director of Planning may refer a permit to the CHC when there is a potential discrepancy between the proposal and the standards. The commission may vote to object or not object to the issuance of a permit, for up to 180 days, with an additional 180-day extension to the objection period upon a vote of the City Council.	Obtain permit for any substantial alteration.	Metro	City of Los Angeles Cultural Heritage Commission/Department of City Planning/Department of Building and Safety	Phase A and B	Prior to Construction (at North Main Street Bridge)	—	—
HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a Cultural Resources Mitigation and Management Plan: Prior to construction, Metro's qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis and evaluation of the types of material anticipated to be encountered, shall develop a CRMMP that includes the treatment and management for known historical resources, determines thresholds of significance for each of the	Retain qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards in Archaeology	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Prepare CRMMP to meet minimum requirements of Mitigation Measure HIST-5	Metro	Metro/Caltrans		Prior to Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<p>feature types that may be encountered, and the process for treating unanticipated discoveries. The CRMMP shall contain a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction. The CRMMP shall detail the discovery protocol if human remains and/or funerary objects, sacred objects, and objects of cultural patrimony are encountered and shall include a plan for reburial in an appropriate location. The CRMMP shall be consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation’s Archaeological Resources Management Reports: Recommended Contents and Format.</p> <p>Consulting Tribes under AB 52 for the project shall have the opportunity to review and comment on the Draft CRMMP. Provisions within the CRMMP may include arrangements with tribal representatives, for example, to respectfully reinter tribal resources on site if practicable.</p> <p>Caltrans shall have the opportunity to review and comment on the Draft CRMMP.</p> <p>The CRMMP shall include, at a minimum, the following:</p> <ul style="list-style-type: none"> • Efforts to Preserve and Protect in Place: The CRMMP, per CEQA Guidelines 15162.4(b)(3), shall attempt to avoid impacts on Archaeological Site CA-LAN-1575/H and preserve in place any areas where significant components of Archaeological Site CA-LAN-1575/H are known to exist, if feasible. • Development of a Preconstruction Site-Specific Sensitivity Model: Final design feature location and the respective level and depth of ground disturbance shall serve as the basis for impacts on known locations of previously recorded archaeological features. Comparison of final design feature location with “as-built plans” especially as they relate to US-101 and historic maps for the area shall identify specific site features buried within the project study area, if any. Further, specific geotechnical boring results and past archaeological reports that identify depth of fill shall determine the level of sensitivity to encounter archaeological remains for each construction component. A three-dimensional model or other relatable graphic depiction shall be created to assist Metro with the interpretation of potential archaeological impacts. • Phasing of Feature Testing in Advance of Construction, Excavation, and Recovery: The CRMMP shall contain very specific methodology regarding testing of known features identified through the development of the sensitivity model. Due to the extreme constraints posed by the project area location (affecting public transportation through closure of roads, etc.), testing shall occur as part of the preconstruction activities. This CRMMP shall also contain specific methodology regarding feature evaluation, data recovery, and analysis for reporting. • Archaeological Monitoring: The CRMMP shall identify monitoring locations and protocols based on the final design and potential impacts. 	Provide Draft CRMMP to AB52 consulting Tribes for review and comment	Metro	Metro		Prior to completion of the CRMMP	—	—
	Implement the CRMMP, including WEAP training, monitoring, and reporting requirements	Contractor	Metro			During Construction	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<p>Metro shall retain archaeological monitors who will be supervised by a qualified archaeologist. All archaeological monitors shall be trained in the types of materials they may encounter. The CRMMP shall rely on an Occupational Safety and Health Administration-qualified determinations in regard to the safety of monitoring locations and the potential for contaminated soils or other hazards.</p> <ul style="list-style-type: none"> • Native American Monitoring: The CRMMP shall identify Native American monitoring locations and protocols based on the final design and potential impacts. Metro shall retain Native American monitors consistent with the requirements detailed in Mitigation Measure TCR-1. The CRMMP shall rely on Occupational Safety and Health Administration-qualified determinations in regard to the safety of monitoring locations and the potential for contaminated soils or other hazards. • WEAP Training: A qualified archaeologist shall be retained to prepare a cultural resource-focused WEAP training that shall be given to all ground-disturbing construction personnel to minimize harm to Archaeological Site CA-LAN-1575/H and any previously undiscovered archaeological resources. Topics to be included for WEAP training shall be identified in the CRMMP. All site workers shall be required to complete WEAP Training, with a focus on cultural resources, including education on the consequences of unauthorized collection of artifacts, and a review of discovery protocol. WEAP training shall also explain the requirements of mitigation measures that must be implemented during ground-disturbing construction activities in archaeologically sensitive areas. • Archaeological Reporting: All archaeological reports shall meet the requirements set forth for reporting in the CRMMP and be submitted to Metro. <ul style="list-style-type: none"> ○ <i>Evaluation and Data Recovery Reports:</i> Where archaeological evaluation and data recovery are required, the results shall be documented in an evaluation and data recovery report. This document shall summarize the evaluation efforts and data recovery results. For each site or feature that undergoes data recovery, the report shall be prepared in accordance with the guidelines established by the Secretary of the Interior's Standards for Archaeological Documentation and the OHP's Archaeological Resource Management Reports: Recommended Contents and Format. ○ <i>Archaeological Monitoring Report:</i> Metro's qualified archaeologist shall prepare a yearly written report detailing monitoring activities performed at Archaeological Site CA-LAN-1575/H and at any other previously undiscovered archaeological site. A final monitoring report shall be written by Metro's qualified archaeologist upon completion of grading and excavation activities within cultural bearing soils. The yearly report shall include the results of the fieldwork for the time period and all appropriate laboratory and analytical studies that were performed in conjunction with excavations. 							

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
<ul style="list-style-type: none"> Curation of Archaeological Collections: Archaeological collections are comprised of several components, including but not limited to artifacts, environmental and dating samples, field documentation, laboratory documentation, photographic records, related historical documents, and reports. All artifacts, notes, photographs, and other materials recovered during the monitoring program related to Archaeological Site CA-LAN-1575/H, and any historical resource encountered during construction shall be curated or reburied by Metro, following the specific guidelines presented in the CRMMP. 							
HIST-6 Development of a Public Participation or Outreach Plan for P-19-001575 (Archeological Site CA-LAN-1575/H): Prior to construction, Metro shall develop a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52; cultural resource professionals, including but not limited to, qualified archaeologists, historians, and/or architectural historians, and other potential stakeholders, such as local historic societies. The plan may include visual/educational exhibits or murals within LAUS, the development of an educational telephone application, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans.	Prepare public outreach and educational plan	Metro	Metro	Phase A and B	Prior to Construction (at LAUS)	—	—
PAL-1 Prepare a PMP: It is anticipated that Quaternary older alluvium or Puente Formation, which have a high sensitivity level, would be impacted during construction. A PMP shall be prepared by Metro’s qualified Paleontologist using final excavation plans to determine where these geologic units would be impacted, and Metro shall implement the PMP prior to the start of any ground-disturbing construction activities. The PMP shall include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery. The PMP shall include a requirement for full-time paleontological monitoring if excavations would occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that only impact artificial fill and Quaternary alluvium. The PMP shall detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt surface disturbing activities in the immediate area (within a 25-foot radius of the discovery), and a qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in conformance with state guidelines and best practices.	Retain qualified paleontologist to prepare a PMP	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Prepare PMP	Metro	Metro		Prior to Construction	—	—
	Implement PMP including full-time paleontological monitoring, discovery protocols, salvage measures, and evaluation and treatment of discovered paleontological resources	Metro	Metro		Metro	During Construction	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Construction activities may continue on other areas of the project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by a qualified paleontologist.							
PAL-2 WEAP Training: Metro’s qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be given to all ground-disturbing construction personnel. All site workers shall be required to complete WEAP training with a focus on paleontological resources, including a review of what to do in the case of an unanticipated fossil discovery, as identified in the PMP.	Prepare a paleontological resource-focused WEAP Training.	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Provide WEAP training to all ground-disturbing construction personnel	Contractor	Metro		Prior to Construction and during construction as new personnel join the project	—	—
PAL-3 Curation: Significant fossils recovered during construction shall be curated by Metro in perpetuity at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro’s qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.	Prepare, identify, and catalogue significant fossils recovered for curation	Metro	Metro	Phase A and B	During Construction	—	—
	Provide significant fossils recovered field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens to an accredited repository for curation	Metro	Metro		Post Construction	—	—
HR-1 Human Remains: In the event that any human remains or related resources are discovered during construction, such resources shall be treated in accordance with applicable state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate. All construction affecting the discovery site shall immediately cease until the County Coroner is contacted (within 24 hours of the discovery of potential human remains, as required by CEQA Guidelines, Section 15064.5[e]), and the human remains are evaluated by the County Coroner for the nature of the remains and cause of death. The County Coroner must determine within 2 working days of being notified if the remains are subject to their authority. PRC Section 5097.98 requires that the immediate vicinity where the discovery occurred be subject to no further disturbances and be adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. If the remains are determined to be of Native American origin, the coroner shall contact the NAHC by phone within 24 hours, and the NAHC shall be asked to determine the most likely descendants who are to be notified or, if the remains are unidentifiable, to establish the procedures for burial within 48 hours of notification. All parties involved shall ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. This discovery protocol shall be included in the CRMMP.	Incorporate discovery protocol in the CRMMP (see Mitigation Measure HIST-5 above)	Metro	Metro	Phase A and B	Prior to Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
TCR-1 Native American Monitoring: To ensure TCRs are treated with culturally appropriate dignity, Metro shall retain a Native American monitor to be present at all phases of work with the potential to impact Archaeological Site CA-LAN-1575/H. A Native American monitor shall also be present at all phases of work with the potential to impact other previously undiscovered archaeological resources related to ethnohistoric or prehistoric archaeological deposits. The Native American monitor shall be selected from a tribal group with ancestral ties to this location, to be present alongside the archaeological monitor. The CRMMP shall guide Native American monitoring and shall include details on the potential discovery of previously undiscovered ethnographic and prehistoric archaeological deposits, human remains, and other sensitive resources.	Retain Native American Monitor for all phases of work with potential to impact Archaeological Site CA LAN 1575/H	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Incorporate Native American monitor requirements into CRMMP (see Mitigation Measure HIST-5 above)	Metro	Metro		During Construction (at LAUS)	—	—

Notes:
 AB=Assembly Bill; BMP=best management practice; Caltrans=California Department of Transportation; CARB=California Air Resources Board; CBC=California Building Code; CCR=California Code of Regulations; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CGP=construction general permit; CHC=Cultural Heritage Commission; CHSRA=California High-Speed Rail Authority; CRMMP=Cultural Resource Mitigation and Management Plan; DTSC=Department of Toxic Substance Control; EIR=environmental impact report; ESA=environmental site assessment; FTA=Federal Transit Administration; HABS=Historic American Buildings Survey; HACLA=Housing Authority of the City of Los Angeles; HCM=Historic-Cultural Monument; HMMP=Hazardous materials management plan; HSR=High-Speed Rail; IGP=industrial general permit; LA=Los Angeles; LABOE=Los Angeles Bureau of Engineering; LADOT=City of Los Angeles Department of Transportation; LAHCM=Los Angeles Historic-Cultural Monument; LAUS=Los Angeles Union Station; LID=low impact development; LOSSAN=Los Angeles-San Diego-San Luis Obispo; LUC=Land Use Covenant; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; NAHC=Native American Heritage Commission; NPDES=National Pollutant Discharge Elimination System; OHR=Office of Historic Resources; OSHA=Occupational Safety and Health Administration; PAH=polynuclear aromatic hydrocarbon; PMP=Paleontological Mitigation Plan; PRC=Public Resources Code; RIO=River Improvement Overlay District; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SCAQMD=South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion; SCRRRA=Southern California Regional Rail Authority; SWRCB=State Water Resources Control Board; SWPPP=stormwater pollution prevention plan; TMP=traffic management plan; TPH=total petroleum hydrocarbons; VOC=volatile organic compound; WEAP=worker environmental awareness program

(THIS PAGE INTENTIONALLY LEFT BLANK)



METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

2558 Supply Street Pomona, CA 91767

metrolinktrains.com

MEMORANDUM

Date: February 20, 2019

TO: Jeanet Owens, PE – Senior Executive Officer – Regional Rail, Metro
Will Ridder – Executive Officer – State Policy & Programming, Metro
Chad Edison – Deputy Secretary, Transportation - CalSTA
Michelle Boehm – Southern California Regional Director – CHSRA
Bruce Armistead – Director of Operations & Maintenance – CHSRA

FROM: Justin Fornelli, PE – Director, Engineering and Construction

RE: **Link Union Station (Link US) – North Loop and Number of Run-through Tracks**

The Link US project is a regionally critical project that will transform rail operation in and through Los Angeles Union Station (LAUS) for services currently operated by Southern California Regional Rail Authority or Metrolink (SCRRA), the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN), the National Passenger Railroad Corporation (Amtrak), and future services operated for the California High Speed Rail Authority (CHSRA). The Los Angeles County Metropolitan Transportation Authority (Metro) has requested the position of SCRRA related to two questions to guide Metro's design efforts during the preliminary engineering phase for the Link US Project:

- Is elimination of the “North Loop” in advanced design efforts acceptable?
- What track configuration (8 through tracks versus 10 through tracks) shall be advanced?

This memorandum is intended to memorialize SCRRA's position and concurrence on specific design considerations for the Link US Project at its current stage of 10% design and other considerations associated with operating the Metrolink system in a run-through configuration, to present our responses to the two key questions, and to present areas of concern that deserve continued attention and resolution. We feel our joint focus should be on reaching a consensus for the two run-through track design for the conventional regional rail operators, SCRRA and Amtrak within the allocated budget. Furthermore, we concur that our efforts should not preclude strategic features that support future expansion to CHSRA.

Please note that as SCRRA considers these questions, our key objectives incorporate several priorities:

- Introduction of through service to accommodate service/ridership growth;
- Improved access for passengers (platforms, ramps, concourse);
- State of good repair improvements; and
- Maintaining safe and reliable service throughout construction.

Elimination of North Loop

The elimination of the “North Loop” alignment of the Link US Project (noted in Exhibit A) to achieve a cost reduction and remain within the \$950M budget represents a substantial change to the functional design of the proposed facility. It would eliminate some combinations of run-through service (e.g. between the San Bernardino and Antelope Valley Lines) and reduce the added capacity of the expanded station, creating less new capacity to share between existing and prospective tenants. The elimination of the North Loop would also trigger the need to continue to make many turn-back moves and therefore negatively affects the capacity of this terminal.

A key benefit of the North Loop is to facilitate non-revenue moves between LAUS and the Central Maintenance Facility (CMF). Metrolink Lines that will benefit include Antelope Valley, Orange County, Riverside, San Bernardino, Ventura County and 91/Perris Valley Lines. Such moves are fundamentally critical to Metrolink’s current CMF-based equipment maintenance strategy. Our existing outlying maintenance facilities cannot support the type of maintenance activities that we currently undergo at the CMF, so the CMF remains as a critical location in our current operations plan.

Such moves may not be as critical in a future operating scenario with bidirectional service and equipment maintenance occurring at outlying points. The capital investments needed for these future operating scenarios remain largely unfunded, with existing outlying facilities only partially built, and new railroad maintenance facilities at new locations extremely difficult to develop and operate due to community concerns and environmental regulations.

As such, SCRRA conditionally agrees to move forward with the elimination of the North-Loop from the design under these conditions:

1. Further detailed operational analysis and network planning by SCRRA is required to determine the optimal future configuration of LAUS without the North Loop at two phases of operation – at the end of a first phase with just two run-through tracks (Phase A) and at the end of a second phase (Phase B) with use of two to four fewer platform tracks in the long-term operating configuration. This analysis and planning effort will be complete by Fall 2019.
2. Prior to beginning work on any stage of construction that takes any tracks or platforms out of service, Metro, in collaboration with SCRRA, shall prepare and test construction staging and operating plans that don’t degrade the existing performance and would in general sustain 94% on time performance (OTP) during

construction of both Phase A and Phase B. It is our understanding that the North Loop would have helped to mitigate construction impacts during Phase B construction.

3. Absent any future agreement or funding to transition to new operating strategies or complete the infrastructure needed for those new operating strategies, including but not limited to modifications and expansions to existing facilities (e.g. CMF, Eastern Maintenance Facility, Moorpark, Lancaster, and South Perris) and new facilities (e.g. Southside Turn Facility and Orange County Maintenance Facility), Metrolink shall operate at LAUS with the method of operation as it does today and with its planned level of service.

Run-through Tracks – 8 vs 10

Based on operating analyses conducted in partnership with CHSRA and Metro, SCRRA has determined that Metrolink's service goals, as defined in the Link US Rail Planning Technical Memorandum, may be best met with the use of six run-through tracks for conventional rail use, corresponding with three platforms at LAUS. The amount and length of turn back stub ended tracks is also important, especially for trains operating on routes that may not use the run-through capability for all runs (San Bernardino Line and the Riverside Line) or trains that need to be serviced at CMF. The optimum amount of run-through tracks and corresponding platforms for regional rail and CHSRA is a very complicated, interdependent planning challenge closely tied to the overall network operations.

SCRRA understands that CHSRA's desire is to expand from two tracks to four in the long-term future at LAUS. **Any such expansion shall not impact Metrolink operations – including protecting capacity for Metrolink's anticipated growth, as defined in the Link US Rail Planning Technical Memorandum.** This issue is most relevant if CHSRA desires to expand from two to four tracks at LAUS in the future.

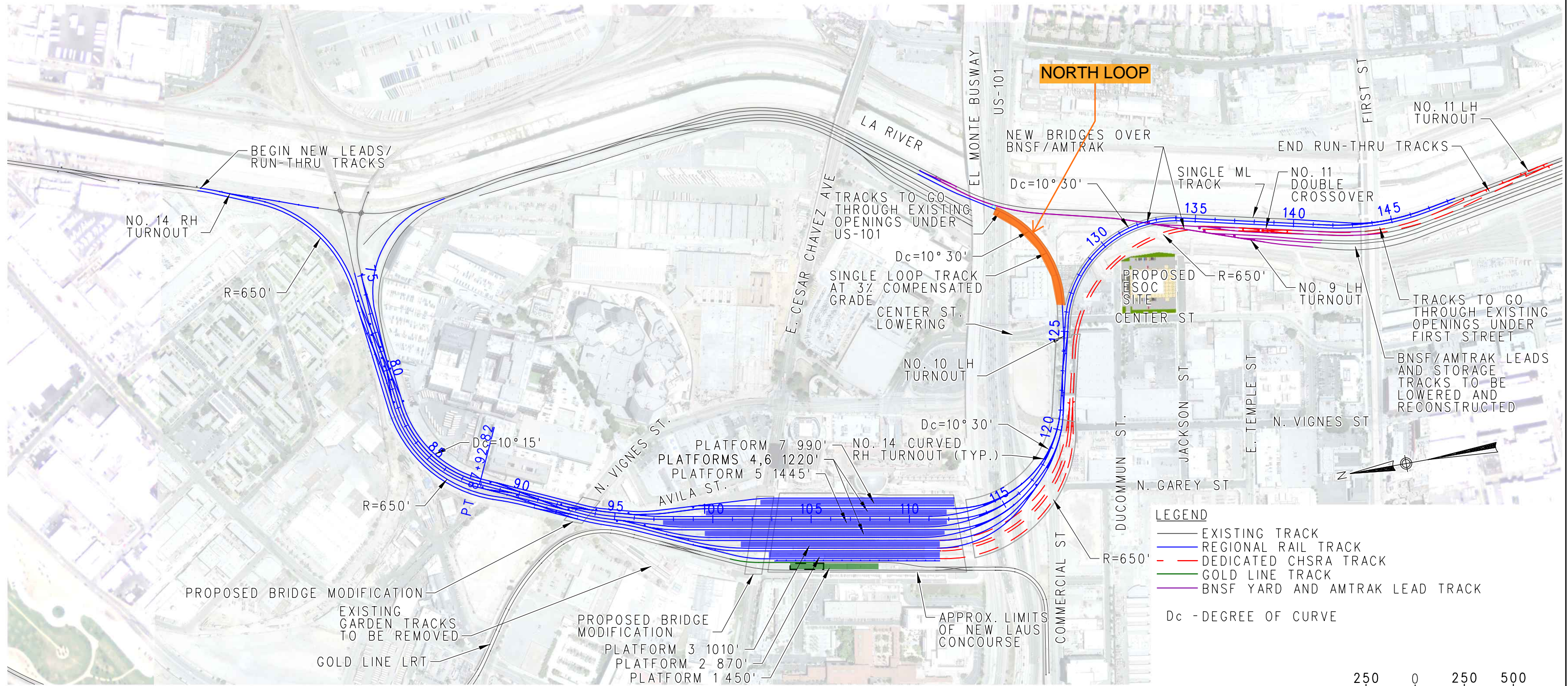
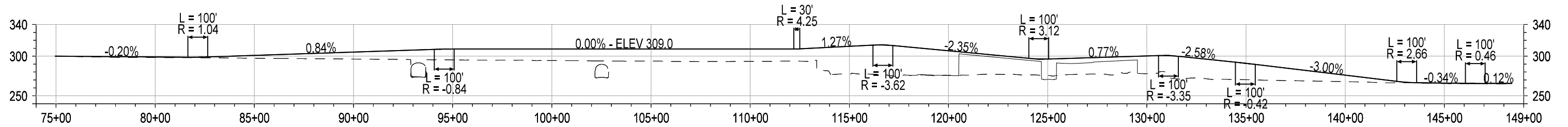
With regard to the present Metro-submitted 10% design, SCRRA agrees to move forward with the design of eight run-through tracks at LAUS under these conditions:

1. Ten tracks, six of which are run-through, are available for Metrolink and Amtrak, with compatible platform boarding heights in the long-term condition;
2. Should, in the future, CHSRA desire to convert any of those tracks and platforms to predominant CHSRA use, CHSRA shall not impact Metrolink operations, including protecting capacity for Metrolink's anticipated service growth. This could include shared platform use, technological and process improvements, and/or infrastructure investments (e.g. "Southside Turn Facility");

Closing Remarks

Given the significant impact of Link US to the operation of the rail system, there are many areas that still require coordination and satisfactory resolution beyond the current planning phase for the complete Link US concept to be fully accepted by SCRRA. There are design exceptions in the current design which cannot be considered final until SCRRA has completed our review and approval. We are committed to working with Metro, CHSRA, and LOSSAN to finalize the design to fulfill the needs of all operators during construction and through final build-out.

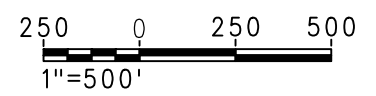
cc: Stephanie Wiggins – Chief Executive Officer, SCRRA
Darrell Maxey - Interim Chief Operating Officer, SCRRA
Elizabeth Lun – Interim Deputy Chief Operating Officer, SCRRA



LEGEND

- EXISTING TRACK
- REGIONAL RAIL TRACK
- - - DEDICATED CHSRA TRACK
- GOLD LINE TRACK
- BNSF YARD AND AMTRAK LEAD TRACK

Dc - DEGREE OF CURVE



5/15/2018 9:20:52 AM c:\pwworking\soc\d0967264\LUS-Exhibit 2_101r_Sharder-rev1.dgn pw\pwworking\soc\d0967264\LUS-Exhibit 2_101r_Sharder-rev1.dgn c:\pwworking\soc\d0967264\LUS-Exhibit 2_101r_Sharder-rev1.dgn

		LINK UNION STATION ALTERNATIVE 1 UP TO 10 RUN-THROUGH TRACKS (SHARED TRACK ALIGNMENT)	SCALE: 1"=500' DATE: 03-27-2018
--	--	--	------------------------------------



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

ATTACHMENT H

Los Angeles County Supervisor Sheila Kuehl
Metro Board of Directors, Chair
Third Supervisorial District
sheila@bos.lacounty.gov
May 16, 2019

RE: Link US Project Draft EIR Public Comment Response Changes

Dear Honorable Supervisor Kuehl,

I am writing this letter on behalf of the Little Tokyo Community Council (LTCC) in support of the changes proposed in the Draft EIR for the Link US Project presented to us on April 23, 2019. Established in 1999, the LTCC is the nonprofit community coalition of residents, businesses, and religious, cultural, and community organizations as well as other vested stakeholders in the Little Tokyo community. By bringing together a broad range of stakeholders to speak with one voice, we protect, preserve, and promote the character and values of the historic Little Tokyo community.

During the 45-Day Public Review from January 17 to March 4 (2019), a number of community members and organizations representing various stakeholders in Little Tokyo submitted comment letters and online comments with concerns. The concerns mainly included opposing the above-grade passage way, negative construction impacts (air quality, rail operations, traffic) and the permanent closure of Vignes Street. We were pleased to see that the Link US Metro staff team took these public comments very seriously and is proposing direct solutions to them.

We support the following summary of proposed responses presented.

1. **Maintaining access to Vignes Street:** “the Final EIR Project would shift the run-through track alignment north; thereby avoiding the need to close Vignes Street or realign Commercial Street.”
2. **Minimal US-101 on-/off-ramp improvements:** “Changes to the SB US-101 Off-Ramp to Commercial Street are no longer required”
3. **No US-101 HOV lane reconfiguration:** “Reconfiguration...is not part of the proposed project because no long term impacts on this facility would occur.”
4. **Alameda Street Bridge:** “The Link US Project would not cause long-term traffic impacts that would require widening of Alameda Street.”
5. **Minimizing simultaneous detours/closure of roads during construction & Advance notifications:** “Mitigation Measure TR-1 currently includes advanced notifications for the surrounding residents and communities. Mitigation measure TR-1 was modified to include provisions that restrict simultaneous closure of roads during construction during peak hours, where feasible.”
6. **Minimizing construction traffic impacts:** “With implementation of proposed mitigation, temporary construction-related impacts in the AM or PM peak-hour conditions would not result in significant traffic delays per LADOT guidelines.”



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

ATTACHMENT H

LTCC appreciates the time the Link US Metro staff took to inform the community as well as finding alternatives to our various concerns. This is a great example of meaningful community engagement that can be modeled for ongoing Metro projects. Furthermore, we strongly recommend that the **Metro Board support these proposed changes to be included in the Final EIR** that are in direct response to addressing community concerns in Little Tokyo. If you have any questions, you may reach me at kristin@littletokyola.org . Thank you for taking the time to review our letter of support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Fukushima'.

Kristin Fukushima
Managing Director



**LITTLE TOKYO BUSINESS ASSOCIATION
LITTLE TOKYO BUSINESS IMPROVEMENT DISTRICT**

ATTACHMENT H

250 E. FIRST STREET #201
LOS ANGELES, CA 90012
Phone (213) 880-6875

Email: board@visittokyo.com
Website: www.visittokyo.com

BOARD OF DIRECTORS

President

Mike Okamoto (Nisei Week Foundation)

Co-Chairs, Little Tokyo BID

Ellen Endo (Hapa Consulting/The Rafu Shimpo)
Joanne Kumamoto (Kumamoto Associates)

Senior Vice Presidents

Sylvia Ena (New Japan Travel/KW Realty)
Tomoko Omura (Manufacturers Bank)
Haru Takehana (Takehana Real Estate Services)

Vice Presidents

Paul Abe (Union Bank)
Hironori Yonezawa (Miyako Hotel L.A.)
David Kudo (All Japan News)
Hiroshi Yamauchi (Kouraku Restaurant)

Secretary

Yuriko Shikai (Neufeld Marks)

Treasurer

Andrew Lee (Advance Investments)

Auditor

Edwin Takahashi (Kiyohara & Takahashi LLP)

Directors

Doug Aihara (Aihara & Associates Insurance)
Yoshitaka Ena (New Japan Travel Center)
James Choi (Café Dulce)
Angela DeGroot (Japanese Village Plaza)
Thornton Dickerson (Pacific Commerce Bank)
Miho Yanagisawa Groia (Sperry Commercial)
Tamako Henken (Henken Galleries)
David Ikegami (Taira Investment/Taira Services)
Nobo Kakuma (NT Auto Repair)
Yoko Kawaguchi (independent)
Chris Komai (Little Tokyo Community Council)
Brian Manley (Hikari/Sakura Crossing Apts)
Herbert Martinez (Select Parking/LT Car Wash)
Donegan McCuaig (DTLA Realty)
Rev. Howard Miyoshi (Zenshuji Temple)
Yoshio Morioka (Hiroshima Kenjinkai)
Kitty Sankey (Japanese Chamber of Commerce)
Tetsu Shiota (Anime Jungle)
Kenji Suzuki (Suehiro Restaurant)
Nancy Takayama (independent)
Jason Toyoshima (Sushi Gen Restaurant)
Yoshiko Ueda (U&U Graphics)

June 8, 2019

Metropolitan Transportation Authority
Attn: Vincent Chio
Link US Deputy Project Manager
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

Re: Link Union Station Final EIR

Dear Mr. Chio,

Thank you for taking the time recently to share with us the updated plans for the Link Union Station (Link US) project. Most important, we appreciate the climate of mutual understanding that has emerged through meaningful two-day dialogue between our organization and your team.

The Little Tokyo Business Association (LTBA) and its Transportation Committee are pleased to be able to confirm our support for the Link US Final Environmental Impact Report (EIR) plan that allows the Vignes Street north-south traffic artery from Commercial Street to 1st Street to remain open and avoids the purchase of property, saving METRO \$120 million. The re-engineering has addressed the concerns we expressed previously that would have negatively impacted many of our community institutions, businesses and residents.

We encourage efforts to meet the region's long-term transportation needs, expand regional rail connectivity, and create opportunities for transit-oriented development and urge the METRO Board of Directors to approve the Link US Final EIR plan as currently configured.

Yours truly,

Masao "Mike" Okamoto
President

David Ikegami
LTBA Transportation Chair



Board Report

File #: 2019-0424, File Type: Agreement

Agenda Number: 27.

PLANNING AND PROGRAMMING COMMITTEE JUNE 19, 2019

SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF LOS ANGELES ON STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

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

ISSUE

The County is requesting to amend the repayment schedule for the balance remaining from the exchange agreement of federal STP-L funds with non-federal funds for the State Route 126/Commerce Center Drive Interchange Project. Board approval is required in order to amend the existing agreement repayment schedule. Otherwise, the County would be in default with the terms of the Exchange Agreement and would not be able to bill Caltrans for reimbursement and complete project close-out.

BACKGROUND

In October 2011, the Board approved the Exchange Agreement, which mainly allowed: i) the County to use up to \$41 million of STP-L funds for the Project; ii) Metro to negotiate agreements to exchange the non-federal funds, as they become available from the repayment by the County, with participating local agencies that can more efficiently and expeditiously utilize more flexible non-federal transportation funding; and iii) the County to draw down as much of its STP-L funding balance as possible to avoid lapsing. The County agreed to repay \$13 million on July 1, 2014 and up to \$28 million on July 1, 2016. Due to project delays, the Board approved three requests by the County to amend the repayment schedule.

DISCUSSION

Although the project was substantially completed in 2017, an additional amendment to the repayment

schedule is needed to allow the County to complete project-closeout, including paying for additional expenditures and cost increases, receiving approval for work-change orders, finalizing billing to Caltrans and receiving reimbursement, and completing contract acceptance. To date, the County has remitted \$34 million to Metro. The County is requesting to amend the repayment schedule of the Exchange Agreement (as last amended and approved by the Board in June 2018) for the \$7 million balance remaining and due to Metro by July 1, 2019 by splitting the payment into: i) \$1,530,845 due by July 1, 2019; and ii) up to \$5,469,155 due by July 1, 2021.

Equity Platform:

Amending the repayment schedule for the Exchange Agreement with the County supports the third pillar of Metro's Equity Platform (Focus and Deliver) by allowing Metro to continue providing non-federal funds made available by the County through the Exchange Agreement to benefit smaller local agencies. Non-federal funds are essential to small local agencies that do not have the resources or capability to manage and comply with federal funding requirements. With access to non-federal funds, smaller agencies are also able to invest in disadvantaged communities at a much quicker pace, therefore enhancing access to a better quality of life.

DETERMINATION OF SAFETY IMPACT

Amending the repayment schedule of the Exchange Agreement will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Federal STP-L funds are sub-allocated based on population and are administered through Caltrans. The funds are not part of the Metro budget nor are they available for Metro capital or operating uses. As federal funds, STP-L dollars are subject to strict programming and administrative requirements from the Federal Highway Administration and Caltrans.

Funds received from the County are placed in an interest-bearing account for Project 500014 for pass-through allocations to local agencies participating in the STP-L Exchange Program, with a two percent (2%) administrative fee assessed by Metro. If no funds are received, no exchanges are made. Accordingly, slower repayment by the County will simply defer Metro's ability to offer pass-through allocations to participating local agencies. No other impacts are expected.

Impact to Budget

Amending the Exchange Agreement will have no impact to the current Metro budget or for Fiscal Year (FY) 2020. The 2% administrative fee for staff allocation requested in the FY 2020 budget will draw down existing administrative fees accrued from past STP-L exchanges.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports achieving Goal 5 of Metro's Vision 2028 Strategic Plan to provide

responsive, accountable, and trustworthy governance within the Metro organization, as it allows exercising sound fiscal stewardship and expands opportunities for other agencies to continue working with us.

ALTERNATIVES CONSIDERED

The Board may choose not to approve amending the repayment schedule of the Exchange Agreement. Staff does not recommend this alternative because that would bring the County into default with outstanding payments subject to withholding by Metro from the County's: i) Proposition A local return funds; ii) then from Proposition C local return funds; iii) then from Measure R local return funds; and iv) then from any unobligated STP-L balance funds. By not approving the amendment, the County also: i) would not be able to obligate the balance of STP-L funds from the Exchange Agreement and complete project close-out; and ii) could lose some or all of its STP-L unobligated balance from the Exchange Agreement due to lapsing. We also do not recommend this alternative because local agencies would not be able to expedite implementing their transportation projects and may run the risk of having their STP-L funds lapse.

NEXT STEPS

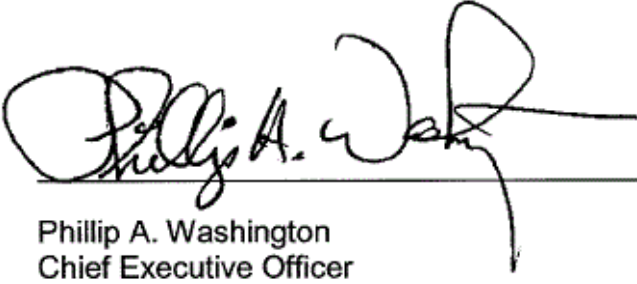
With Board approval, staff will amend the repayment schedule with the County for the balance of STP-L funds. As the County funds are repaid, staff will also continue to negotiate and execute exchange agreements with eligible participating local agencies and ensure that the funds being made available are properly administered and used on STP-L eligible projects in a timely fashion.

ATTACHMENTS

Attachment A - Repayment Schedule

Prepared by: Doreen Morrissey, Principal Transportation Planner, Countywide Planning & Development, (213) 418-3421
Nancy Marroquin, Senior Manager, Countywide Planning & Development, (213) 418-3086
Ashad Hamideh, Senior Director, Countywide Planning & Development, (213) 922-5539
Wil Ridder, Interim SEO, Countywide Planning & Development,
(213) 922-2887

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Table 1: Repayment Schedule

Board Action	First Payment		Second Payment		Amount Received by Metro
	Amount	Due	Amount (up to)	Due	
5/26/2011 (original agreement)	\$13,000,000	7/1/2014	\$28,000,000	7/1/2016	-
6/26/2014 (first amendment)	\$13,000,000	6/30/2015	\$28,000,000	6/30/2017	\$13,000,000
5/25/2017 (second amendment)	\$16,000,000	7/1/2017	\$12,000,000	7/1/2018	\$16,000,000
6/28/2018 (third amendment)	\$ 5,000,000	7/1/2018	\$ 7,000,000	7/1/2019	\$ 5,000,000
6/27/2019 (proposed amendment)	\$ 1,530,845	7/1/2019	\$ 5,469,155	7/1/2021	



Board Report

File #: 2019-0430, File Type: Agreement

Agenda Number: 28.

PLANNING AND PROGRAMMING COMMITTEE JUNE 19, 2019

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK

ACTION: APPROVE ENVIRONMENTAL RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. DETERMINING that the Lone Hill to White Double Track Project is Statutorily Exempt, pursuant to California Environmental Quality Act Guidelines Section 15275 (a) and (b); and,
- B. DIRECTING staff to file a CEQA Notice of Exemption for the LHW Double Track Project with the Los Angeles County Clerk.

ISSUE

Metro completed environmental review and 30% design for the Lone Hill to White (LHW) Double Track Project in August 2017. The Southern California Regional Rail Authority (also known as Metrolink) and the cities of San Dimas and La Verne have requested that the LHW Double Track Project proceed to final design. Staff is requesting Board approval to determine that the LHW Double Track Project is Statutorily Exempt from California Environmental Quality Act (CEQA) and to formally file the CEQA Notice of Exemption (NOE) with the Los Angeles County Clerk.

DISCUSSION

The LHW Double Track Project is located along the Metrolink San Bernardino Line (SBL), in the cities of San Dimas and La Verne (Attachment A). The Metrolink SBL is the busiest commuter rail line, averaging 11,000 weekday boardings on 38 trains per weekday. The rail infrastructure on the Metrolink SBL is comprised of 65 percent single track which is analogous to two way directional traffic on a single lane. As such, there are many single track bottleneck and capacity constraints which impact the service reliability and on-time performance on the SBL.

Completion of the LHW Double Track Project will provide an additional 3.9 miles of continuous double track to further reduce a single train bottleneck. The LHW Double Track Project will improve travel time and efficiency for trains on the Metrolink SBL, reduce delays due to trains waiting on a siding for another train to pass, and provide operational flexibility to recover from delays.

The main components of the project include the following:

- 3.9 miles of second mainline track between Lone Hill Avenue and Control Point (CP) White
- Extension of the existing platform at the Pomona Fairgrounds Station to provide more platform capacity for seasonal and special event service.
- Relocation of one industrial track and modification to one industrial track
- Ten new railroad turnouts
- New control point at Lone Hill Avenue with a new train control signal and communication infrastructure to support the LHW Double Track Project configuration
- Twelve at-grade crossings to be modified, all with Quiet Zone Improvements
- Relocated Utilities and drainage improvements
- Fencing at select locations to improve security along the right-of-way (ROW)

Quiet Zone

In addition to the 3.9 miles of new mainline track, 12 at-grade street crossings will include Quiet Zone ready improvements that will no longer require trains passing through these 12 at-grade street crossings to blow their horns which will improve the quality of life for residents along the right-of-way. The Federal Railroad Administration regulation requires that train locomotive horns begin sounding 15-20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority or government entity such as a city, responsible for traffic control or law enforcement at the street crossing is permitted to create quiet zones. A quiet zone is a section of a rail line that contains at-grade street crossings at which train locomotives are not routinely sounded when trains are approaching the crossings. Because the absence of a routine train horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone is required to include additional safety improvements such as active warning devices, flashing lights, quad gates, etc. that enhances pedestrian safety.

As part of the preliminary engineering, five at-grade crossings in the City of San Dimas and seven in the City of La Verne were designed to the latest SCRRRA design standards, which are consistent with FRA Quiet Zone Train Horn Rule Quiet Zone Notice of Intent (NOI) requirements. Diagnostic meetings were held with California Public Utilities Commission (CPUC) staff and calculations were made to ensure that the improvements would qualify for FRA approval of a future Quiet Zone, should the two cities wish to file the NOI for Quiet Zones.

Both the cities of San Dimas and La Verne were consulted regarding Quiet Zones. Both cities provided letters of support for the LHW Double Track Project advancing to final design (See Attachment C and D).

CEQA Determination

CEQA provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15275, CEQA does not apply to the following mass transit projects: 15275 (a) "The institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use..."; and 15275 (b) "Facility extensions not to exceed four miles in length

which are required for transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.” Upon approval of the staff recommendations, the CEQA Notice of Exemption will be filed with the Los Angeles County Clerk (refer to Attachment B).

Community Meetings

During the preliminary engineering phase, community meetings were held with the cities of San Dimas and La Verne in November 2016 and May 2017. Approximately 200 people attended the four combined meetings. A wide range of comments and insightful suggestions about the LHW Double Track Project were received. The LHW Double Track Project was generally well received, with 64 neutral or positive comments towards the project and 13 expressing concerns having to do with noise and vibration, and/or the desire to implement Quiet Zones.

Metrolink SCORE

In 2018 SCRRA received \$876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program. When fully built out, the \$10 billion SCORE program will provide 15 to 30 minute bi-directional service and a major expansion of service by 2028. In SCRRA’s application to the State for SCORE funding, the LHW Double Track Project was identified as a key early completion project, to provide reliability and capacity, leading to 30 minute bi-directional service along the San Bernardino Line.

Metrolink anticipates heavy utilization of the Metrolink San Bernardino line for the 2028 Olympics. Mountain biking events will be hosted in San Dimas near the Metrolink San Bernardino Line station in Pomona. Additionally, the San Bernardino Line will be an important feeder line to enable people in the San Gabriel Valley to easily get to downtown Los Angeles to access the many Olympic venues in the greater Los Angeles area. The LHW Double Track Project will provide important additional capacity that will enable the San Bernardino Line to maintain reliable on-time performance, and add future service, subject to funding availability, consistent with demand and regional planning documents.

DETERMINATION OF SAFETY IMPACT

Once constructed, the LHW Double Track Project will reduce the risk of train-on-train collisions. Safety improvements at the 12 crossings will benefit cars, trucks, pedestrians, communities and Metrolink riders. Extension of the Pomona Fairground Station platform will prevent Metrolink trains from blocking Arrow Highway.

FINANCIAL IMPACT

There is no financial impact should the Board approve Recommendation A, to determine that the LHW Double Track Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275 (a) and (b). There is also no financial impact should the Board approve Recommendation B, to direct staff to file a CEQA NOE for the LHW Double Track Project with the Los Angeles County Clerk.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff’s recommendations A and B support strategic plan goals 1, 3 and 4. These actions support

Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The alternative would be for the Board to not approve the CEQA Statutory Exemption for the LHW Double Track Project. This is not recommended since environmental review and preliminary engineering have been completed and the LHW Double Track Project qualifies for a CEQA Statutory Exemption. Additionally, the LHW Double Track Project is identified as an early investment project as part of SCRRA's SCORE Program. Finally, the region would lose an opportunity to advance an important capacity project which provides reliability and on-time performance benefits, and enhanced safety and community benefit, with the advancement of 12 Quiet Zone ready crossings.

NEXT STEPS

With Board approval of the staff recommendations, staff will file the CEQA NOE with both the Los Angeles County Clerk and the State Clearinghouse. Staff will return to the Board by September 2019 to request programming of funds to continue the preliminary engineering design to final design to enable a shovel ready project.

ATTACHMENTS

Attachment A - Map of LHW Double Track Project Corridor

Attachment B - CEQA Statutory Exemption

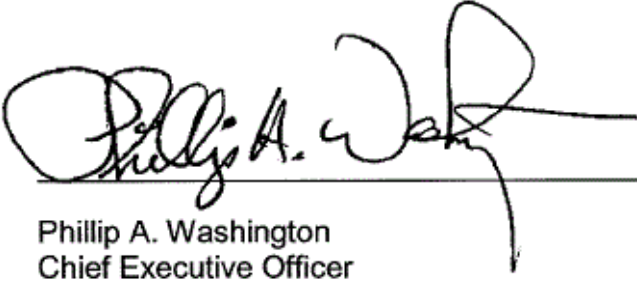
Attachment C - Letter of Support from City of San Dimas

Attachment D - Letter of Support from City of La Verne

Prepared by: Jay Fuhrman, Manager, Transportation Planning, Regional Rail, (213) 418
3179

Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer

Attachment A: Project Map



Attachment B

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Los Angeles

From: (Public Agency): _____
LA County Metropolitan Transportation Authority

One Gateway Plaza, Los Angeles, CA 90012-2592

(Address)

Project Title: Lone Hill to Control Point White Double-Track Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location - Specific:

The project is located along the San Bernardino Metrolink Line (SBL) between Lone Hill Avenue (MP 26.55) in San Dimas and CP White (MP 30.4) in La Verne within Los Angeles County.

Project Location - City: San Dimas, La Verne Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

The proposed project would involve the double-tracking of approximately 3.9 miles of railroad track and related infrastructure, and associated safety and grade crossing improvements at 12 at-grade crossings. See continuation sheet.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Erika Wilder

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: CEQA Guidelines §15275(a) and (b)

Reasons why project is exempt:

The proposed project would facilitate the increase of passenger rail service on a rail line already in use. The proposed project also involves improvements to existing stations and parking facilities and does not exceed four miles in length. Therefore, pursuant to §15275(a) and (b), the project is exempt from CEQA.

Lead Agency

Contact Person: Erika Wilder Area Code/Telephone/Extension: 213.922.7305

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Lone Hill to Control Point White Double-Track Project Description

The Lone Hill Avenue to CP White Double-Track Project would include approximately 3.9 miles of double track along the San Bernardino Metrolink Line, one of the busiest commuter rail lines in the Metrolink system. To improve the overall functionality of the line, adding a second track where a single track currently exists, at least along this segment of the San Bernardino Line, would help to increase capacity in the future, improve safety and performance, and reduce delays. In addition to the proposed double tracking, the proposed project would include improvements to ten public at-grade crossings and two private grade crossings, and the extension of the existing platform at the existing Pomona Fairgrounds Station. Other modifications include drainage improvements, relocation of utilities and signal houses, and other associated improvements. The proposed project improvements are mostly within the existing railroad or public right-of-way (ROW), and only partial (corner cut) acquisitions of additional ROW will be required for installation of safety improvements at intersections for quiet zone readiness.

A summary of the major proposed project elements is provided below:

- Design 3.9 miles of second mainline track between Lone Hill Avenue (MP 26.55) in San Dimas and CP White (MP 30.4) in La Verne.
- Design connections to auxiliary tracks that include industrial spur and siding tracks.
- Design 12 roadway at-grade crossings, including two private grade crossings, pier protection at the SR-57 underpass, and associated improvements.
- Relocate and modify train-control signal and communication equipment, including signal houses and communications towers.
- Relocate and/or protect utilities.
- Design culvert and drainage improvements.
- Design pedestrian safety enhancements at all grade crossings.
- Design sidewalk and driveway modifications at grade crossings to accommodate the second track and enhance safety.
- Explore options of adding a second platform or crossover at the Pomona Fairgrounds station to be used seasonally, extending the existing station, or keeping the station platform as is.

Purpose and Need/Project Objectives

1. Construct a second track and associated railroad improvements to improve Metrolink passenger rail and freight service to eliminate the current bottleneck and improve travel time along this portion of the SBL, thereby improving operational reliability.
2. Improve safety and accessibility at the existing at-grade crossings by upgrading 12 public and private at-grade roadway crossings and add pier protection at the SR-57 undercrossing.
3. Facilitate the potential for implementation of Quiet Zones in the future by designing the project to meet Quiet Zone standards.



City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN

Assistant City Manager of
Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and
Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.
- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas

Attachment D



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us

June 13, 2019

Metro
Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

RE: Confirmation of Support for Double Track and Quiet Zone Project to Fulton Road

Dear Mr. Washington,

I have been made aware that the Metro Board will be considering moving the Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line forward to receive funding for the final design. I would like to reiterate the City of La Verne's support for that effort.

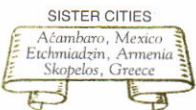
In September of 2017 the City provided a letter supporting the Lone Hill Avenue to Fulton Road Double Track Project. I have attached a copy of the letter signed by Mayor Don Kendrick as the City's support still remains unchanged as previously stated.

We want to thank you and the LA Metro Board in advance for consideration of prioritizing the funding for this project and look forward to our continued work with the metro staff through any aspects of the final design.

Sincerely,

Bob Russi
City Manager

Attachment: Support Letter from La Verne 9/2017



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737



Board Report

File #: 2019-0268, **File Type:** Informational Report

Agenda Number: 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2019**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVE Nominees for membership on Metro’s Service Councils.

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the seat’s three-year term as indicated. A brief listing of qualifications for the new nominees is provided along with the nomination letters from the nominating authorities:

Gateway Cities

The demographic makeup of the Gateway Cities Service Council with the appointment of these

nominees will consist of five (5) Hispanic members and four (4) White members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- A. Al Rios, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2022
- B. Lori Y. Woods, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2022
- C. Karina Macias, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2022

San Fernando Valley

The demographic makeup of the San Fernando Valley Service Council with the appointment of these nominees will consist of five (5) Hispanic members and four (4) White members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- D. Donald Weissman, San Fernando Valley Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2022
- E. Carla Canales Cortez, San Fernando Valley Service Council, Re-Appointment
Nominated by: Third District Supervisor Sheila Kuehl
Term Ending: June 30, 2022
- F. Dennis Washburn, San Fernando Valley Service Council, Re-Appointment
Nominated by: Las Virgenes-Malibu Council of Governments
Term Ending: June 30, 2022

San Gabriel Valley

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of four (4) White members, two (2) Hispanic members, one (1) Native American member, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and one (1) woman.

The San Gabriel Valley Council of Governments, appointing authority for three Council seats, is currently selecting a candidate to replace one of their appointees whose term expires June 30, 2019. Their nomination will be submitted for approval in the near future.

- G. Peter Chan, San Gabriel Valley Service Council, New Appointment

Nominated by: The City of Monterey Park
Term Ending: June 30, 2022

- H Harry Baldwin, San Gabriel Valley Service Council, Re-Appointment
Nominated by: Fifth District Supervisor Kathryn Barger
Term Ending: June 30, 2022

South Bay

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of three (3) Hispanic members, three (3) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and two (2) women.

- I- Ernie Crespo, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2022
- J- Elaine Jeng, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2022
- K- Roye Love, South Bay Valley Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2022

Westside Central

The demographic makeup of the Westside Central Service Council with the appointment of this nominee will consist of three (3) Hispanic members, three (3) White members, two (2) Black members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- L. Ernesto Hidalgo, Westside Central Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2022
- M. Perri Sloane-Goodman, Westside Central Service Council, Re-Appointment
Nominated by: Westside Central Council of Governments
Term Ending: June 30, 2022
- N. Alfonso J. Directo Jr., Westside Central Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2022

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

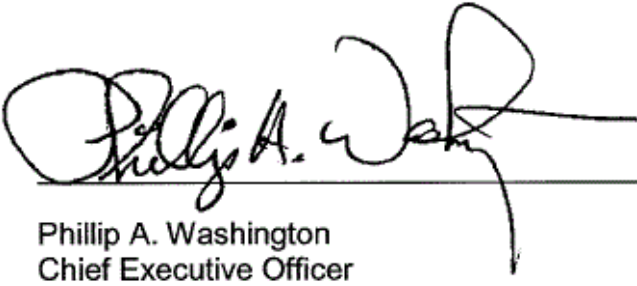
Attachment A - New Nominees' Listing of Qualifications

Attachment B - Nomination Letters

Prepared by: Conan Cheung, Sr. Executive Officer of Service Development, Scheduling
and Analysis, (213) 418-3034

Scott Page, Deputy Executive Officer, Service Planning, (213) 418-3400

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Peter Chan, Nominee for San Gabriel Valley Service Council



Peter Chan was first elected to the Monterey Park City Council in 2013 and appointed Mayor in 2015. He was born in China and grew up in Hong Kong, where he attended La Salle College. He also attended the University of Wisconsin, where he earned a bachelor's degree in business administration.

Mayor Chan and his wife Jenny have lived in Monterey Park for over 40 years. They have two adult sons who were born and live in Southern California. Mayor Chan is the President of Peter Chan and Associates, an accounting, bookkeeping and tax service; he previously worked as President of Dynasty Produce and Trading, an importing and wholesale company of fruit and produce. Mayor Chan also serves as an Advisory Board Member of the Asia Pacific Business Institute at Cal State University, Los Angeles, an Advisor to the Business Administrative Department, East Los Angeles College (ELAC), and is a Member of US Army Community Relations, Los Angeles.

Alfonso Joseph Directo Jr., Nominee for Westside Central Service Council



Alfonso Directo Jr. is the Policy Analyst for Investing in Place, where he conducts the organization's analysis of LA Metro and LA City transportation policy. He is motivated to shape a region where everyone — regardless of age, ability, race, or income — can move safely and seamlessly between places without driving a car. Alfonso informs his policy work by routinely navigating cities with his family by public transportation, reading the work of well-researched authors, and listening to insightful podcasts and public radio.

Alfonso draws on a decade of experience working as a civil engineer and project manager on transit infrastructure projects including the Denver FasTracks and San Diego Mid-Coast Trolley programs. He previously worked for Los Angeles City Councilmember Mike Bonin, supporting the Councilmember's roles as chair of the LA City Transportation Committee and director on the LA Metro Board of Directors.

Mr. Director earned a bachelor's degree in civil engineering from UC Irvine and a master's degree in urban planning with a focus on transportation policy and planning from UCLA. When not advocating for equitable transportation investments, Alfonso enjoys jogging through LA's patchwork of neighborhoods and spending time with his toddler son and wife.

APPOINTING AUTHORITY NOMINATION LETTERS



- Arlesio
- Avalon
- Beif
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey
- Hawaiian Gardens
- Huntington Park
- Industry
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera
- Santa Fe Springs
- Signal Hill
- South Gate
- Vernon
- Whittier
- County of Los Angeles
- Port of Long Beach



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

May 2, 2019

Mr. Phillip A. Washington, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated three members, all elected officials, to fill the 3 seats expiring on June 30, 2019.

At its regularly scheduled meeting of May 1, 2019, the Gateway Cities Council of Governments Board of Directors nominated Council Member Al Rios, City of South Gate, Lori Woods, City of Signal Hill, and Karina Macias, City of Huntington Park, all elected officials, to fill the seats expiring June 30, 2019. A copy of the nominee's applications is enclosed.

We would appreciate your assistance in agendizing the nomination for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,

Nancy Pfeffer
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Sr. Administrative Analyst, Regional Service Councils



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-3333 Fax: 213-625-7360 Sheila@bos.lacounty.gov

SHEILA KUEHL
SUPERVISOR, THIRD DISTRICT

May 22, 2019

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

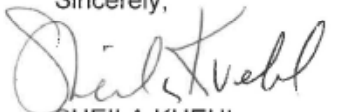
Dear Mr. Page:

This letter serves as the recommendation to reappoint Carla Canales to serve as the Third District representative on the San Fernando Valley Service Council for the term of July 1, 2019 - June 30, 2022.

I am confident that Ms. Canales' knowledge and experience of the San Fernando Valley's transportation will serve the Council well.

A copy of Ms. Canales' resume is attached for your reference. Please let me know if you need any additional information. Thank you for your attention to this matter.

Sincerely,


SHEILA KUEHL
Supervisor, Third District

NE:jj



May 11, 2019

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Mr. Donald Weissman to be reappointed as a representative on the San Fernando Valley Service Council, for term ending June 30, 2022.

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

Please let me know if you need any additional information.

Sincerely,

ERIC GARCETTI
Mayor



Ramos, Dolores

From: Terry Dipple <tdipple@msn.com>
Sent: Thursday, May 23, 2019 4:42 PM
To: Ramos, Dolores
Subject: Re: Reminder: Service Council Appointments Due

Yes, the Las Virgenes-Malibu Council of Governments voted to reappoint Dennis Washburn to the Metro Service Council.

Terry Dipple
Executive Director
Las Virgenes-Malibu
Council of Governments
6165 Spring Valley Road
Hidden Hills, CA 91302
818-968-9088

Sent from my iPhone

On May 23, 2019, at 9:53 AM, Ramos, Dolores <RamosD@metro.net> wrote:

Good morning,

I understand that Dennis Washburn was approved as the Las Virgenes-Malibu COG nominee for the July 1, 2019 – June 30, 2022 term at the May 21 meeting. Can you email me a nominating memo or letter? I have to submit the Board report for the June appointments by close of business today.

Thank you,
Dolores Ramos
LA Metro
Chief Administrative Analyst
Regional Service Councils
[213.922.1210](tel:213.922.1210) W
metro.net | [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro) | @metrolosangeles
Metro provides excellence in service and support



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

869 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-5555 Fax: 213-974-1010

KATHRYN BARGER
SUPERVISOR, FIFTH DISTRICT

April 25, 2019

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

Nominee for the Metro San Gabriel Valley Service Council

Dear Mr. Spivack:

I am pleased to nominate Harry Baldwin for another term as my appointee to the Metro San Gabriel Valley Service Council.

For decades Mr. Baldwin has established himself as a distinguished leader in the San Gabriel Valley through his service in elected office in the City of San Gabriel and his many years of volunteerism with non-profit organizations that have helped weave the fabric of the Valley's civic life.

He is also an avid user of the Metro system and as one of the service council's founding members, he has been one of the Valley's strongest voices for public transportation in the region. I am confident he will continue to be a strong member of the San Gabriel Valley Service Council.

If you have any questions regarding this nomination, please do not hesitate to contact me.

Sincerely,

KATHRYN BARGER
Supervisor, Fifth District

KB:dpo

ANTELOPE VALLEY
42455 10th Street West, Suite 104
Lancaster, CA 93534
(661) 726-3600

EAST SAN GABRIEL VALLEY
615 East Foothill Boulevard, Suite A
San Dimas, CA 91773
(909) 394-2264

SAN FERNANDO VALLEY
21943 Plummer Street
Chatsworth, CA 91311
(818) 993-5170

SAN GABRIEL VALLEY
215 N. Marengo Avenue, Suite 120
Pasadena, CA 91101
(626) 356-5407

SANTA CLARITA VALLEY
27441 Tournay Road, Suite 180
Santa Clarita, CA 91355
(661) 287-3657

CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896
www.montereypark.ca.gov



City Council
Peter Chan
Mitchell Ing
Stephen Lam
Hans Liang
Teresa Real Sebastian

City Clerk
Vincent D. Chang

City Treasurer
Joseph Leon

April 24, 2019

Mr. Gary Spivack
Deputy Executive Officer
Metro Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012
Email: spivackg@metro.net

Re: Appointment to Metro San Gabriel Valley Service Council

Dear Mr. Spivack,

This letter serves as the nomination to appoint Peter Chan to serve as the representative for the City of Montebello, Rosemead and Monterey Park on the San Gabriel Valley Service Council for the term of July 1, 2019 to June 30, 2022.

The City of Monterey Park and our partners in Montebello and Rosemead have agreed to the nomination of Mayor Peter Chan, and we are confident his knowledge and experience will serve the San Gabriel Valley Service Council well.

Please let me know if you need any additional information.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron Bow", is written over a blue ink scribble.

Ron Bow
City Manager

cc: Paul Talbot, Acting City Manager, City of Montebello
Gloria Molleda, City Manager, City of Rosemead

Pride in the Past • Faith in the Future



**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**

20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

April 30, 2019

The Honorable Sheila Kuehl, Chair
& Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Metro Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously and with this letter we are submitting our nominees to fill the three seats whose terms are expiring. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of April 25, 2019 are the current incumbents: Roye Love (senior/transit rider), Ernie Crespo (G-Trans Transit Manager representing the South Bay municipal operators) and Elaine Jeng (City Manager, civil engineer, rider). These appointments are all for 3 years.

We request that you agendize the appointment of these representatives for as soon as possible so they can be seated in July, 2019.

Please notify us when the appointments are confirmed or if you have any questions.

Sincerely,

Britt Huff
SBCCOG Chair
Councilmember, City of Rolling Hills Estates

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



May 29, 2019

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Mr. Alfonso Joseph Directo Jr. to be appointed as a representative on the Westside/Central Metro Service Council, for term ending June 30, 2022.

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

Please let me know if you need any additional information.

Sincerely,

ERIC GARCETTI
Mayor





Date: April 12, 2019

To: Gary Spivack, Deputy Executive Officer, Metro

From: Cecilia Estolano, WSCCOG

CC: Dolores Ramos, Sr. Administrative Analyst, Metro
Perri Sloane Goodman, Transportation Program Administrator, City of West Hollywood

Subject: Westside Cities COG Re-Appointment to the Metro Westside/Central Service Council

On April 11, 2019, the Westside Cities Council of Governments (WSCCOG) Board unanimously voted to reappoint Ms. Perri Sloane Goodman to another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2019 and ending June 30, 2022.

Please accept this reappointment on behalf of the WSCCOG Board. Please contact the WSCCOG Project Director Winnie Fong at winnie@estolanolesar.com or at (213) 612-4545.



May 11, 2019

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Mr. Ernesto Hidalgo to be reappointed as a representative on the Westside/Central Metro Service Council, for term ending June 30, 2022.

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

Please let me know if you need any additional information.

Sincerely,

ERIC GARCETTI
Mayor





Board Report

File #: 2019-0235, File Type: Contract

Agenda Number: 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 20, 2019

SUBJECT: ENGINE OIL FOR METRO BUS FLEET

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 7 to Contract No. VM67502000, Engine Oil, with Rosemead Oil Products, Incorporated to provide engine oil for Metro's bus fleet, in the amount of \$252,000, increasing the total Contract value from \$1,789,600 to \$2,041,600.

ISSUE

Metro's Board approved the award of a Contract in January 2017 to Rosemead Oil to provide engine oil for Metro's bus fleet for a base one year, with a one-year option in the amount of \$1,626,900. Metro exercised its Contract option in March 2018, and a new replacement contract was planned to be awarded by April 2019. However, two replacement contract solicitations have not resulted in successful awards, and an extension to the existing Contract is required to maintain a necessary supply of engine oil for Metro's bus fleet operation.

Staff has twice attempted to procure its engine oil supply service through Metro small business set-aside (SBE) program without success. In November 2018, staff cancelled its first solicitation because the lowest responsive responsible bid was \$500,000 in excess of Metro's Independent Cost Estimate (ICE), thus the bid price was deemed not fair or reasonable. Subsequently, staff issued a second SBE set-aside solicitation in December 2018 and received two bids in March 2019. Unfortunately, both bids were deemed to be non-responsive. To ensure a successful procurement staff will issue a third solicitation to the open engine oil market regardless of bidder size and anticipates an award recommendation will be presented to Metro's Board in September 2019 or sooner.

This recommended Board action will provide sufficient contract funding for engine oil through November 30, 2019 if necessary, while a new procurement is released for competitive bid and a new contract is awarded by September 2019.

BACKGROUND

This Board Action is to approve Contract Modification No. 7 issued in support of maintaining the safe and reliable operation of the Metro's bus fleet, ensuring that operating divisions have adequate engine oil inventory to maintain the buses in accordance with Metro's maintenance standards that is in full compliance with Cummins Engine Standard (CES) 20085. Approval of the recommendation will ensure that an adequate supply of engine oil is available to maintain Metro's bus fleet requirements.

DISCUSSION

The engine oil under this procurement is needed throughout Metro to maintain and service its Compressed Natural Gas (CNG) bus fleet. The engine oil is changed out periodically in accordance with the engine manufacturer's preventative maintenance program requirements.

Engine oil will be purchased, maintained in inventory and managed by Material Management. As the engine oil is used, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of the Contract will ensure that all operating divisions and Central Maintenance have adequate inventory to maintain buses according to the bus engine manufacturer guidelines and Metro preventative maintenance program standards. Used engine oil generated in the maintenance of buses at Metro divisions is accumulated in storage tanks. These storage tanks are evacuated in accordance with Department of Toxic Substances Control accumulation regulations. Used oil is then transported by a licensed transporter and recycled at a permitted treatment storage and disposal facility. Used oil shipments and recycling activities are documented on a Uniform Hazardous Waste manifest to ensure the health and safety of residents of our local communities.

FINANCIAL IMPACT

The funding of \$252,000 for engine oil is included in the FY20 budget request under project 306002 Operations Maintenance under line 50406, Lubricant-Revenue Equipment.

Impact to Budget

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of engine oil supports Strategic Goal 1) Provide high-quality mobility options that enable people to spend less time traveling. Engine oil 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 services intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative not to authorize this contract modification is not recommended. It is imperative that Metro maintains continuity of having engine oil readily available to sustain its high quality bus fleet in order to continue offering the general public at-large safe and reliable transportation services.

NEXT STEPS

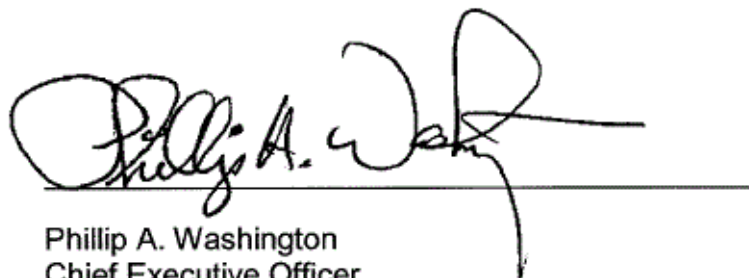
Metro will execute the contract modification to authorize additional funds and a schedule extension for 4.5 months for the continuation of delivery of engine oil through November 2019, while a new procurement is in process with the anticipation of a new contract to be awarded in December 2019.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Order Log
Attachment C - 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

ENGINE OIL
CONTRACT NO. VM67502000

1.	Contract Number: VM67502000		
2.	Contractor: Rosemead Oil Products, Inc.		
3.	Mod. Work Description: Four Months Schedule Extension & Additional Funds		
4.	Contract Work Description: Engine Oil for Metro Bus Fleet		
5.	The following data is current as of: 4/30/19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	02/03/17	Contract Award Amount: \$1,626,900
	Notice to Proceed (NTP):	01/30/17	Total of Modifications Approved: 6
	Original Complete Date:	02/02/19	Pending Modifications (including this action): 1
	Current Est. Complete Date:	11/30/19	Current Contract Value (with this action): \$2,041,600
7.	Contract Administrator: Lorretta Norris		Telephone Number: (213) 922-2632
8.	Project Manager: James Pachan		Telephone Number: (213) 922-5804

A. Procurement Background

This Board Action is to approve Contract Modification No. 7, issued in support of maintaining the safe and reliable operation of Metro's bus fleet, ensuring that operating divisions have adequate engine oil inventory to maintain the buses in accordance with Metro's maintenance standards that is in full compliance with Cummins Engine Standard (CES) 20085.

Contract Number VM67502000, Item Number 32, was approved by Metro's Board of Directors on January 26, 2017.

Rosemead Oil Products, Inc. (Rosemead) was the lowest responsive and responsible bidder for a not-to-exceed amount of \$805,281 inclusive of sales tax for the base year, and not-to-exceed amount of \$821,569 inclusive of sales tax for a one year option, for a Total Contract Value of \$1,626,850. An indefinite delivery, indefinite quantity (IDIQ) contract was awarded February 3, 2017.

A new replacement contract for VM67502000 was to commence on May 1, 2019. However, the procurement to award a replacement contractor was cancelled because the apparent low and bidder of that solicitation was deemed non-

responsive for not meeting Metro’s Commercial Useful Function (CUF) requirement. As a result, Metro is required to re-compete this acquisition requirement and extend the existing Contract with Rosemead.

To ensure daily bus fleet operations were not interrupted, Metro staff approved Modification No. 6 to extend the contract and utilize its full Contract Modification Authority (CMA) to increase the original Total Contract Value by \$162,700, from \$1,626,900 to \$1,789,600 (Refer to Attachment B – Contract Modification Log).

Contract Modification No. 7 extends bus fleet operations during the re-procurement phase and will be processed in accordance with Metro’s Acquisition Policy. The contract type remains an IDIQ.

Based on Metro’s forecasted usage reports the monthly engine oil burn rate is approximately \$59,100.

B. Actual Cost Data

The recommended price extension has been determined to be fair and reasonable based upon the Contractor’s agreement to maintain the existing firm fixed unit rate prices defined in the existing Contract. The existing Contract prices were deemed fair and reasonable based on adequate price competition. The table below reflects actual cost data of engine oil usage during the contract’s terms and the expected cost during the time extension.

Actual Monthly Engine Burn Rate*	Number of Months Additional Service Required	Estimated Mod #7 Amount	Metro ICE
\$59,100	4.25	\$252,000	\$251,175

*Refer to the 5th paragraph above under Procurement Background.

**CONTRACT MODIFICATION CHANGE LOG
METRO'S ENGINE OIL SUPPLIER/VM67502000**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	No Cost – Administrative Change	Approved	9/18/17	\$0
2	No Cost – Administrative Change	Approved	10/31/17	\$0
3	No Cost – Administrative Change	Approved	8/30/18	\$0
4	Exercised Option (From 2/3/18 – 2/2/19)*	Approved	3/14/18	\$0
5	Extended Contract schedule (From 2/3/19 – 4/30/19)	Approved	12/5/18	\$0
6	Extended Contract schedule (From 5/1/19 to 7/15/19) & Utilized CMA	Approved	3/29/19	\$162,700
7	Extend Contract schedule (From 7/16/19 - 11/30/19) and approve use of additional funds	Pending	Open	\$252,000
	Total CMA:			\$414,700
	Original Contract:			\$1,626,900
	Total:			\$2,041,600

*The Option amount of \$821,569 is inclusive in the Original Contract amount approved by the BODs.

DEOD SUMMARY

**ENGINE OIL
CONTRACT NO. VM67502000**

A. Small Business Participation

Rosemead Oil Products (a subsidiary of Safety-Kleen) made a 5% Disadvantaged Business Enterprise (DBE) commitment. The project is currently 91% complete. Rosemead’s current DBE participation is 0%, representing a 5% shortfall. Rosemead has committed to utilize All Petro Resources on the current modification.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that Rosemead is on schedule to meet or exceed its DBE commitment. If Rosemead is not on track to meet its small business commitment, Metro staff will request that Rosemead submit an updated mitigation plan. 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	5% DBE	Small Business Participation	0% DBE
----------------------------------	---------------	-------------------------------------	---------------

	DBE Contractors	Ethnicity	% Committed	% Participation
1.	All Petro Resources	Hispanic American	5.00%	0%
	Total		5.00%	0%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements 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 #: 2019-0152, File Type: Contract

Agenda Number: 33.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE JUNE 20, 2019

SUBJECT: A650-2015, HEAVY RAIL VEHICLE MODERNIZATION AND CRITICAL COMPONENT REPLACEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 4 for consultant Technical and Program Management Support Services for the A650 Heavy Rail Vehicle Modernization and Critical Component Replacement Program (MCCRP), Contract No. OP30433488, with LTK Engineering Services, extending the contract for a period of performance by ten (10) months in the not-to-exceed amount of \$993,693 for a new total contract value of \$5,488,530.

ISSUE

This contract extension for consultant Technical and Program Management Support Services is required to coincide with the contract extension granted to the Heavy Rail Vehicle Modernization and Critical Component Replacement Program (MCCRP) contractor (Talgo, Inc.). It includes the Mist Fire Suppression System (MFSS), and the Train-to-Wayside Communication (TWC) system into the project scope.

BACKGROUND

The primary objective of the project is to deliver safe, reliable, high quality, modernized HRV's on-time and within budget, and to create new jobs for Los Angeles County that can be tied directly to the Modernization Program.

To date the MCCRP contractor has been awarded three contract modifications, with one pending. The contract modifications exercised the contract option for 18 additional married-pairs, added a Fire Mist Suppression System, Train to Wayside Communication (TWC) system, and if approved by the Metro Board, will add the inspection and repair of truck frames to the original A650 Option Order Fleet. In aggregate, these contract modifications will result in a 10 month extension to the life of the project.

The approval of this Board action will adjust the term of the Consultant contract to match the Contractor's period of performance and will adjust the Consultant LOP to reflect the additional

engineering and technical support.

The Diversity and Economic Opportunity Department (DEOD) completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. LTK Engineering Services exceeded the goal by making a 30.74% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction.

FINANCIAL IMPACT

At the January 2019 Board Meeting, the Board approved an increase to the LOP from \$86,662,000 to \$99,061,908 (Legistar ID 2018-0670) for CP 206038 - A650 HRV Midlife Modernization Project. This amount includes funds for the HRV Modernization project and Contract Modification No.1, 2 and 3. There are also funds allocated for Professional Services, Metro Labor, and Project Contingency.

Impact to Budget

The \$993,693.22 needed for the contract extension will be budgeted upon reassessment of project cash flows and programming of additional funds.

Since this is a multi-year contract, the cost center Manager, Project Manager, and Senior Executive Officer, Vehicle Acquisition will be responsible for ensuring that Project costs are budgeted in future fiscal years. There will be no impact to the Fiscal Year 2019 or 2020 budgets due to the approval of this recommendation.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal #5 to Provide responsive, accountable, and trustworthy governance within the Metro organization. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The Board may choose not to approve these contract modifications. However, this alternative is not recommended as the consultant Technical and Program Management Support Services is required to provide Metro with expert professional engineering, technical, and program management oversight services as directed and required by Metro's Project Manager and Rail Vehicle Acquisition staff. This will ensure the Vehicle Contractor's performance is consistent with the delivery requirements of the MCCRP Contract.

NEXT STEPS

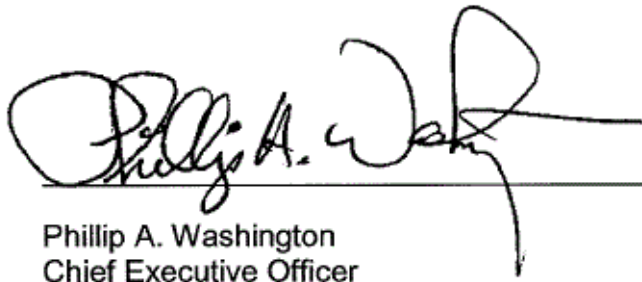
Upon Board approval, the contract modification will be exercised with LTK Engineering Services.

ATTACHMENTS

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

Prepared by: Andrew Kimani, Sr. Manager, Project Control, (213) 922-3221
Jesus Montes, Sr. EO, Vehicle Engineering & Acquisition, (213) 418-3277

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

EXTENSION OF CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF 74
A650 HEAVY RAIL VEHICLES/OP30433488

1.	Contract Number: OP30433488		
2.	Contractor: LTK Engineering Services		
3.	Mod Work Description: Extend the term of Technical and Program Management Support Services to coincide with the extension of the overhaul project.		
4.	Contract Work Description: Consulting Services for the A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program		
5.	The following data is current as of: 09.29.17		
	Contract Award:	11.1.16	Contract Award Amount: \$3,897,599
	Notice to Proceed:	11.23.16	Total Mods Approved: \$ 597,238
	Original Completion Date:	07.23.21	Pending Mods (with this action): \$ 993,693
	New Estimated Completion Date (with this action):	05.23.22	Current Contract Value (with this action): \$5,488,530
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213)922-7466	
7.	Project Manager: Andrew Kimani	Telephone Number: (213)922-3221	

A. Procurement Background

This Board Action is to extend the period of performance to provide technical and program management support services for the overhaul of 74 A650 Heavy Rail Vehicles under Contract OP30433488. The extension is necessary to support the overhaul project, which was extended due to the addition of the Mist Fire Suppression System and the Train-to-Wayside Communication system into the overhaul scope.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee.

On October 27, 2016, Metro's Board of Directors approved Board Report File 2016-0554 to LTK Engineering Services in the amount of \$3,897,599 for technical and program management services related to the overhaul of 38 A650 Heavy Rail Vehicles. On October 19, 2017 Board Report File 2017-0584 for the option to support the overhaul of the remaining 36 vehicles of the newest A650 fleet, was approved.

The intent of extending the consultant services is to provide Metro with expert professional engineering, technical oversight, and program management support to

ensure the overhaul contractor's performance is consistent with the delivery requirements of the contract throughout the duration of the project.

The recommended contract modification is to extend the technical and program management support services for the overhaul project by 10 months in the amount of \$993,693 increasing the Contract not to exceed price to \$5,488,530.

B. Cost/Price Analysis

ICE	Proposed	Recommended
\$1,530,000	\$1,032,879	\$993,693

The recommended price has been determined to be fair and reasonable for the extension of the technical and program management services supporting the A650 Heavy Rail Vehicle overhaul based upon fact finding, an Independent Cost Estimate (ICE), negotiations and adherence to the existing Contract defined rates.

This is a cost plus fixed fee contract. The direct labor rates for this extension were negotiated using the forward priced rate agreement and escalations established in the existing Contract. All newly proposed staff rates were validated with current payroll records. The overhead rates applied for this extension are consistent with the originally proposed provisional rates for the consultant and sub consultants. Due to the extension in the period of performance, the planned closeout audit for overhead rates will be augmented with an intermediate incurred cost audit to be performed during the Option period of the Contract.

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF
74 A650 HEAVY RAIL VEHICLES/OP30433488

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option to overhaul 18 additional A650 HRV married pairs	Approved	10.26.17	\$ 597,238
2	Administrative change to add staff to project	Approved	09.28.18	\$ 0
3	Administrative change to add staff to project	Approved	09.28.18	\$ 0
4	Time Extension	Pending		\$ 993,693
	Modification Total:			\$ 1,590,931
	Original Contract:			\$ 3,897,599
	Total:			\$ 5,488,530

DEOD SUMMARY

**EXTENSION OF CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF 74
A650 HEAVY RAIL VEHICLES/OP30433488**

A. Small Business Participation

LTK Engineering (LTK) made a 30.74% DBE commitment. The project is currently 37% complete and LTK's current DBE participation is 3.31%, which represents a 27.43% shortfall.

The Prime Contractor explained that while DBE participation was initially planned to occur through contract administration and scheduling review support, the bulk was to be achieved via document control support and in-plant inspections. LTK indicated that they are tracking on target for document control support, but inspections have been delayed due to the delayed start in production. To address this delay, LTK has modified its plan and will add additional full-time DBE inspectors to the project by the end of 2019, and to convert an LTK position for field support testing to a DBE. LTK reiterated its commitment to achieve a 30.74% DBE level by the end of the contract.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that LTK is on schedule to meet or exceed its DBE commitment. If LTK is not on track to meet its small business commitment, Metro staff will request that LTK submit an updated mitigation plan. 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	30.74% DBE	Small Business Participation	3.31% DBE
----------------------------------	-------------------	-------------------------------------	------------------

	DBE	Ethnicity	% Committed	Current Participation¹
1.	Ramos Consulting Services	Hispanic American	12.39%	2.94%
2.	Virginkar & Associates, Inc.	Subcontinent Asian American	18.35%	0.37%
Total			30.74%	3.31%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2019-0064, **File Type:** Contract

Agenda Number: 37.

REVISED
CONSTRUCTION COMMITTEE
JUNE 20, 2019

SUBJECT: INSPECTION OF STRUCTURES CONTRACT

ACTION: AWARD PROFESSIONAL SERVICE CONTRACT

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute a seven-year firm fixed price Contract No. AE133246000, with Alta Vista Solutions for the inspection of Metro structures including light rail, roadway, bikeway, and busway bridges, elevated stations, subway tunnels, and retaining walls comprising a base term of five years in the amount of \$6,248,047; two, one-year options in the amount of \$665,174 for option year one and \$1,318,399 for option year two, and \$130,223 for an additional 15 inspections to accommodate additional assets that may be brought on line during the life of the contract, for a combined total of \$8,361,846³ subject to the resolution of protest(s), if any; and
- B. APPROVING Contract Modification Authority specific to Contract No. AE133246000 in the amount of \$1,672,369 or 20% of the total contract value, to cover any unforeseen issues that may arise during the course of the contract.

ISSUE

Metro owns and operates structures that require periodic inspection to ensure public safety, and maintain reliability of the bus and rail system. There are approximately 241 structures that require on-going professional evaluation. Currently Metro’s existing staff is fully engaged and does not have the resources or specialized technical skills to carry out these tasks.

Award of this contract will enable Metro to supplement internal resources for the work detailed above, and to ensure that our inspection frequency meets the guidelines established by the National Bridge Inspection System (NBIS), and the National Rail Transit Tunnel (RTT) standards.

DISCUSSION

Metro executive management identified State of Good Repair as a priority for the agency. In order to

ensure that the assets required for safe operation of the rail and bus system are kept in good repair, it is necessary to provide periodic inspections of each asset on a rolling schedule. The national standard for bridge inspection frequency recommends evaluation every three years, and the federal guidelines for rail transit tunnels recommend inspection every five years. This contract is of sufficient duration to ensure that all required inspections are performed under the scope of this authority.

Findings

Professional engineering staff is required to perform structural evaluations, identify defects, provide recommendations to mitigate any identified flaws and provide condition assessments for Metro's Transit Asset Management (TAM) program. The firm selected demonstrates a high level of competence and experience in the technical requirements of these services. Alta Vista Solutions has put together a team of employees and expert subcontractors with the demonstrated ability to provide Metro with ratings of the structures consistent with our State of Good Repair reporting guidelines.

DETERMINATION OF SAFETY IMPACT

In order to comply with Federal regulations, Metro must evaluate the condition of all structures that have a potential safety impact. The structures in this statement of work will all be inspected, assessed, and given a condition rating consistent with the Federal Transit Administration Transit Economic Requirements Model (TERM) rating scale. The ratings and identified defects will be utilized to determine the need for targeted repairs to ensure safety and continuing State of Good Repair.

FINANCIAL IMPACT

The funding for 12 months of \$1,350,000 for this action is included in the FY20 budget in cost center 6821, Enterprise Transit Asset Management under projects 300022 (Rail Operations - Blue Line), 300033 (Rail Operations - Green Line), 300044 (Rail Operations - Red Line), 300055 (Gold Line), 300066 (Rail Operations - Expo Line), 301012 (Metro Orange Line) and 306001 (Operations Transportation), Account 50316 - Professional & Technical Services.

Since this is a multi-year contract, the Chief Risk, Safety and Asset Management Officer will be responsible for budgeting this expense in future years.

Impact to Budget

Approval of this action has no impact on the FY20 budget. Future fiscal year funding for this action will come from the Enterprise, General and Internal Service funds. No other sources of funds were considered since the structure inspections exclusively support rail and bus operations.

ALTERNATIVES CONSIDERED

Staff considered performing this work in-house; however, it was determined that Metro does not currently have available staff with experience and expertise in the specific disciplines required to perform this work as required.

NEXT STEPS

Upon Board approval of this action, staff will execute Contract No. AE133246000 with Alta Vista Solutions to provide inspections services of Metro's structures.

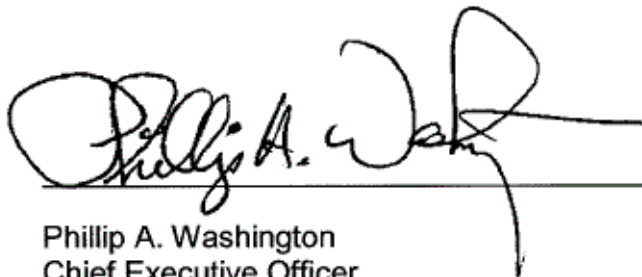
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Stephen Toms, Project Manager, Transit Asset Management, (213) 922-5548
Denise Longley, Deputy Executive Officer, Enterprise Transit Asset Management,
(213) 922-7294

Reviewed by: Vijay Khawani, Interim Chief Risk, Safety and Asset Management Officer, (213)
922-4035
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

INSPECTION OF STRUCTURES / AE133246000

1.	Contract Number: AE133246000	
2.	Recommended Vendor: Alta Vista Solutions	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB - 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: January 24, 2019	
	B. Advertised/Publicized: January 24, 2019	
	C. Pre-Proposal Conference: February 6, 2019	
	D. Proposals Due: February 28, 2019	
	E. Pre-Qualification Completed: May 10, 2019	
	F. Conflict of Interest Form Submitted to Ethics: March 6, 2019	
	G. Protest Period End Date: June 24, 2019	
5.	Solicitations Picked up/Downloaded: 83	Bids/Proposals Received: 4
6.	Contract Administrator: Ernesto N. De Guzman	Telephone Number: (213)-922-7267
7.	Project Manager: Stephen Toms	Telephone Number: (213)-922-5548

A. Procurement Background

This Board Action is to approve the award of Contract No. AE133246000 to Alta Vista Solutions, for a firm-fixed price of \$8,361,846, effective July 1, 2019 to June 30, 2026, for the inspection of Metro structures, including busway bridges, subway tunnels, subway stations, aerial structures and stations within the Metro Rail line system. The contract will consist of a base period of five years, with two, one-year options, and an option for 15 additional inspections to cover assets that could be brought on-line during the life of the contract. Options will be exercised at Metro's sole determination. Board approval of contract awards are subject to the resolution of any properly submitted protest(s).

On January 24, 2019 Request for Proposals (RFP) No. AE59461 was issued as a qualifications-based competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed price.

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

- Amendment No. 1, issued on February 7, 2019, provided updated insurance requirements, updated the list of Metro Structures to Inspect, and added further requirements to the Statement of Work;
- Amendment No. 2, issued on February 12, 2019, added item 13 to the list of solicitation exhibits (Certification of Prospective Contractor and Lower Tier Participant Regarding Debarment, Suspension, Ineligibility and Voluntary

Exclusion), and informed potential proposers of the availability of the Wayside Worker Protection course, and the Rail Safety Training course offered by Metro.

A pre-proposal conference was held on February 6, 2019 and was attended by 33 participants representing 29 firms. There were eight questions received during the questions and answers phase and responses were provided prior to the proposal due date. There were 83 potential proposers who downloaded the RFP and were included in the plan holders' list. Four proposals were received on the due date of February 28, 2019 from the following firms listed in alphabetical order:

1. ABA Global
2. Alta Vista Solutions
3. Falcon Engineering Services
4. Rail Surveyors and Engineering, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transit Asset Management Department was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Past Experience and Technical Expertise 60 points
- Workplan and Approach 40 points

Several factors were considered when developing these weights, giving the greatest importance to Past Experience and Technical Expertise. The evaluation criteria are appropriate for this procurement and are consistent with criteria developed for previous similar procurements. As this is an Architectural & Engineering (A&E) qualifications-based procurement, price was not used as an evaluation factor pursuant to state and federal laws.

The PET conducted its independent evaluation of the proposals from March 6 through March 19. Of the four proposals received, three were found to be technically qualified. Proposer interviews were held on March 26, 2019. The proposing firms were given an opportunity to present their teams' qualifications and understanding of the requirements of the RFP. Metro's PET also asked questions which required each firm to explain in detail their technical approach and understanding of the Statement of Work. Each proposing firm had the opportunity to explain and demonstrate their knowledge of the national bridge and tunnel rating systems, describe in detail their Quality Assurance and Quality Control (QA/QC) process, highlight innovative inspection techniques and to show their ability to meet the required schedule for final inspection reports for each structure.

At the conclusion of the interviews, the final scoring determined Alta Vista Solutions to be the highest qualified proposer.

Qualifications Summary of Recommended Firm.

Alta Vista is an engineering and inspection firm with more than 10 years of experience in performing structural inspections on bridges, tunnels, rail, facilities, retaining walls, large suspension bridges, and ancillary structures.

Alta Vista has successfully performed in-service structural inspections on numerous projects, including the Vincent Thomas Bridge in Los Angeles, the Doyle Drive (Presidio Parkway) tunnels in San Francisco, the Verrazano-Narrows Bridge in New York City, Grand Central Terminal Train Shed in New York City, and Stevenson Bridge in Northern California. Alta Vista is currently responsible for performing bridge inspections for the Long-Term Bridge Performance (LTBP) program, the Federal Highway Administration’s (FHWA) program to collect bridge data on more than 1,600 bridges in 42 states and used to develop reliable deterioration models.

Alta Vista’s proposal includes three DBE sub-contractor teams who specialize in structural inspections, including bridges, tunnels, tracks, platforms, and retaining walls. These teams are made up of structural engineers, structural inspectors, and professional staff who demonstrated high levels of understanding of Metro’s needs. Each team has between 10 to 25 years of experience in their field.

Alta Vista’s proposal presented the most comprehensive plan with regard to prevailing wage requirements, innovative technologies and managing through the limited availability of inspection times. Overall, Alta Vista’s proposal offered a strong leadership, the most extensive professional background in structural inspection projects, and recognition of the challenging schedules.

The following is a summary of the PET’s evaluation scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Alta Vista Solutions				
2	Past Experience and Technical Expertise	76.10	60%	45.66	
3	Workplan and Approach	79.42	40%	31.77	
4	Total		100.00%	77.43	1

5	Falcon Engineering Services				
6	Past Experience and Technical Expertise	57.21	60%	34.33	
7	Workplan and Approach	53.32	40%	21.33	
8	Total		100.00%	55.66	2
9	Rail Surveyors and Engineering				
10	Past Experience and Technical Expertise	65.21	60%	39.13	
11	Workplan and Approach	32.78	40%	13.11	
12	Total		100.00%	52.24	3

C. Cost/Price Analysis

The negotiated amount of \$8,361,846 is \$3,698,876 above Metro's original Independent Cost Estimate (ICE) of \$4,662,970. However, the original ICE had been underestimated as it inadvertently did not include the two option years and the fifteen (15) supplemental inspections. Furthermore, subsequent to the development of the ICE, a major change occurred in track availability for inspections. Metro's rail procedures for track allocation had changed resulting in a significant impact to inspection availability which will require the contractor to spend additional hours of travel, scheduling, and standby to fully meet the requirements of the contract. Much of this time will be subject to overtime wages as determined by the Department of Industrial Relations. Therefore, the initial ICE was re-evaluated to include these costs and added corresponding hours for administrative project management and labor compliance. The adjusted ICE including all of the above adjustments is \$8,326,705.

When compared with the adjusted ICE of \$8,326,705 and after a cost analysis, technical evaluation, fact finding, clarifications and negotiations, the negotiated contract amount of \$8,361,846 is considered fair and reasonable.

	Proposer Name	Proposed Amount	Metro ICE	Negotiated Amount
1.	Alta Vista Solutions	\$13,983,233	\$4,662,970	\$8,361,846

D. Background on Recommended Contractor

The recommended firm, Alta Vista Solutions, is an engineering and structural inspection firm with a location in the City of Los Angeles. The firm has spent the last ten years performing structural inspections on bridges, tunnels, rail facilities, and ancillary structures nationwide.

DEOD SUMMARY

INSPECTION OF STRUCTURES / AE133246000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Alta Vista Solutions exceeded the goal by making a 27.52% DBE commitment.

Small Business Goal	27% DBE	Small Business Commitment	27.52% DBE
----------------------------	----------------	----------------------------------	-------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Morgner Construction Management	Hispanic American	19.58%
2.	Mammoth Associates, LLC	Caucasian Female	7.94%
3.	Southstar Engineering & Consulting, Inc.	Hispanic American	TBD
	Total Commitment		27.52%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2019-0397, **File Type:** Program**Agenda Number:** 39.

**CONSTRUCTION COMMITTEE
JUNE 20, 2019****SUBJECT: METRO SUSTAINABLE ACQUISITION PROGRAM****ACTION: AUTHORIZE PROGRAM IMPLEMENTATION****RECOMMENDATION**

AUTHORIZE the implementation of an enterprise-wide Metro Sustainable Acquisition Program.

ISSUE

Sustainability is a core value at Metro and our agency is committed to ensuring that our public transportation system is planned, built, operated, and maintained in a way that encourages beneficial and restorative changes to local communities and the environment. The 2009 Board adopted Environmental Policy commits Metro to “applying sustainable principles and practices in our planning, construction, operations, and procurement to protect the environment for present and future generations.” This policy principle acknowledges the social and environmental impacts that exist within Metro’s supply chain and commits to the taking of steps to mitigate those impacts by integrating sustainability principles into the Agency’s acquisition activities as close to cost neutral as possible. Implementation of the commitments resulting from the 2016 Board Motion 57: *Environmental & Sustainability Efforts to Further Metro’s Goals to Reduce Emissions, Clean the Air & Improve Urban Areas* would be further enhanced by a sustainable acquisition program.

BACKGROUND

Metro has already implemented a robust Disadvantaged Business Enterprise and Small Business Enterprise (DBE/SBE) program that incorporates many ‘social’ considerations into Metro’s acquisition processes. Through this Board action, Metro will enhance the agency’s ‘green’ acquisition practices to ensure that environmental principles consistently inform acquisition decisions. The Sustainable Acquisition Program (Program) provides for a more structured and comprehensive approach to considering the environmental, social, and ethical impacts of the agency’s acquisition activities. The Program will operationalize commitments in Metro’s Environmental Policy, advance Metro’s sustainability initiatives, and continue Metro’s leadership on sustainability both regionally and among transit agencies nationally. This effort is consistent with current Federal and State directives to public agencies to consider the environmental impacts of products purchased, such as California’s AB 262:

Buy Clean California Act and those that are required by code such as the California Green Building Code.

The Sustainable Acquisition Program Framework discussed herein outlines the program approach, development process, and how Metro will leverage internal procedures to achieve our sustainability objectives contained within Metro Policies and commitments outlined in the staff response to the 2016 Board Motion 57.

DISCUSSION

Sustainable acquisition is a holistic strategy that adds considerations for the environmental, ethical, and social impacts of an organization's supply chain to the acquisition planning and selection criteria of price, quality, and functionality. Metro's Sustainable Acquisition Program will consider the direct social and environmental impacts of products and services, as well as the operational practices of vendors along key points in the supply chain, for Metro's three primary acquisition areas: Supply Chain, Professional Services, and Construction.

In the Fall of 2018, a baseline assessment was conducted on Metro's existing policies, specifications, processes, and programs to determine the current state of Metro's sustainable acquisition activities. Interviews were conducted with end users throughout the organization to identify existing sustainable acquisition achievements, challenges, and opportunities. This assessment concluded that there are numerous "ad-hoc" examples of successful sustainable acquisition across the Agency, such as fleet electrification, green cleaning chemicals, and the use of renewable natural gas. Metro has an opportunity to enhance its impact in these areas by creating a comprehensive Sustainable Acquisition Program that will connect existing initiatives.

Metro's Sustainable Acquisition Program will utilize a top-down, enterprise-wide approach to implement tools and processes that ensure social and environmental considerations and regularly inform the agency's acquisition decisions. A Three-Year Implementation Strategy has been developed and outlines the program goals that will guide program implementation.

Program Vision

Acquisition at Metro is a catalyst for social and environmental innovation in the transportation industry, leading to a low carbon, circular, and inclusive economy.

Three Year Program Goals

Goal 1: Metro will build a best practice Sustainable Acquisition Program that aligns with established standards and is recognized within its industry.

Goal 2: Sustainability will be regularly and meaningfully incorporated within specifications or considered as an element of acquisition decision-making criteria.

Goal 3: Metro will see improved sustainable performance and positive social impacts as a result of acquisition activities, particularly in the areas of waste reduction and recycling, GHG reductions, energy efficiency, water, and resource conservation.

This approach to acquisition will help protect the agency from potential supply chain and regulatory risks and will pave the way for eco-efficiency benefits, improved employee engagement, and supplier innovation.

DETERMINATION OF SAFETY IMPACT

Metro already has processes in place to ensure the safety of all new services and supplies acquired for use. The Sustainable Acquisition Program will align with, and in some cases enhance, the existing processes to consider safety in the acquisition decision making process. The Sustainable Acquisition Program is also expected to improve safety and security for employees and customers by reducing toxic materials, improving air quality, and supporting local economic development.

FINANCIAL IMPACT

The funding for the implementation of this program for the remainder of FY19 is included in Project 450002, 1.01, Sustainable Design Guidelines and Policy Implementation, Cost Center 8420.

Since this is a multi-year program, the cost center manager and Chief Program Management Officer will be responsible for budgeting for costs in future years.

Impact to Budget

The financial goal of Metro's Sustainable Acquisition Program is to incorporate the principles in all acquisition and procurement activities to as close to cost-neutral to the agency as possible. The specific impacts will be assessed on an acquisition by acquisition basis, as implementation is phased -in over three or more years. Metro remains committed to fiscal responsibility and can use a lifecycle assessment approach to analyze acquisition options and find the most cost-effective and cost-efficient alternatives.

The Program will also provide a proactive and structured process for considering sustainability alternatives up front and integrate them into budgeting, specification development, technical requirements, and the construction planning-design-engineering process. This strategy mitigates the potential cost increases of adding these principles later in a project or product life cycle.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Program supports the implementation of Metro's Strategic Plan Goals, with specific alignment to:

Initiative 5.2 - Exercise good public policy judgment and sound fiscal stewardship;

Initiative 5.4 - Apply prudent commercial business practices to create a more effective agency;

Initiative 5.5 - Expand opportunities for businesses and external organizations to work for Metro.

The Sustainable Acquisition Program will support these strategic goals by:

- 1) Aligning with Federal and State sustainable procurement directives;
- 2) Generating cost-savings and reducing the prevalence and cost of change orders to retroactively incorporate sustainability considerations;
- 3) Improving organizational efficiency and safety by improving the process for integrating sustainability considerations into the acquisition process; and;
- 4) Supporting the ongoing DEOD programs to create business opportunities in the local community.

Proposed Approach (Direction & Decentralized Model): The proposed Sustainable Acquisition Program approach is based on a directional and decentralized program model, which allows each acquisition to determine program applicability and relevant considerations individually. This approach was developed through collaboration between Vendor Contract Management and the Environmental Compliance and Sustainability Departments, with substantial input from Metro departments and stakeholders. The proposed approach also incorporates industry-standard best practices and lessons -learned from other transit and public agency programs. These considerations played a key role in forming the program structure and establishing the following foundational program principles:

- The new program requirements must not increase acquisition cycle time;
- Any new procedures must be easy to follow and integrate with the existing acquisition processes and must not conflict with Acquisition Policies and Procedures;
- The program must not limit open and fair competition among the vendor community.

ALTERNATIVES CONSIDERED

The following alternative options were considered during the development of this program, but are not recommended:

Alternative 1 (Status Quo Approach): No change to current practices and sustainable acquisition efforts will continue in an ad-hoc or opportunistic manner only, which has proven to be successful in

many instances. This approach lacks a lifecycle-driven sustainable acquisition program, Metro could be paying a premium to implement sustainable measures retroactively and/or sustainable opportunities could be missed or deemed less important.

Alternative 2 (Prescriptive Approach): A “prescriptive” program is the opposite of a “directional” program. A prescription approach pre-sets the requirements for sustainability whereas a directional approach identifies the direction the organization wants to head, using goals and objectives that are set and measured on an annual basis. In practice, a prescriptive approach would rely exclusively on specific standards or specifications for targeted product/service categories, which are continually evolving and changing. A directional approach would use the ingenuity of Metro and our network of consultants, contractors, and suppliers to determine the best sustainable solution for each acquisition. A directional approach is preferred as it will drive innovation.

Alternative 3 (Centralized Approach): A centralized program approach would rely on subject matter experts within Metro to champion the Sustainable Acquisition Program for the entire organization. Conversely, the recommended decentralized approach will have employees throughout the organization championing and contemplating sustainable options for acquisitions and other activities related to operations and construction.

A direction and decentralized Sustainable Acquisition Program will allow all our stakeholders to be a part of the solution, achieve desired procurement and acquisition outcomes, while ensuring that our agency’s sustainability goals are achieved.

Staff presented the principles of the Sustainability Acquisition Program to the Metro Sustainability Council in November 2018 and January 2019; and had requested input for incorporation into the final Sustainability Acquisition Program Framework report in March and April 2019. Staff did not receive any comments.

NEXT STEPS

On Board approval, staff will proceed with the implementation of the Sustainable Acquisition Program that includes:

1. Staff resourcing;
2. Development and implementation of a Sustainable Acquisition Program Communication Plan;
3. Creation of a Metro Sustainable Acquisition Working Group;
4. Identification of opportunities to implement the sustainable acquisition principles and implement in those procurements;
5. Creation of training strategy and materials for internal and external stakeholders and vendors.

During implementation, staff will continue to build out the program tools, processes and procedures, and staff engagement/training, reporting, and monitoring. This set of implementation tactics will follow

the timeline and approach outlined in the 3-Year Implementation Strategy.

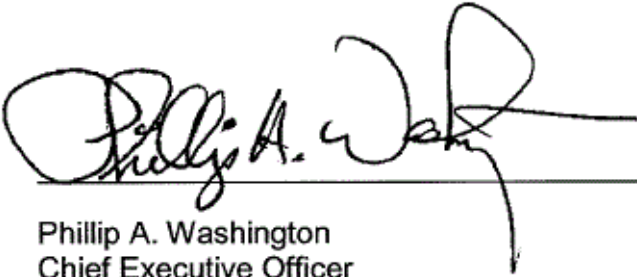
ATTACHMENTS

Attachment A - Sustainable Acquisition Program Framework

Prepared by: Cris B. Liban, EO, Environmental Compliance and Sustainability,
(213) 922-2471

Carolina Coppolo, EO, Vendor/Contract Management, (213) 922-4471

Reviewed by: Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer



Sustainable Acquisition Program Framework

Metro Sustainable Acquisition Program

April 2019

Prepared for Metro by:





Table of Contents

Executive Summary	3
1.0 Introduction	6
2.0 Program Focus and Structure	7
<i>2.1 Sustainable Acquisition Program Framework</i>	8
<i>2.2 Sustainable Acquisition Key Impact Priorities</i>	8
<i>2.3 General Approach to Sustainable Acquisition</i>	9
3.0 General Roles and Responsibilities	10
4.0 Program Review and Reporting	12
Attachments	13
<i>Three-Year Implementation Plan</i>	Attachment 1
<i>Communication & Training Plan</i>	Attachment 2
<i>High-Impact Acquisition Opportunity List</i>	Attachment 3
<i>Measures and KPIs</i>	Attachment 4



Metro™

Executive Summary

Sustainability is a core value at Metro. The Agency is committed to ensuring its public transportation system is planned, built, operated, and maintained in a way that encourages positive and restorative changes to local communities and the environment. This includes acknowledging the social and environmental impacts that exist within its supply chain and taking steps to integrate sustainability considerations into the Agency's acquisition activities.

Metro has implemented a robust Disadvantaged Business Enterprise and Small Business Enterprise (DBE/SBE) program, which incorporates social considerations into select acquisition activities. This program has earned the Agency national recognition. As a next step, Metro seeks to formalize and enhance its existing green and sustainable acquisition efforts in order to achieve similarly impressive environmental impacts.

A formalized Sustainable Acquisition Program (Program) ensures that social and environmental considerations regularly inform acquisition decisions, helping to reduce corporate impacts and risks, as well as drive industry innovation.

For Metro, a Sustainable Acquisition Program means that:

1. In addition to competitive price, quality, and functionality, Metro will factor practical sustainable features such as reduced GHG emissions, reduced product toxicity, improved packaging, or similar sustainability benefits into acquisition decisions.
2. Acquisition decisions will increasingly consider environmental, social, ethical, and financial factors while working within the limits of Metro's legal and regulatory responsibilities.
3. In addition to specifying sustainability features for a specific product or service, Metro will also seek to promote good sustainability practices within its vendor communities.

Conceptual Program Vision

Acquisition at Metro is a catalyst for social and environmental innovation in the transportation industry, leading to a low carbon, circular, and inclusive economy.

Three Year Program Goals

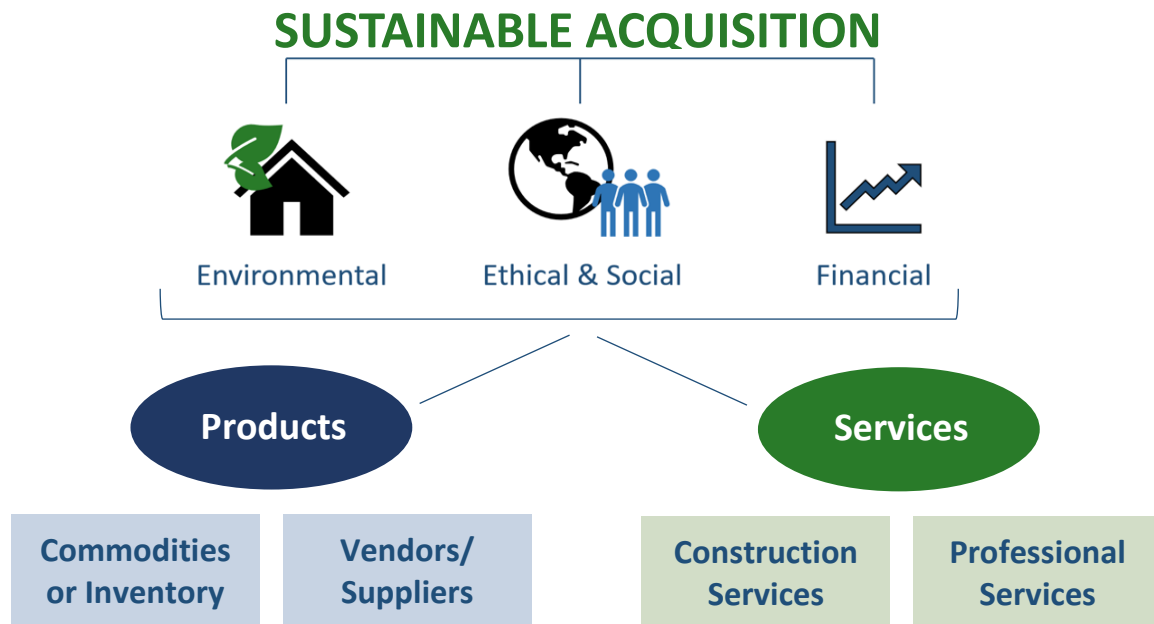
Goal 1: Metro will build a best practice Sustainable Acquisition Program that aligns with established standards and is recognized within its industry.

Goal 2: Sustainability will be regularly and meaningfully incorporated within specifications or as an element of acquisition decision-making criteria.



Metro™

Goal 3: Metro will see improved sustainable performance and positive social impacts as a result of acquisition activities, particularly in the areas of waste reduction and recycling, GHG reductions, energy efficiency, water, and resource conservation.



Pillars of Sustainable Acquisition

Metro’s Board of Directors has adopted a series of policies that commit to operating in an environmentally and socially responsible manner such as the Environmental Policy, Green Construction Policy, Renewable Energy Policy, and various other sustainability policies. These policies guide Metro’s planning, construction, operations, and acquisition protocols.

The Sustainable Acquisition Program will operationalize the directives contained in the Agency’s sustainability policies and advance Metro’s existing sustainability initiatives by broadening and deepening considerations related to sustainability in the acquisition process. The Program will be comprised of 10 key elements, summarized below.



Metro™



Framework
Summary



3-Year
Implementation
Plan



High Impact
Acquisition
Opportunities



Communication



Program
Measure



Acquisition
Toolkit



Procedures



Code of
Conduct



Training



Performance &
Compliance

Sustainable Acquisition Program Elements

Four Program elements have already been developed and are included in the Sustainable Acquisition Program Framework:

1. Three-Year Implementation Plan
2. Communication & Training Plan
3. High Impact Acquisition Opportunity List
4. Measures and KPIs

These four program elements are provided in full in the Attachments to this document and will inform program implementation and roll-out. The balance of this document provides more information on the program scope, development approach, roles, and reporting expectations contained within the recommended Sustainable Acquisition Program.



Metro™

1.0 Introduction

Sustainable acquisition is all about organizations and their people adopting a mindset that considers sustainability risks and opportunities when specifying and procuring goods and services. Sustainable acquisition aims to integrate reasonable and relevant sustainability considerations into existing processes, to compliment and optimize what is already being done, in alignment with policy initiatives within the organization and from other levels of government. As a result, sustainable acquisition can help protect Metro from potential supply chain risks, including business disruption, regulatory risks, or rising prices due to resource scarcity, and it will enhance Metro's reputation as a management leader in the public transportation sector.

Metro's Environmental Policy (2008) commits the Agency to "procuring products and services consistent with State and federal laws and regulations and in a manner that protects human health and the environment but not neglecting the efficient delivery of quality public transit services within our financial ability."

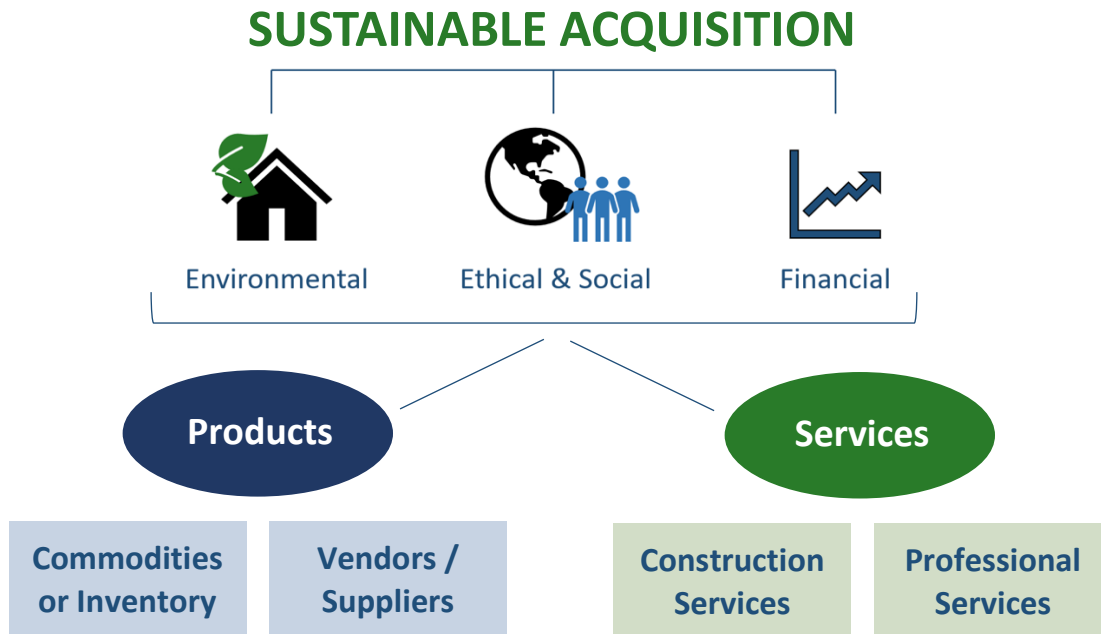
The Sustainable Acquisition Program will formalize these activities and bring a more structured approach to considering the environmental or social risks and opportunities within significant spend categories or significant projects. It will do this by providing staff with tools to use when developing specifications and training on how to apply those tools. The Program will establish a framework to track the overall financial, environmental, and social impacts that result from these collective efforts. Ultimately, the Program is intended to support the sustainability policies and program goals previously established by the Board and senior leadership.



Metro™

2.0 Program Focus and Structure

Sustainable acquisition considers the potential social and/or environmental impacts of products and services, as well as the management and operational practices of vendors along key points in the supply chain.



Pillars of Sustainable Acquisition

Sustainable acquisition promotes Metro’s desire to obtain products and services that offer competitive prices, are of good quality, are fit for functionality, and feature practical sustainable features and benefits, all while maintaining a commitment to fiscal responsibility. Additionally, sustainable acquisition means that Metro wants to encourage vendors to adopt sustainability practices in their operations.

The Sustainable Acquisition Program will follow a top-down enterprise-wide approach. Sustainable acquisition is not limited to certain product and service categories and can be considered when acquiring products and services for any of Metro’s departments.

Effective and impactful sustainable acquisition will ultimately be enabled through a partnership among all of Metro’s departments. In partnership with V/CM and ECSD, program success and impact will depend on strong support from internal client departments, as these groups make critical decisions around product, service, and project requirements.



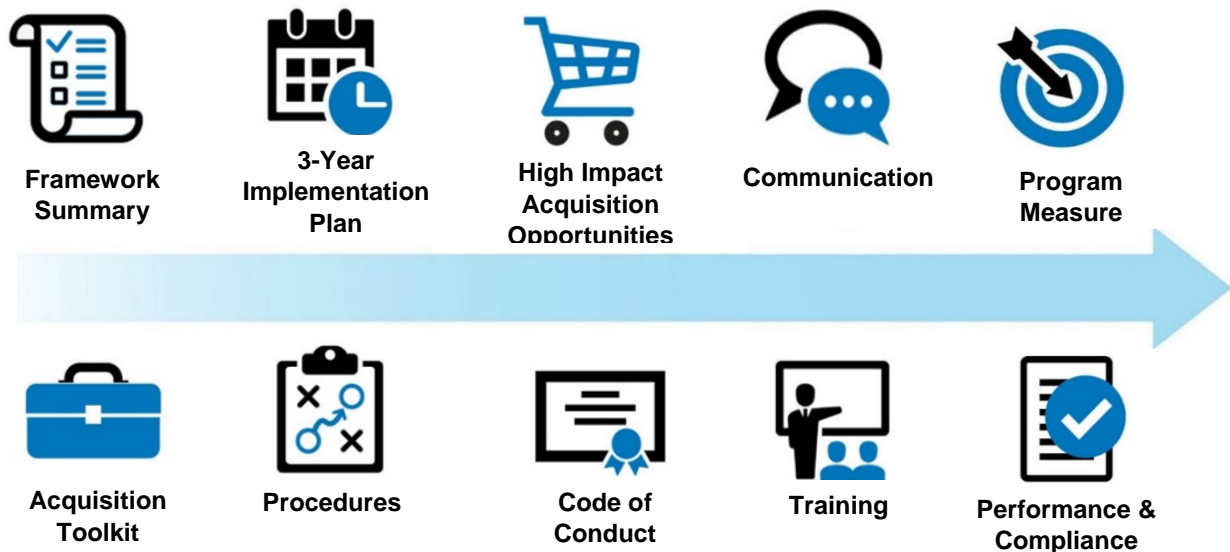
Metro™

2.1 Sustainable Acquisition Program Framework

While a full-scale, comprehensive Sustainable Acquisition Program will include the 10 key elements identified in the graphic below, four program elements have already been developed as part of the program framework:

1. Three-Year Implementation Plan
2. Communication & Training Plan
3. High Impact Acquisition Opportunity List
4. Measures and KPIs

The development of these initial program elements establishes a roadmap for transitioning from the program design phase to the next phase of program implementation. The Program roll-out will begin with the Three-Year Implementation Plan, contained in Attachment 1. Further design and development of the remaining program elements will take place in Phase Two. The elements developed in Phase One are presented in full in the Attachments to this report.



Sustainable Acquisition Program Elements

2.2 Sustainable Acquisition Key Impact Priorities

Sustainability encompasses a broad range of issues including environmental preservation, social responsibility, and maintaining economic vitality. While Metro will consider a range of potential sustainability issues when and where relevant, the Sustainable Acquisition Program will focus on:



Metro™

1. Reducing energy use and associated greenhouse gases (GHG) emissions;
2. Limiting air pollution and conserving water;
3. Promoting zero waste, and the use of safer materials and chemicals;
4. Continuing to promote small and medium size business participation;
5. Continuing to promote standards for safe working conditions, fair labor practices and ethical corporate behavior.

When practical, acquisitions will be considered from a sustainability perspective, considering efficiencies and savings gained through the use of more sustainable goods and services over the life cycle of the project or product. The depth and complexity of sustainability evaluations will be in alignment with the value, potential risk, and impact of the acquisition. Large complex projects will receive a greater level of assessment and due diligence.

2.3 General Approach to Sustainable Acquisition

Metro will take the following approach to further designing, building, and implementing the Sustainable Acquisition Program:

1. Any sustainability considerations must comply with Metro's approved Acquisition Policy and all applicable statutes, regulations, ordinances, and codes;
2. Metro will establish a cross-functional Sustainable Acquisition Working Group to develop tools, resources, and training materials to support program implementation and inform staff on how to integrate appropriate and applicable environmental and social considerations into specifications and requirements;
3. Metro will develop approaches to Life Cycle Costing and Total Cost of Ownership based on best practices and as part of the development of broader Sustainable Acquisition tools, resources, and training;
4. Where appropriate, reasonably consider the life cycle costs as well as the environmental and social impacts of the products and services Metro buys, and the projects Metro builds, as early as possible in the planning stages, and to meaningfully integrate appropriate social and environmental criteria and standards into product and service specifications;
5. Meaningfully consider the sustainability practices of vendors within the acquisition process, in addition to the specific characteristics of their products or services;
6. Review and consider products, services, and project categories that have high sustainability risk or opportunity associated with their lifecycle and then develop specific guidelines or standards that will drive sustainability performance improvements in these categories;
7. Provide information to disadvantaged, small, and medium sized business enterprises regarding best practices, resources, and initiatives in the area of sustainability;



Metro™

8. Continuously play a leadership role in the region by collaborating with other local agencies, sectors, and industry leaders to advance the Sustainable Acquisition Program and stimulate sustainability innovation and transformation in the marketplace;
9. Communicate with vendors regarding best practices, resources, and initiatives in the area of sustainability;
10. Review and update guidelines and/or specifications related to sustainability on a periodic basis in order to meet best practices in green construction.
11. Consider and apply construction contract requirements and performance structures to ensure that sustainability requirements are met;
12. After establishing an Agency-wide baseline, set specific goals, measures, and targets that are regularly reported to the Board and then monitor the performance and impact of the Sustainable Acquisition Program.

3.0 General Roles and Responsibilities

A successful Sustainable Acquisition Program is a partnership among all of Metro's departments. The Program will ultimately be delivered in collaboration with internal client departments, the vendor community, and other stakeholders. Initially, ECSD and V/CM will co-lead the ongoing development and implementation of the Program. Specific roles and responsibilities are envisioned as follows:

Board, the CEO, and Senior Leadership Team

- Incorporate sustainability life cycle costing approaches into the budget process;
- Develop long-range strategic plans for sustainability and sustainable acquisition;
- Approve annual goals and targets that flow down through the organization and work to meet the short, mid and long-range plans for sustainability.

Chief Vendor/Contract Management Officer

- Serve as partner organization for the Sustainable Acquisition Program within Metro to enable continuous improvement and periodic benchmarking;
- Help align the Sustainable Acquisition Program with other Metro programs and initiatives;
- Support the sustainable procurement community through professional associations.

EO / Environmental Compliance and Sustainability Staff

- Assist in the implementation of the programmatic elements of the Sustainable Acquisition Program and align the same to the goals and objectives of the Environmental Policy through Metro's Environmental Management System;



Metro™

- Work with Metro Senior Leadership in developing Sustainable Acquisition Program elements and act as nexus to the implementation of these elements and best practices in the Planning, Design, Construction, and Operations and Maintenance of Agency infrastructure and assets;
- Incorporate the principles and practices of sustainable acquisition in the sustainability program of the Agency; and
- Track progress and report to the Board on overall Agency sustainability performance, including those metrics that are impacted by the Sustainable Acquisition Program.

Vendor Contract Management Staff

- Ensure that solicitations and contracts meet established processes and requirements;
- Communicate with client staff reminding them to incorporate relevant sustainability considerations into solicitations and contracts;
- Help coordinate education of Metro staff and vendors on sustainable acquisition practices and assist with data collection, compliance, and monitoring;
- Seek opportunities to recommend training for sustainable acquisition.

Departmental Chiefs

- Support utilization of the Sustainable Acquisition Program's guiding principles during project planning, contract/purchasing decisions, and standards/specifications development;
- Ensure project, program, and operations budgets are based on life cycle costing;
- Support and participate in Program targeted data collection and reporting;
- Support and participate internal collaboration that facilitates acquisition and process efficiencies;
- Ensure Sustainable Acquisition and related employee trainings;
- Support staff time for contributing to Sustainable Acquisition pilot projects.

Internal Departments and End Users

- Apply sustainable acquisition best practices when setting or reviewing mandatory or desirable specifications for products, services, or materials;
- Utilize sustainable acquisition best practices during project planning to deliver on Environmental Management System (EMS) requirements under ISO 14001, as well as other sustainability criteria;
- Plan and advocate for budgets that support life cycle costing;
- Contribute to sustainable acquisition data collection as requested;
- Seek opportunities for profession-specific sustainability training.

Project Managers, Planning Staff, and Design Professionals

(e.g. Architects, Engineers, and Landscape Architects)



Metro™

Within their scope of work, and when applicable:

- Incorporate sustainable acquisition best practices and prioritization strategies into project design, vendor selection, and material/product specifications;
- Utilize sustainable acquisition best practices during project planning and when revising standard drawings, details, and specifications;
- Plan and advocate for project budgets that support life cycle costing;
- Monitor project contractors, consultants, vendors, and suppliers on Sustainable Acquisition Program requirements and compliance;
- Contribute to sustainable acquisition targeted data collection as requested;
- Seek opportunities for profession-specific sustainability training.

All Metro Employees

Within their scope of responsibilities, and when applicable:

- Select goods and services which align with Sustainable Acquisition Program best practices;
- Contribute to sustainable acquisition targeted data collection as requested;
- Seek opportunities for sustainable acquisition training.

4.0 Program Review and Reporting

The Program will be reviewed every three years to ensure that it remains current with best practices and aligns with emerging Metro acquisition policies, procedures, and related programs.

Staff will report regularly to the Board on progress towards a defined set of Sustainable Acquisition goals and targets, with support and data from Sustainable Acquisition Program partners, internal client departments, and ECSD. V/CM and Program partners will use performance results, data from any internal audit functions, and stakeholder input to facilitate improvement of the Program and implement process efficiencies.

Key Performance Indicators (KPIs) will be reported periodically as part of Metro's ***Energy and Resource Report***. To enable effective reporting, Metro will invest in processes to automate spend and impact data, supplier evaluation tracking and other reporting tools in alignment with best practice management practices.



Attachments

Metro Sustainable Acquisition Program



ATTACHMENT 1

Three-Year Implementation Plan

Metro Sustainable Acquisition Program

APRIL 2019



Metro™

Three-Year Implementation Plan

Metro Sustainable Acquisition Program

The Sustainable Acquisition Program Three-Year Implementation Plan has been created as a tool for the agency to build and implement Metro's Sustainable Acquisition Program. The Implementation Plan outlines a conceptual vision and three program goals to provide high-level direction for the program. The Implementation Plan also identifies six objectives to advance Metro towards achieving the program goals. A series of tasks and activities are linked to each of the objectives and summarized in section four below. Success is dependent on working closely with end users, key internal support groups within Metro, and ultimately vendors across the supply chain.

The Three-Year Implementation Plan includes the following elements:

1. Conceptual Program Vision
2. Program Goals and Objectives
3. Activation Steps for the First 3-6 Months
4. Three-Year Sustainable Acquisition Program Implementation Plan

1. Conceptual Program Vision

Acquisition at Metro is a catalyst for social and environmental innovation in the transportation industry, leading to a low carbon, circular, and inclusive economy.

2. Program Goals and Objectives

The Implementation Plan outlines three program goals and six objectives with supporting actions to realize Metro's Sustainable Acquisition Program Vision.

Three-Year Goals:

Goal 1: Metro will build a best practice Sustainable Acquisition Program that aligns with established standards and is recognized within its industry.

Goal 2: Sustainability will be regularly and meaningfully incorporated within specifications or as an element of acquisition decision-making criteria.

Goal 3: Metro will see improved sustainable performance and positive social impacts as a result of acquisition activities, particularly in the areas of waste reduction and recycling, GHG reductions, energy efficiency, water, and resource conservation.



Objectives:

O1. Build Staff Understanding: Ensure staff at all levels have appropriate knowledge and technical tools to effectively implement the Sustainable Acquisition Program.

O2. Implement Tools and Procedures: Update, develop where required, and consistently apply Sustainable Acquisition criteria and tools.

O3. Increase Routine Sustainable Acquisitions and Quick Wins: Identify and routinely carry out 'quick win' sustainable acquisition opportunities.

O4. Pursue High-Impact Acquisition Opportunities: Identify and pursue high-impact sustainable acquisition opportunities.

O5. Engage Key Stakeholders: Ensure suppliers and other external stakeholders are adequately informed about, and appropriately consulted on, Metro's Sustainable Acquisition Program.

O6. Monitor, Evaluate, and Plan: Implement measurements to monitor and update progress to support continual improvement.



3. Activation Steps for the First 3-6 Months

The following table identifies five actions to be taken in the 3-6 months following program approval.

Action	Potential Lead
1. Secure Adequate Resourcing to begin Program Implementation: Secure Senior Leadership Team support for budget allocations required for program development and implementation.	V/CM and ECSD
2. Roll-Out the Communication Plan: Update as required and implement the Communication & Training Plan to support the uptake of the overall program and ensure that relevant internal and external stakeholders are informed about Sustainable Acquisition responsibilities and progress. Update Sustainable Acquisition success stories and profile existing acquisition inventories.	ECSD with support from V/CM & Communications
3. Create a Cross-Functional Sustainable Acquisition Working Team: Assigned representatives from relevant divisions or departments (e.g., ECSD, Communications, V/CM, Bus Operations, Rail Operations, Planning/Program Management, Engineering and General Services) to join a cross-functional team to help with implementation coordination, identification of 'quick wins' and high impact acquisition opportunities, as well as education and training activities.	ECSD
4. Identify 'Quick Win' Sustainable Acquisitions to Start Testing Approaches: Identify several regular or routine acquisitions that offer meaningful, and cost-effective sustainability wins in key environmental impact areas; test and pilot in these 'routine' categories.	ECSD, V/CM & Client Departments
5. Create Training Strategy and Materials: Using the Communication Plan as a guide, create an adequately detailed Training Strategy for key internal groups. Create the associated training materials in cooperation with internal training experts and staff. Training should enable staff who have a key role in the Sustainable Acquisition Program to understand their role throughout various points of the acquisition process, how to apply Sustainable Acquisition tools or checklists, and how to interpret the results to improve overall Sustainable Acquisition performance.	ECSD with support from V/CM & Training



4. Three-Year Sustainable Acquisition Program Implementation Plan

The following table outlines recommended actions occurring in Year One, Year Two, and Year Three of implementation to achieve the Program goals and advance toward the long-term vision. The Actions are categorized under their respective Objectives (O1 to O6).

Objective	Year One		Year Two	Year Three
	Action	Lead	Action	Action
O1. Build Staff Understanding: <i>Ensure staff have knowledge and technical tools to effectively implement Sustainable Acquisition.</i>	Implement the Communication and Training Plan to raise internal awareness and build support for the Sustainable Acquisition Program. (Q1 through Q4) .	ECSD and Communications	Continue to implement change management activities to support the program and ensure that relevant internal stakeholders are fulfilling their sustainable acquisition responsibilities and are informed of progress.	
	Refine and execute a Training Plan for client departments and other key groups (e.g. training on how to assess risk, apply Sustainable Acquisition tools, and engage suppliers).	ECSD and Talent Development	Continue Implementation of the Training Strategy for client departments and other key sections/new staff.	Train new staff on an on-going basis; Update the Sustainable Acquisition Program Training Strategy.
	Join collaborative Sustainable Acquisition forums , such as the Sustainable Purchasing Leadership Council, to leverage knowledge and share opportunities.	ECSD and V/CM	Continue to engage in collaborative Sustainable Acquisition forums by making presentations and attending events.	Take a leadership role on Boards or Committees for organizations with related sustainable acquisition priorities.



Metro

Objective	Year One		Year Two	Year Three
	Action	Lead	Action	Action
O2. Update, Develop, and Apply Implementation Tools and Procedures: <i>Develop and consistently apply a set of Sustainable Acquisition tools</i>	Update, develop, and apply tools to acquisitions (e.g. checklists, criteria specific clauses, vendor questionnaires, risk/opportunity identification tool, etc.).	ECSD and V/CM	Continue to develop Sustainable Acquisition tools and ensure consistent use of tools.	
	Draft guidelines on how sustainability will be addressed with client departments in high, medium, and lower value acquisitions (defining need, determining total cost, specifications, etc.)	ECSD and V/CM and Client Departments	Clarify procedures for how Environmental Specialists or Subject Matter Experts in Energy, Waste, Water, etc. can be involved in writing specifications and evaluating supplier responses in which sustainability is deemed to be important.	Publish and automate access to tools and procedures via smart technologies and internal communication channels.
O3. Perform Routine Sustainable Acquisition and Quick Wins: <i>Identify and carry out quick win Sustainable Acquisition opportunities; integrate sustainability into routine purchasing.</i>	Confirm 4 upcoming acquisitions that would represent quick sustainability and engage with key client department buyers to start substituting for 'greener' alternatives.	ECSD and V/CM with support from Cross-Functional Working Team	Using lessons learned from quick win projects, integrate Sustainable Acquisition approach into routine acquisitions on a phased basis.	Continue phased integration of sustainability into routine acquisitions and apply at least a 10% weighting for sustainability criteria in scored RFP solicitations
	Utilize checklists and training to provide staff with the information and resources to make simple sustainability decisions within their acquisition.	ECSD and V/CM with support from Cross-Functional Working Team	Develop recognition and reward program that integrates with P-Cards to profile Sustainable Acquisition successes and champions.	Create online ordering catalogues for e-transactions that highlight sustainable products in routine categories.



Metro[™]

Objective	Year One		Year Two	Year Three
	Action	Lead	Action	Action
O4. Pursue High-Impact Acquisition Opportunities: <i>Identify and carry out high-impact sustainable acquisition opportunities</i>	Work with major departments and the Cross-Functional Working Team to conduct a spend analysis to identify 6 to 10 upcoming acquisitions over the next 1 – 2 years with large sustainability risk or opportunity. Update the High-Impact Acquisition Opportunity List .	V/CM and ECSD	Manage the list of High-Impact Acquisition Opportunities ; incorporate lessons learned from trial period; engage with key contract managers to update sustainability specifications .	Perform an acquisition risk analysis , to identify large risks in Metro’s supply chain, including sustainability risks.
	Conduct best practice research (e.g. CDP Supply Chain), consult with peer organizations to see how they are reducing carbon in their supply chain.	ECSD and V/CM	Perform a simple carbon ‘hot spot’ analysis of Metro’s supply chain to identify 1-2 priority categories or practices to target that will reduce supply chain GHG emissions.	Implement low-carbon action items in collaboration with local suppliers and peer organizations. Prepare case studies or success stories showcasing results of GHG reduction/low carbon acquisition initiatives.
	Consult with peer (e.g. APTA) organizations to see how they are reducing waste through the acquisition process and if there are opportunities to collaborate on zero-waste (i.e. circular) supply chain initiatives.	ECSD and V/CM	Perform a simple waste ‘hot spot’ analysis to identify opportunities to reduce waste to landfill through the acquisition process.	Implement circular acquisition action items in collaboration with local suppliers and peer organizations. Prepare case studies or success stories showcasing results.



Metro

Objective	Year One		Year Two	Year Three
	Action	Lead	Action	Action
O5. Cultivate Stakeholder Relations <i>Ensure suppliers and other external stakeholders are adequately informed about, and appropriately consulted on, the Sustainable Acquisition Program</i>	Create a Sustainable Acquisition section or page on Metro's website and populate it with a description of the Sustainable Acquisition Program, including a value proposition highlighting the relationship between the Sustainable Acquisition Program and existing Metro policies and plans, and a FAQ document.	Communications with support from ECSD	As new Sustainable Acquisition Program initiatives are developed, identify and consult key stakeholders for feedback and advice. Submit nominations to sustainability acquisition award programs with groups like APTA and SPLC and others locally.	Develop an annual Supplier Sustainability Award to recognize best practices. <i>(The Region of Peel and/or Metro of Toronto have existing programs.)</i>
	Host presentations and/or webinars on how to meet Metro's sustainability expectations. Presentations could be incorporated into "How to Do Business with Metro" sessions.	ECSD with support from Communications	Hold a Vendor Sustainability Summit to inform the local supplier community about Metro's Sustainable Acquisition approach, encourage participation, and identify opportunities to work together in achieving joint sustainability priorities.	Host a Vendor Sustainability Innovation Lab to encourage suppliers to suggest alternative/innovative sustainability solutions within the acquisition process.



Metro[™]

Objective	Year One		Year Two	Year Three
	Action	Lead	Action	Action
O6. Monitor, Evaluate, and Plan <i>Implement procedures to measure, monitor, and report on progress to support continual improvement and accountability</i>	Implement monitoring mechanisms from the Program Measures framework to incorporate basic tracking into the acquisition process benchmark baseline performance; include measures to assess financial cost-benefits where feasible.	V/CM and ECSD	Develop and implement a post-acquisition tracking form that includes the tracking of sustainable purchasing outcomes.	Assess overall progress on the Sustainable Acquisition Program Implementation Plan and draft a new Three-Year Implementation Plan.
	Identify preliminary targets based on key performance indicators (KPIs) in the Program Measures framework.	V/CM and ECSD	Set additional KPIs and three-year targets for Sustainable Acquisition after benchmarking performance.	Enhance processes for managing and collecting data and information internally and via suppliers.
	Identify and communicate the roles and required progress reporting requirements of each partner department.	V/CM and ECSD	Submit first annual progress report on sustainable acquisition to the Board; consider using a balanced scorecard approach to measure progress against the chosen targets.	Submit annual progress report to the Board.
	Decide upon the recourse for non-compliance with sustainability requirements in contracts and communicate this to suppliers.	V/CM and ECSD with support from Legal	Ensure that sustainability-related commitments made by suppliers are delivered by incorporating them into existing contract management processes.	Develop standardized processes for estimating, calculating, tracking and reporting financial ROI on sustainable acquisition activities.



ATTACHMENT 2

Communication & Training Plan

Metro Sustainable Acquisition Program

APRIL 2019



Communication & Training Plan

Metro Sustainable Acquisition Program

Communication and training will play a significant role in helping Metro to build a culture of sustainable acquisition across the agency, and especially within the client departments, that regularly considers sustainability risks and opportunities during project scoping, specification development, and the requisition process. The following Communication & Training plan will play a significant role in the implementation of Metro's Sustainable Acquisition Program over the next 2-3 years.

The Communication and Training Plan includes the following elements:

1. Phases, Objectives, and Desired Outcomes
2. Target Audiences
3. Primary Strategies
4. Key Messages
5. Roles and Responsibilities
6. Measurement and Evaluation



1. Phases, Objectives, and Desired Outcomes

Phase	One	Two	Three	Four	Five
Stage	Orienting	Learning	Practicing	Mastering	Maintaining
Timeframe	<i>Jul. – Dec. 2019</i>	<i>Jan. – Jun. 2020</i>	<i>Jul. – Dec. 2020</i>	<i>Jan. – Jul. 2021</i>	<i>Jul. – Dec. 2021</i>
Objectives	<ul style="list-style-type: none"> ● Build awareness and understanding of the Sustainable Acquisition Program strategy, plans, and available resources 	<ul style="list-style-type: none"> ● Develop confidence to apply Sustainable Acquisition Program tools/ checklists and generate interest in piloting Program principles for significant procurement opportunities 	<ul style="list-style-type: none"> ● Support staff to apply the Program procedures and approaches as comprehensively as possible ● Build initial awareness and understanding with external audiences 	<ul style="list-style-type: none"> ● Ensure staff have a clear understanding of their individual requirements and resources ● Build Board and Senior Leadership Team awareness and support for the program ● Deepen external awareness of the program 	<ul style="list-style-type: none"> ● Ensure that staff at all levels maintain their level of proficiency at implementing the Program ● Onboard new staff quickly and efficiently
General Outcomes	<ul style="list-style-type: none"> ● All internal audiences know the basics of the Sustainable Acquisition Program in relation to their role 	<ul style="list-style-type: none"> ● Staff build their understanding of how the Sustainable Acquisition Program affects their role, and gain applied knowledge 	<ul style="list-style-type: none"> ● Operational staff gain familiarity with implementing the Sustainable Acquisition Program and appreciate its value 	<ul style="list-style-type: none"> ● Staff are knowledgeable on how to be effective participants in the Program and have the appropriate level of competency to execute the Program in relation to their role ● Board understands the Program and its value to Metro 	<ul style="list-style-type: none"> ● Staff are willing and able to act as ambassadors for the Program to peers, internal clients, and external stakeholders, including vendors ● Metro sees positive social and environmental impacts from the Program



2. Target Audiences

The table below summarizes the seven target audiences identified for the implementation of this Communication Plan:

Audience	Audience Description & Information Needs	Potential Level of Engagement & Timing
Board / SLT <i>Approx.</i>	<ul style="list-style-type: none"> Requested and approved the Sustainable Acquisition Program and should support its implementation Program progress reports 	<i>Level of Engagement</i> <ul style="list-style-type: none"> Low <i>General Timing</i> <ul style="list-style-type: none"> Periodic Program updates as required; approximately 2-3 times per year.
Internal Client Departments	<ul style="list-style-type: none"> Occasional users of acquisition services and end-users of the purchased products and services Includes two key sub-groups: those in key client departments and those who are not in key client departments Should understand Metro's policy directives and how they relate to Metro's priorities Should have an awareness of the Sustainable Acquisition Program and sustainability considerations relevant to their purchases Should feel comfortable with the Sustainable Acquisition Program nomenclature 	<i>Level of Engagement</i> <ul style="list-style-type: none"> High <i>General Timing</i> <ul style="list-style-type: none"> Regular training sessions for key client departments, regular communication and outreach Onboarding training when new staff are hired 3-4 training sessions per year for years 1, 2, and 3 <p>*All presentation/training session should be one hour in length.</p>

Audience	Audience Description & Information Needs	Potential Level of Engagement & Timing
Managers and Directors	<ul style="list-style-type: none"> ● Must know about the Sustainable Acquisition Program and understand how it may affect their team, the acquisition process, and potential budget implications ● Positioned as champions of the Sustainable Acquisition Program and provide support to their staff 	<p><i>Level of Engagement</i></p> <ul style="list-style-type: none"> ● High <p><i>General Timing</i></p> <ul style="list-style-type: none"> ● 1-2 training sessions, some ongoing communication, periodic refresher training (e.g. once per year) ● Onboarding training when new staff are hired
V/CM Staff	<ul style="list-style-type: none"> ● Promote the Sustainable Acquisition Program to clients for demonstrating corporate results ● Work closely with client departments on procurements that meet the objectives of the Sustainable Acquisition Program 	<p><i>Level of Engagement</i></p> <ul style="list-style-type: none"> ● High <p><i>General Timing</i></p> <ul style="list-style-type: none"> ● Regular training, ongoing communication, regular refresher training ● Onboarding training when new staff are hired ● 2-3 training sessions per year for years 1, 2, and 3
Internal Support Groups & Departments	<ul style="list-style-type: none"> ● These include the various departments who have a shared interest with the Sustainable Acquisition Program or can support implementation, including: <ul style="list-style-type: none"> ○ ECSD ○ Communications ○ Human Capital and Development ○ Ethics 	<p><i>Level of Engagement</i></p> <ul style="list-style-type: none"> ● High <p><i>General Timing</i></p> <ul style="list-style-type: none"> ● Periodic training or presentations, ongoing communication, regular coordination meetings ● Onboarding training when new staff are hired ● 1 or 2 presentations/training sessions per year



Audience	Audience Description & Information Needs	Potential Level of Engagement & Timing
External Stakeholders & Advisory Groups	<ul style="list-style-type: none"> External stakeholders (e.g. industry and Sustainable Council) who provided input on the Sustainable Acquisition Program and will want to hear program updates 	<p><i>Level of Engagement</i></p> <ul style="list-style-type: none"> Low <p><i>General Timing</i></p> <ul style="list-style-type: none"> Digital communication; in-person workshops or forums For key sector groups: one in-person presentation per group On-going primarily web-based 1 or 2 presentations as appropriate
Vendors	<ul style="list-style-type: none"> The wide variety of businesses that sell to (or may sell to) Metro and who will need to address sustainable acquisition criteria in their bids 	<p><i>Level of Engagement</i></p> <ul style="list-style-type: none"> Low <p><i>General Timing</i></p> <ul style="list-style-type: none"> Digital communication; in-person workshops or forums for strategic suppliers 4 workshops/presentations for vendors and potential vendors each year
The Public	<ul style="list-style-type: none"> Should know that Metro is using the Sustainable Acquisition Program and its purchasing power to generate positive social and environmental impacts 	<p><i>Levels of Engagement</i></p> <ul style="list-style-type: none"> Low <p><i>General Timing</i></p> <ul style="list-style-type: none"> On-going digitally based training Energy & Resource Report



3. Primary Strategies

To ensure the greatest likelihood of generating the desired outcomes, the Communication and Training Plan proposes the following key strategies:

1. Use a Variety of Communication and Training Tactics

From training modules and videos to printed and digital materials, the Plan features a variety of tactics and tools to ensure that training and communication meets the visual, auditory, written, and kinesthetic learning styles of Metro's diverse audience.

2. Conduct Regular and Ongoing Engagement

Audiences will be engaged in learning and communication through various activities sequenced over time. These include interactive training sessions, recognition and awards, storytelling opportunities, and orientation resources. Communication and training will be ongoing and build the knowledge and awareness of different audiences over time.

3. Maintain Consistency with the Key Messages and Brand Standards

The Plan will adhere to Metro's brand standards while also ensuring a standardized aesthetic, several signature visuals, and a program tagline.

4. Phase-In the Program to Build Knowledge and Competency

The Plan identifies five key phases of evolution that will gradually orient key audiences to the Sustainable Acquisition Program; allow them to learn more about the art/science of sustainable acquisition; and then lead them through the additional phases of practicing, mastering, and maintaining their proficiency in applying the tools and procedures within the Program and creating impact.



4. Key Messages

The following chart provides a summary overview of the high-level messages for the Sustainable Acquisition Program:

Who is leading the Sustainable Acquisition Program?	ECSD and V/CM are leading the Sustainable Acquisition Program, but everyone has a role in making it successful.
What is the Sustainable Acquisition Program?	The Sustainable Acquisition Program is designed to identify and address the relevant environmental, social, and ethical risks and opportunities when procuring goods and services.
When is the Program happening?	The Program will take effect upon Board approval in June 2019; implementation will take place over the next three years and beyond.
What is sustainability?	Sustainability means that Metro strives to preserve the environment and conserve natural resources, build social equity, promote fair labor practices, and promote growth.
What does the Program apply to?	The Sustainable Acquisition Program ensures that Metro considers sustainability during the acquisition process; especially those acquisitions that are of high value, high risk, or have high public visibility.
Why is Metro doing this and what are the benefits?	Metro has substantial purchasing power to influence and improve the social and environmental impacts of Metro's acquisitions. By doing so, it means that Metro is helping reflect the fiscal responsibility, social equity, and environmental stewardship expectations of the community in a balanced and measurable way. Sustainable Acquisition will help Metro to achieve the objectives of the Environmental Policy as well as the Strategic Plan, and it will help manage risks, save money, and drive innovation.
How will the Sustainable Acquisition Program be implemented?	The Sustainable Acquisition Program will be implemented by empowering staff through extensive training and communication to apply simple tools and procedures within regular acquisition processes.



5. Roles and Responsibilities

The table below summarizes the key groups involved in the implementation of this Communication and Training Plan and their respective roles and responsibilities:

Role	Sustainable Acquisition Program Communication / Training Responsibilities
ECSD Leadership	<ul style="list-style-type: none"> ● Lead resource for Sustainable Acquisition Program implementation ● Co-develop the Communication Plan and leads its implementation ● Coordinate Metro-wide communication with Communication Department ● Lead staff member for delivering training presentations ● Directly support the end user on program implementation ● Point person for staff / internal inquiries ● Provide subject matter experts in Sustainable Acquisition and resource on trends and best practices ● Provide support staff for implementation of the Program; provide advice on staff engagement ● Recommend Sustainable Acquisition Program communication/training resourcing requirements
Vendor/Contract Manager Leadership	<ul style="list-style-type: none"> ● Co-manage with ECSD initiative roll-out, organizational planning, and capacity building ● Promote the Sustainable Acquisition Program to all groups within V/CM and clients ● Manage initiatives that support suppliers to improve their sustainability practices ● Identify opportunities for collaborative work within legal boundaries ● Point person for external vendor inquiries
Communications And Training Groups	<ul style="list-style-type: none"> ● Sign-off on Communication Plan ● Ensure all Program communication and training materials align with Metro’s Brand Standards and other communication initiatives ● Oversee production of communication and training materials ● Support rollout and implementation



6. Measurement and Evaluation

Measurement and evaluation are critical to determine the success of the Sustainable Acquisition Program communication efforts. The monitoring and evaluation component of this Communication plan will focus on the answer to the following questions:

- Are staff following the processes described and outlined in the Sustainable Acquisition Program?
- Have we successfully increased the understanding of sustainable acquisition amongst all audiences thereby leading to desired behavior changes?

The following table summarizes the primary training and communication activities, the methods for evaluating success, and some potential targets and metrics to ultimately track performance.

Planned Activity	Evaluation Method	Metric / KPI	Year 1, 2 & 3 - Targets
In-person staff training	Attendance is taken at each training session conducted (e.g., attendees sign in)	Percentage of staff attending all training sessions based on their role	90%+ of V/CM Staff attend any required training sessions 70%+ Departments are represented by a Manager and/or Director at a training session 50%+ end users or staff in key client departments attend a training session
Emails are distributed to key audiences on a specified schedule	Track email distribution	Percentage of planned email distributions that occur	100% of planned email distributions occur on their specified schedule Open rate and follow-up (if any)



Planned Activity	Evaluation Method	Metric / KPI	Year 1, 2 & 3 - Targets
Intranet Communication	Track content updates	Yes/No – Program content is on intranet (enter date)	Program content is on intranet in (enter date) Number of contributors to stories (# of vendors, # of divisions, # of visits)
Posters and Coasters are distributed around Metro offices and meeting rooms	Track delivery	Yes/No - Program posters and coasters are distributed around Metro offices and meeting rooms	Program posters and coasters are distributed around Metro offices and meeting rooms
Program Postcards are distributed to all internal audiences	Track delivery of postcards	Percentage of audience business units in which staff have received the Program postcard	100% of business units that are also part of our audiences have received the Program postcards
Website Program section	Track content updates	Yes/No - Program content is on website by (enter date)	Program content is on website by (Enter date) Total number of website visits, amount of time visitors stays on the website, bounce rate (date, year)



The following table summarizes the primary desired **outcomes** of the Sustainable Acquisition Program Communication and Training Plan, the methods for evaluating success, and some potential targets and metrics to track performance.

Desired Outcome	Evaluation Method	Metric / KPI	Year 1, 2 & 3 - Targets
All internal audiences know the basics of the Sustainable Acquisition Program	Quizzes	Score of 80% or better represents success	80% of staff score 80% or better
All internal audiences know how the Program will impact their role and responsibilities	Conversation with Manager or Supervisor	Percentage of staff who can accurately describe their role in implementing the program	80% of all staff can accurately describe their role in making the program successful
Staff at the operational level appreciate the value of the Program	Quizzes	Staff can identify 4 out of 6 key benefits of sustainable procurement	80% of staff can score 4 out of 6
Buyers have increased confidence to act as ambassadors for the Program	Survey	Staff self-declare a rating of 4 or 5 on the 5-point scale	80% of applicable staff self-declare confidence in being able to promote the program internally or explain it to vendors
Staff are willing and able to act as ambassadors for the Program to peers and external vendors	Survey	Staff self-declare a rating of 4 or 5 on the 5-point scale	80% of applicable staff self-declare confidence in being able to promote the program internally or explain it to vendors



ATTACHMENT 3

High-Impact Acquisition Opportunity List

Metro Sustainable Acquisition Program

APRIL 2019



Metro™

High-Impact Acquisition Opportunity List

Metro Sustainable Acquisition Program

The purpose of the High-Impact Acquisition Opportunities list is to identify an initial list of products and services (10-20) that represent either high-impact or low-hanging fruit sustainable acquisition opportunities that could be prioritized during the early stages of the Sustainable Acquisition Program implementation process. This worksheet serves as a starting point to identify a list of High-Impact opportunities that can be pursued to generate momentum in the early stages of the program. The product or service categories identified for consideration were selected because of a potential risk or significant sustainability opportunity, or because progress has begun in this category and more opportunities exist, and/or it should continue to be a priority. This list will be refined over time as additional opportunities are identified.

Worksheet Organization and Structure

Potential priority product and service categories are presented in Table 1 below, according to the following structure:

- Column A – Identification of potential products and services for the Sustainable Acquisition Program.
- Column B – List of relevant client departments.
- Column C – The criteria used for adding products to the list.
- Column D – Identification of some of the potential risks and opportunities for each of the products/services identified.

The products and services identified in Column A were flagged as potential High-Impact Acquisition Opportunities based on a set of criteria listed in Column C. The selection criteria terms are defined below:

- **High Volume/High Value** – Purchased in significant quantities across the organization, or in high volume by one area.
- **Environmental Risk/Opportunity** – Possesses a significant environmental risk or can contribute significantly to a reduced environmental footprint.
- **Social Risk/Opportunity** – Possesses a significant risk of social or ethical issues or provides an opportunity to add positive social value.
- **Significant Public Profile** – High real or symbolic value with the public or other stakeholders.



Metro™

- **Mature Market** – Proven quality and availability within the marketplace for an environmental product.
- **Third-Party Certification** – Recognized independent certification exists for the product.



Metro™

1. Priority Products and Services

A. Product/Service Description	B. Key Client Departments	C. Selection Criteria	D. Potential Risks / Opportunities
Transit Uniforms (Corporate Apparel, Transit Uniforms, Security Uniforms)	<ul style="list-style-type: none"> Facilities Maintenance 	<ul style="list-style-type: none"> High Volume/High Value Environmental Risk/Opportunity Social Risk/Opportunity Significant Public Profile 	<i>Risks:</i> <ul style="list-style-type: none"> Sweat-shop labor Unfair labor practices Compromised company reputation <i>Opportunities:</i> <ul style="list-style-type: none"> Eco-fabrics Recycled content Fair trade cotton Small or disabled business enterprise
Office Furniture (Chairs, Tables, Cabinets, Workstation Desks)	<ul style="list-style-type: none"> General Services 	<ul style="list-style-type: none"> Environmental Risk/Opportunity Mature Market Third-Party Certification 	<i>Risks:</i> <ul style="list-style-type: none"> Packaging and waste Toxicity in foams <i>Opportunities:</i> <ul style="list-style-type: none"> Minimize packaging in contracts Design for repair and/or donation at end of life Non-toxic <i>Potential Specifications:</i> <ul style="list-style-type: none"> FSC certified Blue Angel certified
IT Equipment and Accessories (Computers, Phones, Tablets)	<ul style="list-style-type: none"> Information Technology 	<ul style="list-style-type: none"> High Volume/High Value Environmental Risk/Opportunity Mature Market Significant Public Profile 	<i>Risks:</i> <ul style="list-style-type: none"> Emissions/Air quality Impacts on environment Worker safety <i>Opportunities:</i> <ul style="list-style-type: none"> Eco-friendly Recyclable parts Low emissions



Metro™

A. Product/Service Description	B. Key Client Departments	C. Selection Criteria	D. Potential Risks / Opportunities
Concrete (Material for Construction)	<ul style="list-style-type: none"> • Program Engineering • Operations Engineering • V/CM - Construction 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Significant Public Profile 	<i>Risks:</i> <ul style="list-style-type: none"> • Greenhouse gas emissions in instant concrete <i>Opportunities:</i> <ul style="list-style-type: none"> • Eco-friendly materials • Lower greenhouse gas emissions
Fuels (Diesel, Gasoline, Natural Gas, CNG)	<ul style="list-style-type: none"> • Bus Operations 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Significant Public Profile 	<i>Risks:</i> <ul style="list-style-type: none"> • Greenhouse gas emissions • High impact on air quality <i>Opportunities:</i> <ul style="list-style-type: none"> • Continue to convert to low emissions • Natural gas/CNG • Electrical fuel
Chemicals	<ul style="list-style-type: none"> • Chemical Review Committee • Bus & Rail Operations • Facilities Maintenance • Corporate Safety • V/CM – Supply Chain & Logistics 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Third-Party Certification 	<i>Risks:</i> <ul style="list-style-type: none"> • Impacts on environment • Worker safety • Packaging • Safety & storage issues <i>Opportunities:</i> <ul style="list-style-type: none"> • Eco-friendly chemicals • Bulk packaging/storage
Engine Oil	<ul style="list-style-type: none"> • Bus Operations 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Mature Market 	<i>Risks:</i> <ul style="list-style-type: none"> • Emissions • Impacts on environment and air quality • Worker safety • Chemical packaging <i>Opportunities:</i> <ul style="list-style-type: none"> • Eco-friendly chemicals in the engine oil • Recyclable packaging and labels • Continue to convert to low emissions



Metro™

A. Product/Service Description	B. Key Client Departments	C. Selection Criteria	D. Potential Risks / Opportunities
Cleaning Products (Detergents, Surface Cleaners, Degreasers)	<ul style="list-style-type: none"> • Chemical Committee • Facilities Maintenance • Bus Operations • Rail Fleet Services • Corporate Safety • General Services 	<ul style="list-style-type: none"> • Environmental Risk/Opportunity • Mature Market • Third-Party Certification 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Toxicity issues (e.g. water contamination) • High-volume • Human health impacts <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Eco-friendly/biodegradable • Local employment/contract opportunities • Encourage employment for people with disabilities <p><i>Recommended Specifications:</i></p> <ul style="list-style-type: none"> • EU Ecolabel Certified • Nordic Swan certified • Biodegradable • Does not contain REACH banned substances
Office Supplies (Paper, Files/Folders, Pens)	<ul style="list-style-type: none"> • General Services 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Mature Market 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Packaging and waste • Toxicity <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Minimize packaging in contracts • Non-toxic • High recycled content
Printing Services (Letterhead, business cards, corporate reports and brochures, etc.)	<ul style="list-style-type: none"> • Communications 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Mature Market 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Eco-impacts of paper choices • Resource consumption • Toxic inks <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • High recycled content • Vegetable based inks • Carbon neutral printing



Metro™

A. Product/Service Description	B. Key Client Departments	C. Selection Criteria	D. Potential Risks / Opportunities
Irrigation Equipment	<ul style="list-style-type: none"> • Engineering • Maintenance 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Significant Public Profile 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Water consumption <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Water conservation
Buses (Some work underway already; more potential in this category)	<ul style="list-style-type: none"> • Engineering • Bus Operations 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Social Risk/Opportunity • Significant Public Profile 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Emissions <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Eco-friendly busses, relevant equipment • Recyclable parts • Low emissions
Non-Revenue Vehicles (Some work underway already; more potential in this category)	<ul style="list-style-type: none"> • Facilities Maintenance 	<ul style="list-style-type: none"> • Environmental Risk/Opportunity • Significant Public Profile 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Environmental impacts relating to disposal <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Opportunity for redirection of parts • Recyclable parts • Eco-friendly disposal
Bus Washing Stations	<ul style="list-style-type: none"> • Engineering • ECSD 	<ul style="list-style-type: none"> • Environmental Risk/Opportunity 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • High water consumption • Toxic cleaning products <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Pilot innovative waterless or low water use wash systems
Bus Parts	<ul style="list-style-type: none"> • Engineering • Bus Maintenance 	<ul style="list-style-type: none"> • High Volume/High Value • Environmental Risk/Opportunity • Mature Market 	<p><i>Risks:</i></p> <ul style="list-style-type: none"> • Emissions • Impacts on environment • Worker safety • High impact on air quality <p><i>Opportunities:</i></p> <ul style="list-style-type: none"> • Eco-friendly parts • Low emissions



ATTACHMENT 4

Measures and KPIs

Metro Sustainable Acquisition Program

APRIL 2019



Metro™

Measures and KPIs

Metro Sustainable Acquisition Program

The purpose of this document is to present a set of possible program measures or key performance indicators (KPIs) to monitor and track progress on implementing the Sustainable Acquisition Program. These KPIs will primarily serve to inform staff and executives of program performance and progress towards achieving the three overarching program goals (see below). The results of progress monitoring can also be used in both internal and external reports (the annual *Energy and Resource Report*). Typically, organizations start with a small number of KPIs and expand the depth of their monitoring as their program becomes more sophisticated, and as automated systems to automatically track, collect, and code data become available.

Goal 1. Metro will build a best practice Sustainable Acquisition Program that aligns with established standards and is recognized within its industry.

Goal 2. Sustainability will be regularly and meaningfully incorporated within specifications or as an element of acquisition decision-making criteria.

Goal 3. Metro will see improved sustainable performance and positive social impacts as a result of acquisition activities, particularly in the areas of waste reduction and recycling, GHG reductions, energy efficiency, water, and resource conservation.

Types of Sustainable Acquisition Indicators

1. **Activity Indicators** – Activity Indicators measure if an organization is actively using sustainability criteria to impact its supply chain decisions. This type of measure indicates to what extent procedures, resources, and knowledge are being used to effectively apply the Sustainable Acquisition Program directives.
2. **Outcome Indicators** – Outcome Indicators measure the environmental and/or social impacts that result from applying the Sustainable Acquisition principles to acquisitions. Outcome Indicators measure the extent to which the use of sustainability criteria in the selection of products and vendors results in improved environmental and social outcomes, such as using less energy, consuming fewer resources, reducing GHG emissions, or protecting human rights in the supply chain.

Activity Indicators are critical to the early stages of a program and it is common practice to focus on these in the first year of implementation. Outcome Indicators are frequently



harder to track and may require certain infrastructure, procedures, and/or training in order to accurately measure the outcomes. Outcome Indicators, especially those related to environmental objectives, are sometimes measured only on a project or specific procurement basis, as it can be too challenging to establish enterprise-wide baselines against which to measure. For example, purchasing more energy efficient LED lighting for rail line lighting may save energy and money, but there may not be an accurate baseline against which to measure such savings.



1. Potential Activity Indicators

	Indicator	What It Measures	Potential Measurement Tools	Potential Processes to Collect Data <i>(To be developed in Phase 2)</i>
1	#, \$, % of bid solicitations issued to the market that included mandatory or desirable sustainability criteria in specifications	The extent to which Metro is adopting SA practices	<ul style="list-style-type: none"> File/contract tracker system for buyers that has a checkbox for any contract that should include sustainability Excel on shared drive or added to acquisition tracking software 	<ul style="list-style-type: none"> V/CM tracks #, %, or \$ value (denominator is contracts managed by V/CM)
2	#, \$, % of contracts executed that include material sustainability requirements for the product or in the provision of a service	How much of Metro's expenditure is on materially more sustainable products and services	<ul style="list-style-type: none"> File/contract tracker system for buyers that has a checkbox for any contract that should include sustainability Excel on shared drive or added to acquisition tracking software 	<ul style="list-style-type: none"> V/CM tracks #, %, or \$ value (denominator is contracts managed by V/CM)
3	Average weighting allocated to sustainability in RFPs	How sustainability is evaluated in Metro's purchasing decisions	<ul style="list-style-type: none"> Manual tracking of all solicitations must be done (resource intensive); stored in a central repository 	<ul style="list-style-type: none"> Create a range of best practice weightings to measure against based on purchase categories, rather than one average number as some weightings are very low and some are high.



	Indicator	What It Measures	Potential Measurement Tools	Potential Processes to Collect Data <i>(To be developed in Phase 2)</i>
4	#, % of staff trained in Sustainable Acquisition principles or who have consulted Sustainable Acquisition Program resources	Proxy to track knowledge and awareness of Sustainable Acquisition in the organization	<ul style="list-style-type: none"> • Excel or other tracking repository • Existing training program; integrate into existing tracking system • Website analytics 	<ul style="list-style-type: none"> • Each business unit would track its own progress and report centrally to V/CM or ECSD • Track visits to resources online
5	Communicate with #, % of suppliers on reviewing Sustainable Acquisition objectives that may be in solicitations	How much Metro is engaging with suppliers on sustainability issues	<ul style="list-style-type: none"> • Online or in-person registration for events or dialogues 	<ul style="list-style-type: none"> • Agency tracks attendance at such events/track digital consultation on such events

4. Potential Outcome Indicators

	Indicator	Tools	Processes	Potentially Relevant Purchases <i>(Developed in Phase 2)</i>
1	Cost Savings (\$)	<ul style="list-style-type: none"> • Total cost of ownership calculation worksheet/tool 	<ul style="list-style-type: none"> • Calculated to determine best value or tracked over time • It may be useful to track cost savings more closely in the interest of furthering a business case for Sustainable Acquisition 	<ul style="list-style-type: none"> • LED Lighting • Non-toxic chemicals/other materials (reduced disposal costs) • Refillable ink cartridges



2	Energy Use Reductions (kWh)	<ul style="list-style-type: none"> • Excel spreadsheets • Portfolio Manager software for buildings • Use of annual reporting from suppliers (require in relevant contracts) 	<ul style="list-style-type: none"> • Sustainability offices/departments are typically in charge of tracking • In some cases, V/CM supplies some metrics as inputs • Typically used for large scale projects such as building retrofits 	<ul style="list-style-type: none"> • LED Lighting • HVAC equipment • Electronics • Appliances
3	GHG Emissions Reductions (tCO2 equivalent)	<ul style="list-style-type: none"> • Excel spreadsheets • Portfolio Manager software for buildings • Fuel consumption readings from fleets 	<ul style="list-style-type: none"> • Sustainability offices/departments are typically in charge of tracking • In some cases, V/CM supplies some metrics as inputs • Typically used for large scale projects such as building retrofits 	<ul style="list-style-type: none"> • Fleet vehicles • Delivery/Courier services • Professional Services where travel is expected
4	Waste Reduction or avoidance (kg)	<ul style="list-style-type: none"> • Waste hauler data (require in contract) • Waste audit data 	<ul style="list-style-type: none"> • Agency-Wide: ECSD tracks diversion, including reduced packaging (vendors could help as well) 	<ul style="list-style-type: none"> • Waste hauling • Construction/demolition • Anything with substantial packaging • Food/catering
5	Paper Type and Use (e.g. Recycled content, Fibre source)	<ul style="list-style-type: none"> • Tracking requirement in office supplies contract 	<ul style="list-style-type: none"> • Collect information from suppliers • Track volume and types of paper purchased 	<ul style="list-style-type: none"> • Copy paper • Office supplies • Managed print services
6	Water Conserved (Liters or gallons)	<ul style="list-style-type: none"> • Tracking requirements in contracts 	<ul style="list-style-type: none"> • Collect information from suppliers 	<ul style="list-style-type: none"> • Landscape irrigation • Bus and Rail washing • Construction



Board Report

File #: 2019-0457, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 42.

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 20, 2019

SUBJECT: FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended position:

- A. Senate Bill 846 (Cornyn) / House Resolution 2739 (Rouda) - Federal Funding Prohibition on State-Owned Rolling Stock Firms Based in China **WORK WITH AUTHOR**

ATTACHMENT

Attachment A - S. 846 / H.R. 2736 (Cornyn/Rouda) Legislative Analysis

Prepared by: Marisa V. Yeager, Senior Manager, Government Relations, (213) 922-2262
Michael Davies, Senior Manager, Federal Affairs (213) 314-8090

Reviewed by: Yvette Rapose, Interim Chief Communications Officer, (213) 418-3154

Phillip A. Washington
Chief Executive Officer

BILL: S. 846/H.R. 2739

AUTHORS: U.S. SENATOR JOHN CORNYN (R-TX) AND CONGRESSMAN HARLEY ROUDA (D-CA)

SUBJECT: FEDERAL FUNDING PROHIBITION ON STATE-OWNED ROLLING STOCK FIRMS BASED IN CHINA

STATUS: REFERRED TO THE U.S. SENATE BANKING, HOUSING AND URBAN AFFAIRS COMMITTEE AND THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on S. 846 and H.R. 2739.

ISSUE

The bills, S. 846 and H.R. 2739, have been introduced in the 116th Congress as federal legislators have significantly increased their scrutiny over the role of foreign state-owned enterprises in securing rolling stock contracts with transportation agencies across the United States. Both bills would prohibit the use of federal funds to procure rolling stock from firms based in China and both pieces of legislation include a provision exempting contracts that have been entered into prior to their potential passage.

BACKGROUND

As part of the broad and ongoing “trade war” between the United States and the People’s Republic of China, Congress began last year to aggressively explore placing federal funding restrictions on rolling stock from firms based in China. Specifically, the House Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development had language in their Fiscal Year 2019 spending bill that would have barred the use of federal transit funds from being used by “entities owned, directed, or subsidized by a country identified as a priority watch list country by the United States Trade Representative (USTR) in the most recent report required under section 182 of the Trade Act of 1974 (19 U.S.C. 2242) and is subject to monitoring by the Trade Representative under section 306 of the Trade Act of 1974 (19 U.S.C. 2416).” This language was clearly aimed towards rolling stock firms based in China, which has been identified as a priority watch list country by the USTR.

Likewise, actions were taken last year in the U.S. Senate to bar the use of federal funds for rolling stock from firms based in China. Ultimately, the final funding bill passed by Congress – following a 35-day partial shutdown of the federal government - did not include any language barring the use of federal funds for rolling stock produced by firms based in China.

Metro entered into a Heavy Rail Car Contract with the Chinese firm CRRC MA Inc. (CRRC) in February 2017 for up to 282 Heavy Rail Cars valued at \$647 million. Metro has exercised only the Base portion of that Contract for 64 vehicles to support Purple Line Extension Section 1 and to replace the 30 oldest A650 heavy rail cars which are scheduled to be retired. There remains a total of five Contract Options available to Metro to support all Purple Line Extension sections, support service expansions, and replace the balance of Metro's A650 heavy rail car fleet.

Metro also entered into Zero Emission Bus (ZEB) Contracts with the Chinese firm Build Your Dreams (BYD) in June and October 2017 for 40-foot and 60-foot ZEBs. The 40-foot ZEB contract valued at \$77.8 million is for up to 100 vehicles. Metro has exercised a Base order of 60 vehicles from the 40-foot ZEB Contract. The 60-foot ZEB Contract is valued at \$6.6 million for five ZEBs. All orders have been placed for the 60-foot ZEB Contract.

For these reasons, staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on S. 846 and H.R. 2739.

DISCUSSION

On April 9, 2019 U.S. Senator John Cornyn (R-TX) was joined by Senators Tammy Baldwin (D-WI), Mike Crapo (R-ID) and Sherrod Brown (D-OH) in introducing the Transit Infrastructure Vehicle Security Act (S. 846) that would bar the use of federal funds for rolling stock procurements from state owned firms in China.

On May 15, 2019, Congressman Harley Rouda (D-CA) introduced legislation nearly identical to the Transit Infrastructure Vehicle Security Act, with the following original cosponsors; U.S. Representatives Eric Crawford (R-AL), Scott Perry (R-PA), Kay Granger (R-TX), Tim Ryan (D-OH), Eleanor Holmes-Norton (D-DC At-Large), Randy Weber (R-TX) and John Garamendi (D-CA).

Proponents of both bills have cited two broad concerns related to Chinese rolling stock companies doing business in the United States. First, Chinese firms are undercutting competition to win contracts aided by an unfair subsidy by the Chinese Government. Second, supporters of the bills are concerned that the Chinese Government could impact our national security by implanting tools in the rolling stock to harm the United States through cyber capabilities.

While the Rouda/Cornyn bills have strong, bipartisan support throughout Congress, some Members have expressed concern regarding the unintended consequences this legislation could have on workers currently manufacturing products for Chinese firms, as well as the unintended impact that the legislation could have on environmental goals. "I have heard from sheet metal, air, rail, and transportation workers' unions that represent most of these employees and they have raised real concerns about the loss of jobs should BYD be prohibited from doing business with our local transit agencies," said Representative Julia Brownley (D-CA) during a recent hearing held by the U.S. House Committee on Transportation and Infrastructure. Representative Brownley went

on to say, “I’m also concerned at how this issue relates to addressing climate change,” citing California’s mandate to transition to zero-emission bus fleets.

One notable feature of the Transit Infrastructure Vehicle Security Act (S. 846) and H.R. 2739 is an exception clause, which according to the congressional legislative counsel’s office, would not apply any ban on the use of federal funding for rolling stock to transportation agencies that have already entered into contracts with firms targeted by the legislation. This means that our agency would not be subject to this potential congressional restriction on the use of federal funds for exercising its Contract Options with either CRRC or BYD. However, future rolling stock contracts with such firms by our agency would be subject to the federal restrictions sought in both the Cornyn/Rouda bills.

On May 16, 2019, Metro Chief Executive Officer Phillip A. Washington testified before the House Transportation and Infrastructure Committee at a hearing entitled, “The Impacts of State-Owned Enterprises on Public Transit and Freight Rail Sectors.” At this hearing, the CEO shared with Chairman Peter DeFazio (D-OR), Ranking member Sam Graves (R-MO) and other distinguished members of the committee that our agency would welcome Congress taking clear and decisive steps to support his drive to establish a rail/bus manufacturing center in Los Angeles County. The CEO emphasized in his congressional testimony (see attached) that “there is a large delta between the benefits of simply assembling rolling stock in the United States as opposed to manufacturing rolling stock in our nation.”

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or oppose position on these bills. Staff believes a WORK WITH AUTHOR position best positions our agency to continue its work with Congress to advance our goal of establishing a rail/bus manufacturing facility in Los Angeles County – not just facilities in which foreign and domestic equipment is assembled.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR on this legislation; staff will communicate the Board’s position to the authors and work to ensure inclusion of the exemption language for pre-existing rolling stock contracts in the final version of the bills. Additionally, staff will work to include language in the bill that will enhance our agency’s effort to develop a rail/bus manufacturing center in Los Angeles County. Staff

will continue to keep the Board informed as this issue is addressed throughout the 116th Congress.



Board Report

File #: 2018-0819, File Type: Plan

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE JUNE 19, 2019

SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:

- A. Draft Baseline Understanding Framework; and
- B. Draft Values Framework.

ISSUE

This status report on the development of the LRTP Update includes a Draft Baseline Understanding Framework (Attachment A, with appendices in Attachment B), which provides a preliminary analysis of existing Los Angeles County conditions and communities as a foundation for the LRTP's analysis of its forty-year horizon; and it also includes a Draft Values Framework (Attachment C), which addresses performance-based planning. The performance measures include equity metrics for the evaluation of the current transportation system and future transportation investments.

DISCUSSION

Background

In September 2017, the LRTP Update Work Plan was presented to the Metro Board (Legistar File No. 2017-0548); it included a scope of work that has distinct chapters for development and timelines for key deliverables to the Board. In March 2018, the Board was presented the Orientation and Context framework (Legistar File No. 2018-0003). In January 2019, the Board received a Public Engagement Summary Report (Phase 1), and a Draft Mobility Plan to Access Opportunity Framework (Legistar File No. 2018-0622).

Draft Baseline Understanding Framework

The attached Draft Baseline Understanding Framework includes the following information about the existing transportation system and Metro stakeholders, which will be further developed in the completed draft LRTP:

- Travel Demand Model analysis of current travel patterns and other research for the existing system;
- Socio-demographic information and trends about the communities Metro serves; and
- Partner agency information, including strategic efforts and related plans.

Demographic Forecast Adjustments

The Baseline for the LRTP update has demographic forecast adjustments from the last LRTP. Specifically, the 2020 LRTP baseline has approximately 800,000 fewer residents in the population and 680,000 fewer jobs throughout the County than was forecast in the 2009 LRTP. The 2009 LRTP projections were based on the 2004 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). Those forecasts were adjusted in SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), following the recession. SCAG's 2020 RTP/SCS forecasts a population increase of approximately 1,600,000 and employment increase of 700,000 by 2045, which is an addition of more than the current population of San Diego.

Research is ongoing and will continue in these areas until the LRTP Update is complete.

Draft Values Framework

The Values Framework is designed to establish objectives for the decision-making process and provide performance measures to evaluate progress toward those objectives. The Values Framework will speak to the entire LRTP and the objectives will advance the goals in Vision 2028.

The attached Draft Values Framework includes the following elements, which will be further developed in the completed draft LRTP:

- Discussion of applicable values and guiding principles;
- Plan objectives based on goals;
- Performance measures;
- Equity specific performance; and
- Scenario testing.

Addressing Equity

The LRTP Update began with Equity as a guiding theme, and the commitment was confirmed when the Metro Board adopted the Equity Platform in February 2018. To evaluate areas most in need of equity throughout the County, the Values Framework examines the correlations between various demographic factors and opportunity gaps. The resulting "Equity Focus Communities" (EFCs) are identified to measure/track future equity impacts from a transportation perspective. The EFCs and the related equity-specific performance measures will help indicate specific outcomes and benefits of LRTP investments within the EFCs.

The Metro Travel Demand Model, used to assess the transportation system baseline, is always being updated. It will be adjusted for a variety of sensitivity tests and alternatives scenarios to help inform the LRTP development. It will evaluate the scenario test performance, as well as help forecast the performance of planned investments. Other data sources for the draft LRTP performance measures are listed in Attachment C (p. 16-20).

EQUITY PLATFORM

The LRTP Baseline Understanding Framework addresses the following two pillars of the Platform:

Define & Measure - Baseline Understanding Framework examines current countywide conditions to prepare for future growth and investments. This information includes distribution of the population and access, or lack thereof, to resources and opportunities. The Values Framework utilizes EFCs to highlight populations in LA County that face greater barriers to opportunity. In so doing, Metro can measure the progress over time in closing these gaps through its partnerships, policies and programs.

Listen & Learn - Metro will continue to engage stakeholders about their priorities for the LRTP Update in Public Outreach Phase 2 to help shape the objectives in the Values chapter. This outreach is distinct from the equity-listening conducted at the Policy Advisory Council (PAC), and through PAC Equity Working Group. The data and risk correlations discussed in these frameworks regarding equity was evaluated in consultation with academia and partner agencies.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety because no action results from this receive and file report.

FINANCIAL IMPACT

This item has no fiscal impact to the agency because no action results from this receive and file report.

Impact to Budget

Activities associated with completing the LRTP update are budgeted in the current fiscal year and are within budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The LRTP will advance all five goals of Vision 2028 because it is foundational to this update and is specifically called upon to implement performance measures for system improvement. An assessment of the current system baseline (Attachment A) is an essential preliminary step to planning for system improvement.

ALTERNATIVES CONSIDERED

A detailed baseline discussion is necessary for the LRTP update process to be comprehensive and have a subsequent valid performance analysis, as part of the future technical work to be performed as part of the LRTP Update process. Similarly, a Values Framework, with performance validation, is essential to accurately evaluate the needs and priorities of the region. This basic methodological approach is required to meet certain state and federal requirements, necessary for Metro to receive state and federal funds. This performance based approach is also a component of the Board adopted Vision 2028. Therefore, no alternative was considered.

NEXT STEPS

The Baseline and Values sections of the LRTP will continue to be revised and completed during the development of the full LRTP Update, along with the sections for future projects, policies and operational plans. The LRTP Update is scheduled to be completed by the end of fiscal year 2020, which generally aligns with SCAG's 2020 RTP/SCS update. Close coordination of the LRTP development and SCAG's RTP/SCS is critical to ensure the inclusion of all funded Metro projects and programs in determining the attainment of federal and state air quality mandates.

All pending chapters regarding future plans to build, fund and operate the system will be aligned with Vision 2028 goals and actions. Once completed, the full LRTP draft will be presented for Board adoption. However, the LRTP Update process remains flexible to address any Board initiatives, including any outcomes from Twenty-eight by '28. The LRTP is a necessary technical planning document that transparently tells the long-term story of Metro's priorities and how it intends to achieve those.

ATTACHMENTS

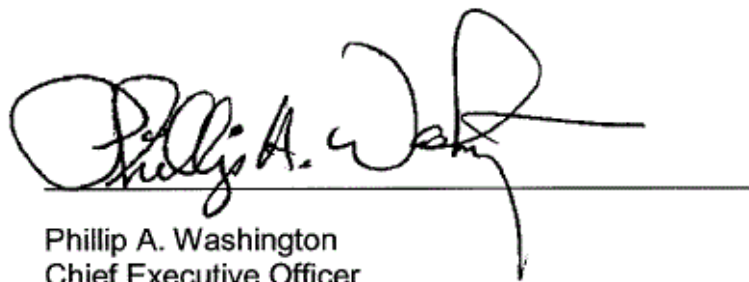
Attachment A - Draft Baseline Understanding Framework

Attachment B - Baseline Technical Appendices

Attachment C - Draft Values Framework

Prepared by: Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157
Mark Yamarone, DEO, Countywide Planning & Development, (213) 418-3452
Rena Lum, Senior Director, Countywide Planning & Development, (213) 922-6963

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

LONG RANGE TRANSPORTATION PLAN

DRAFT - BASELINE UNDERSTANDING

FRAMEWORK

3.1 Understanding Our Communities

1. Who are our communities?

How do we define our communities?

This section provides baseline year data (2017) divided into demographics, social, and geographic information. The section discusses what constitutes a community and how best to serve them by identifying their needs.

Social

- What creates community?
 - Community spaces and (cultural) historic establishments
 - Connected activities
 - Community based organizations

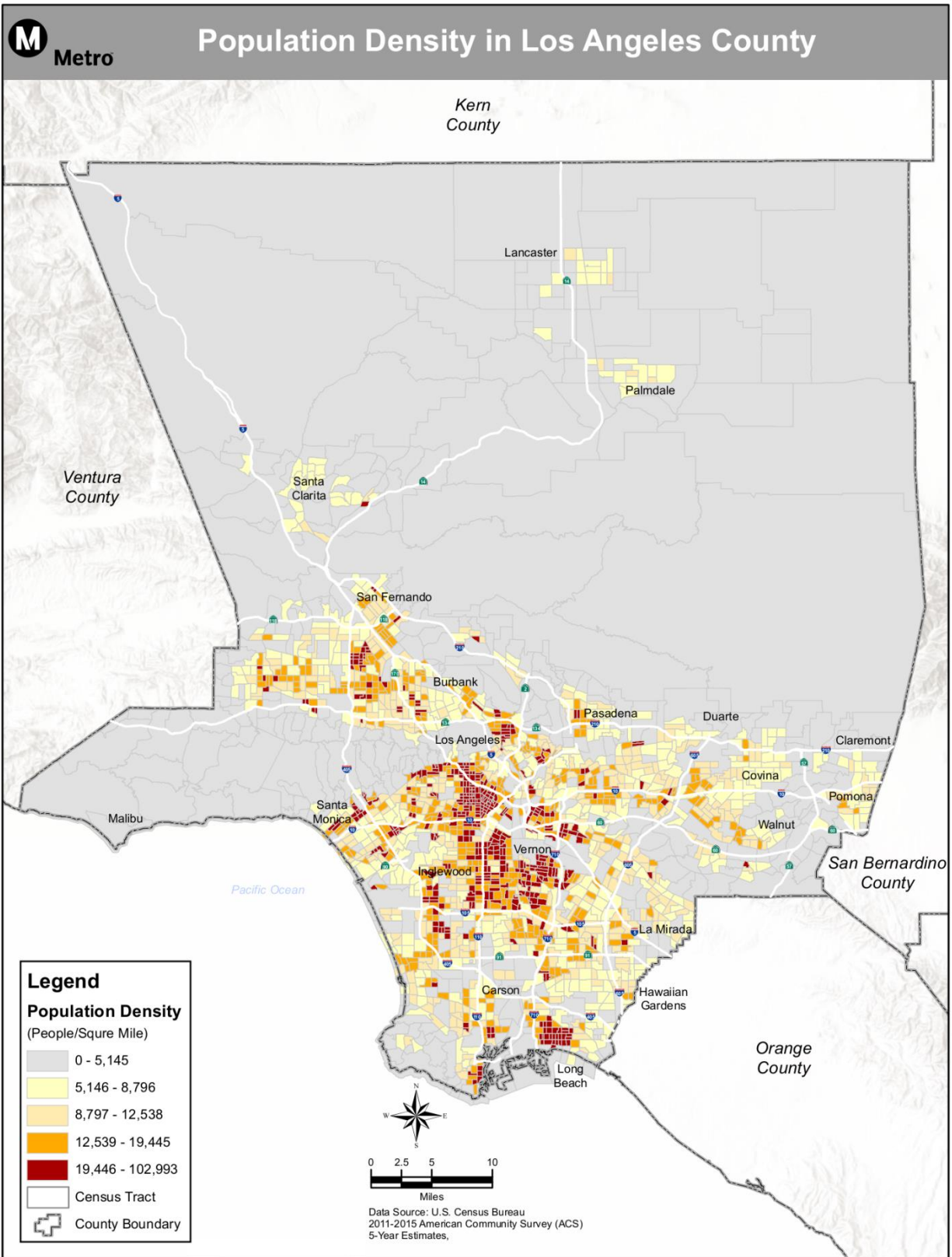
Geographic

- How do we examine communities?
 - Blocks
 - Neighborhoods and community planning areas
 - Cities
 - Subregions
 - County

Demographics

- Los Angeles County Demographics
 - Most populous county in the US, but density varies (Figure 3-1)
 - Ethnically diverse, i.e., majority minority population (Figure 3-2)
 - Non-English prevalence (Figure 3-3)
 - Other Demographic Details
- Economic Conditions
 - Federal Poverty Line is a national guideline (\$25,750 for 4-person household 2019)
 - Poverty must be adjusted in LA County for area housing & cost of living factors
 - 200% Federal Poverty (\$37,750 for 3-people family size, \$48,500 for 4-people family size, weighted average poverty threshold in 2015, Figure 3-4)
 - Severely Rent Burdened is part of the State housing crisis (Figure 3-5)

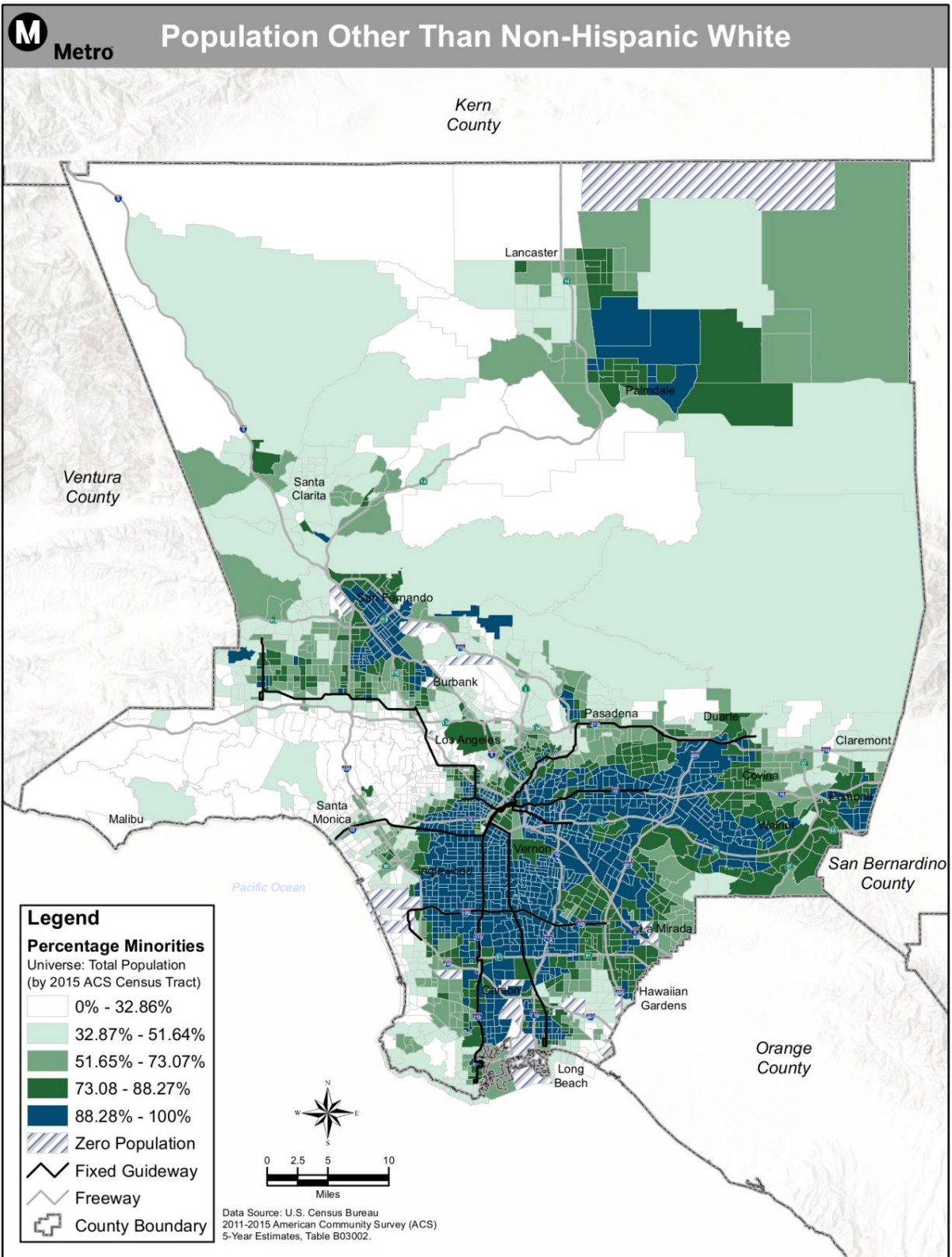
Figure 3-1. Population Density (2015)



Map Produced By Countywide Planning and Development, LACMTA, January, 2018
 Thomas Bros. Data Used With Permission

P:\Jobs3\Y17011_SocialEquityPopulations\MXD\Population_Density_Quantile.mxd

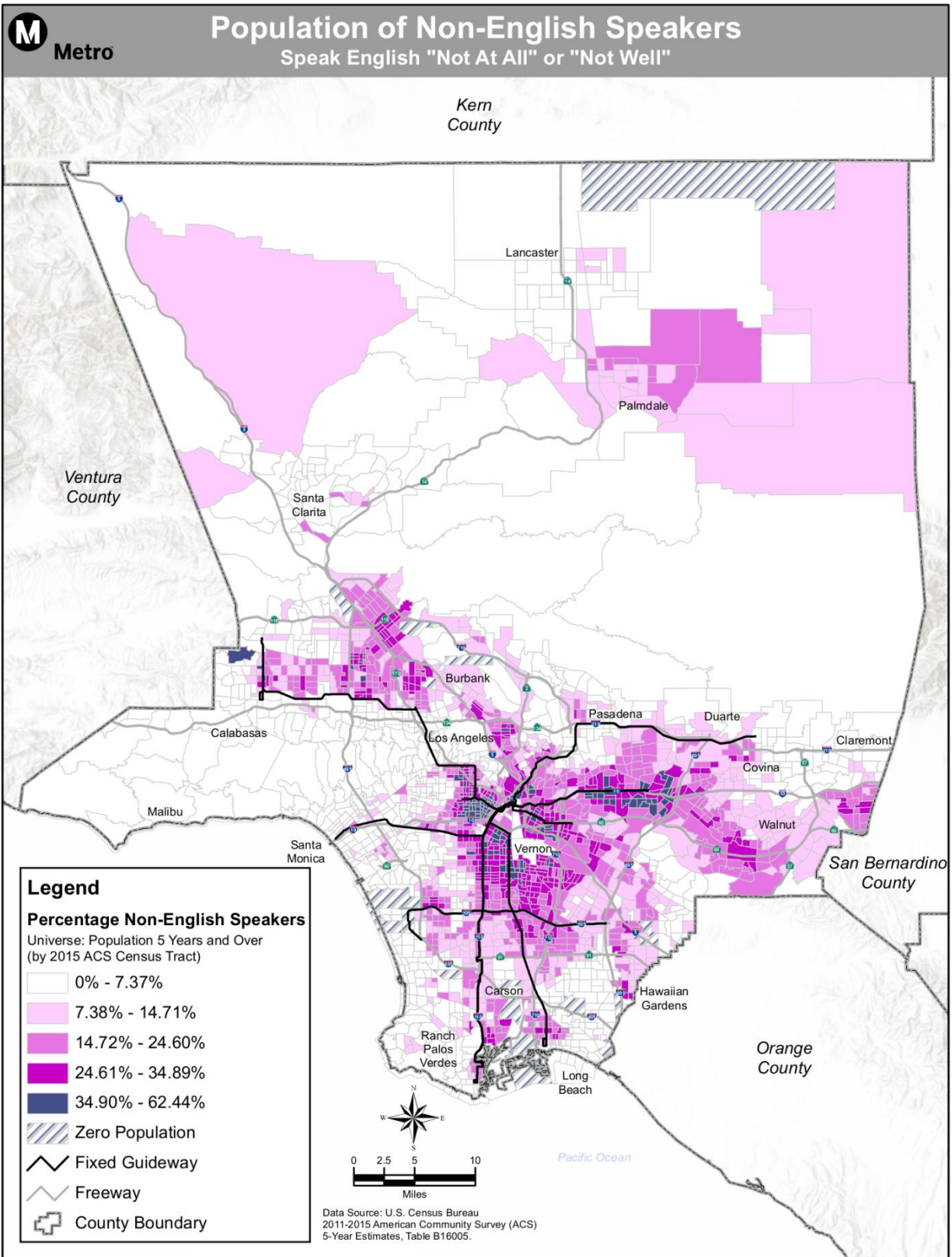
Figure 3-2. Majority Minority Population (2015)



Map Produced By Countywide Planning and Development, LACMTA, November, 2017
 Thomas Bros. Data Used With Permission

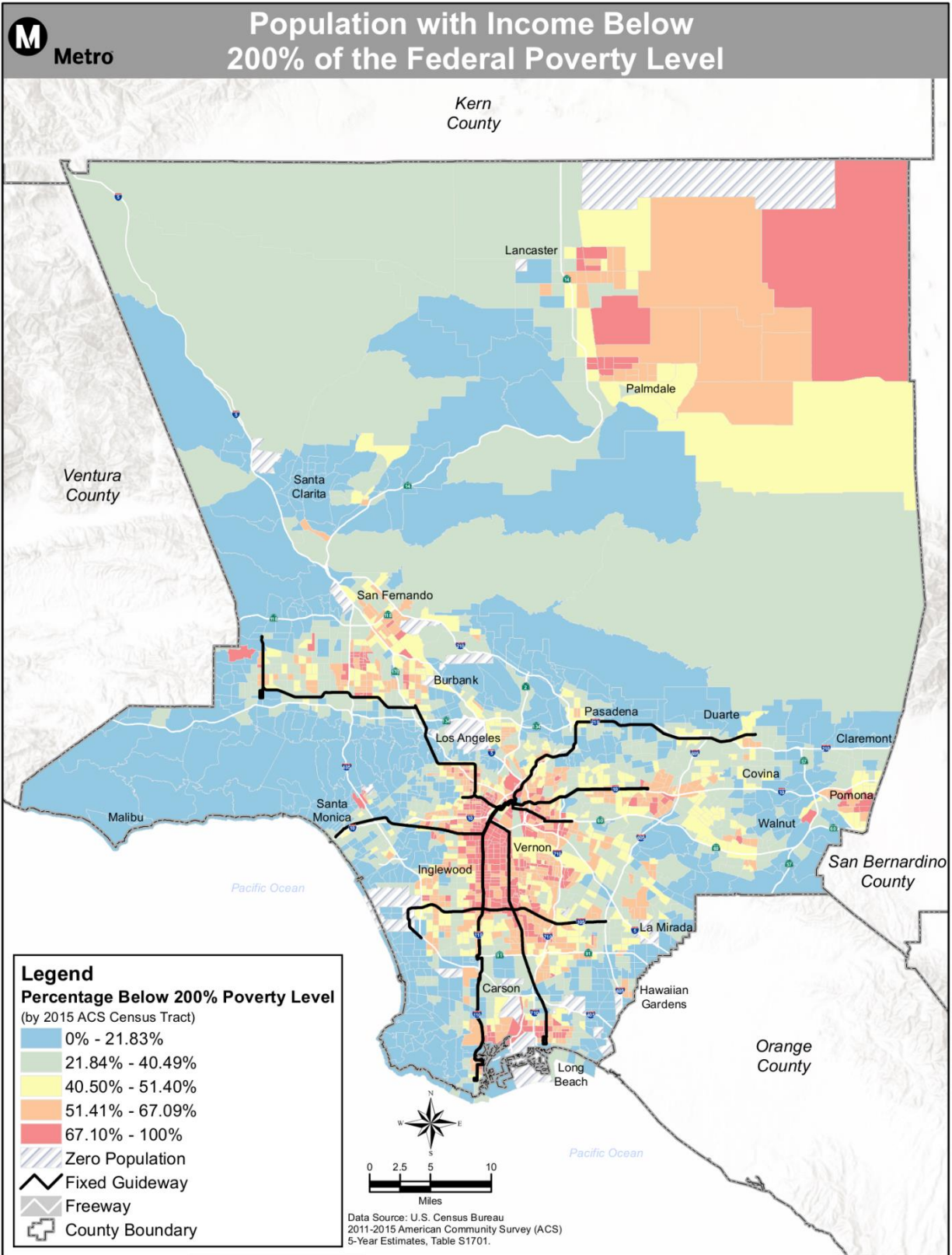
P:\Jobs3\Y17011_SocialEquityPopulations\MXD\Race_Ethnicity_Modified_Natural_Break.mxd

Figure 3-3. Non-English Speaking Population (2015)



Map Produced By Countywide Planning and Development, LACMTA, November, 2017 P:\Jobs3\Y17011_SocialEquityPopulations\MXD\English_Proficiency_NotAtAll_NotWell_Modified_Natural_Break.mxd Thomas Bros. Data Used With Permission

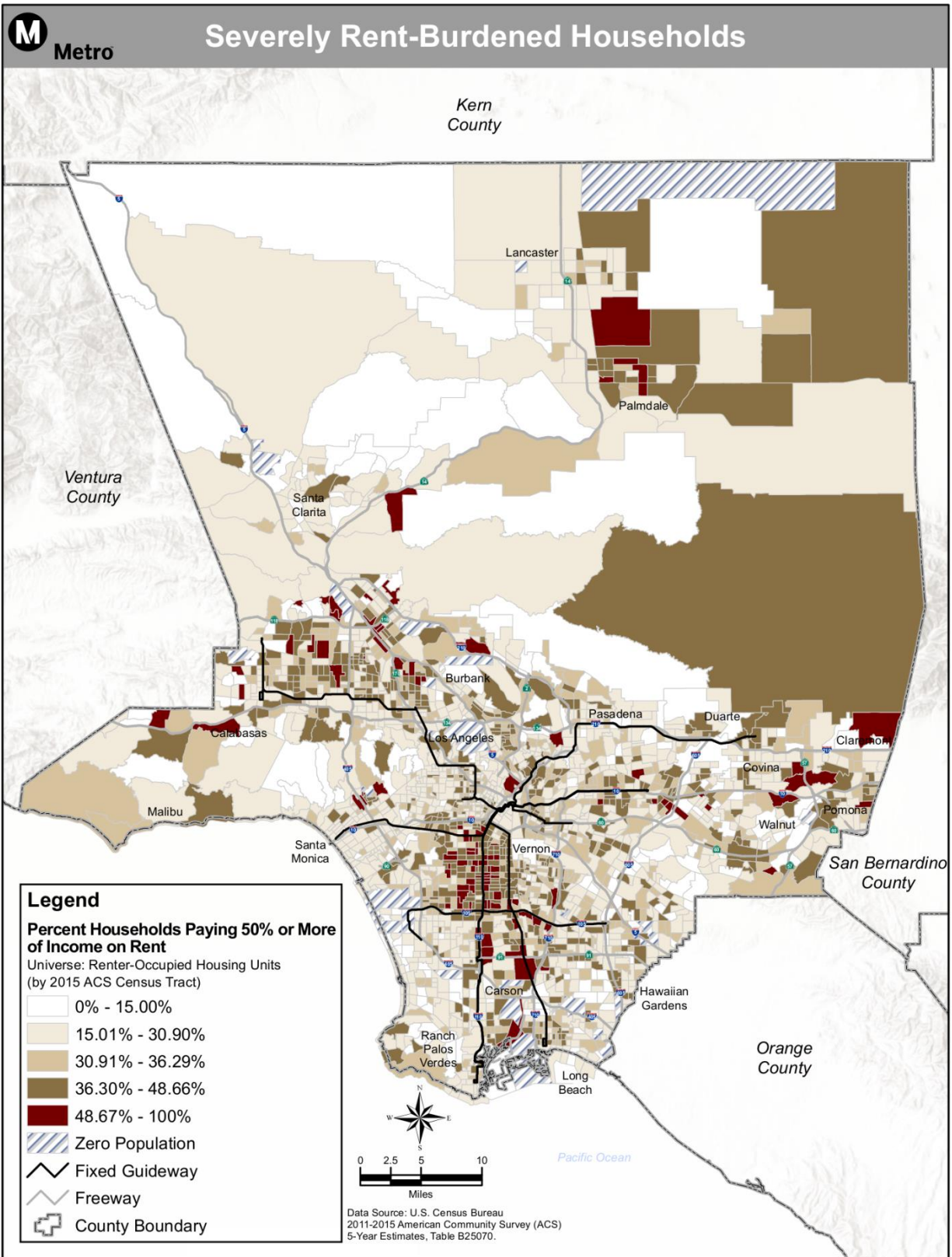
Figure 3-4. Federal Poverty Level (2015)



Map Produced By Countywide Planning and Development, LACMTA, November, 2017
 Thomas Bros. Data Used With Permission

P:\Jobs\3Y17011_SocialEquityPopulations\MXD\HH_Below_200percent_Poverty_Level_Modified_Natural_Break.mxd

Figure 3-5. Rent-Burdened Population (2015)

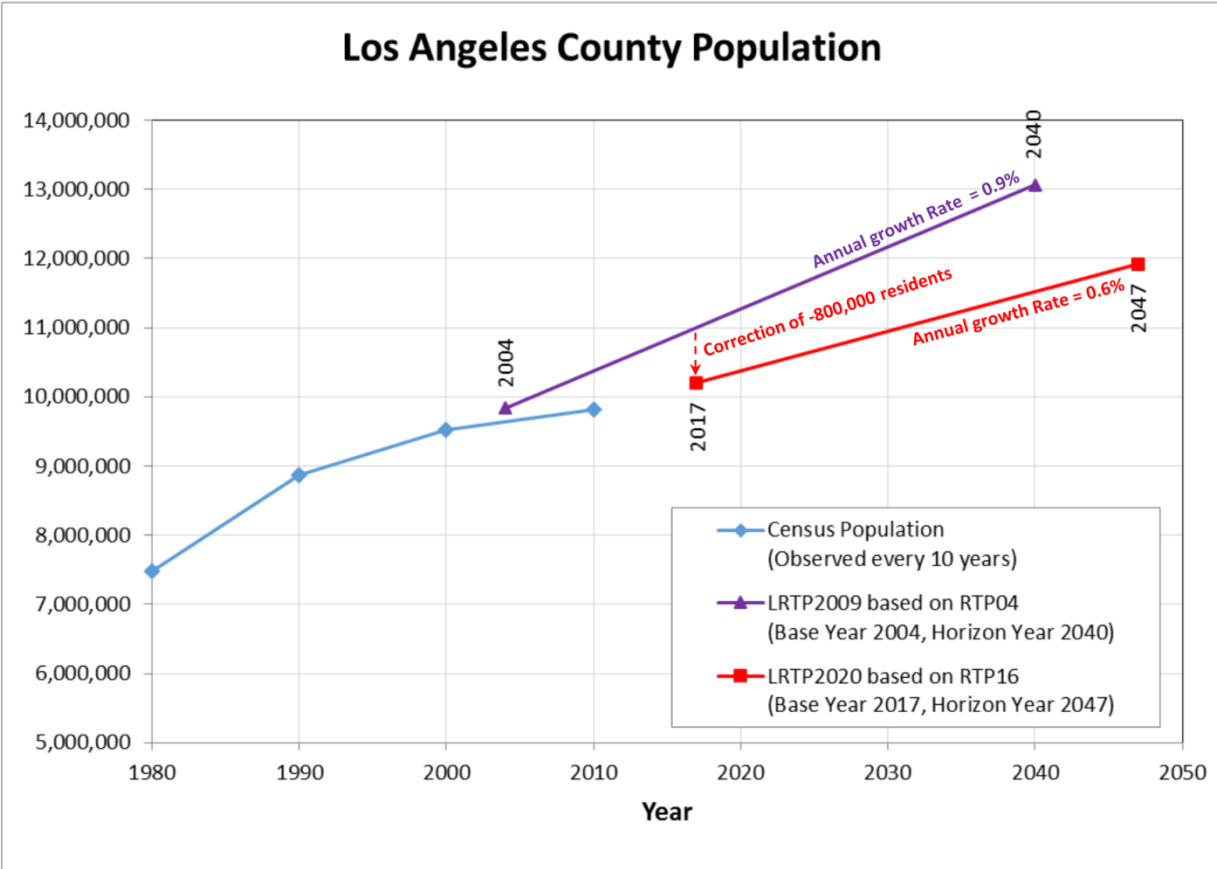


Map Produced By Countywide Planning and Development, LACMTA, November, 2017
 Thomas Bros. Data Used With Permission

P:\Uobs3\Y17011_SocialEquityPopulations\MXD\Severely_Rent_Burdened_Households_Modified_Natural_Break.mxd

- Demographic Trends
 - Historic Forecast Adjustments
 - Past SCAG forecasts were adjusted following the Recession
 - Current population is approximately 800,000 lower than projected (Figure 3-6)
 - Current jobs are approximately 680,000 lower (Figure 3-7)

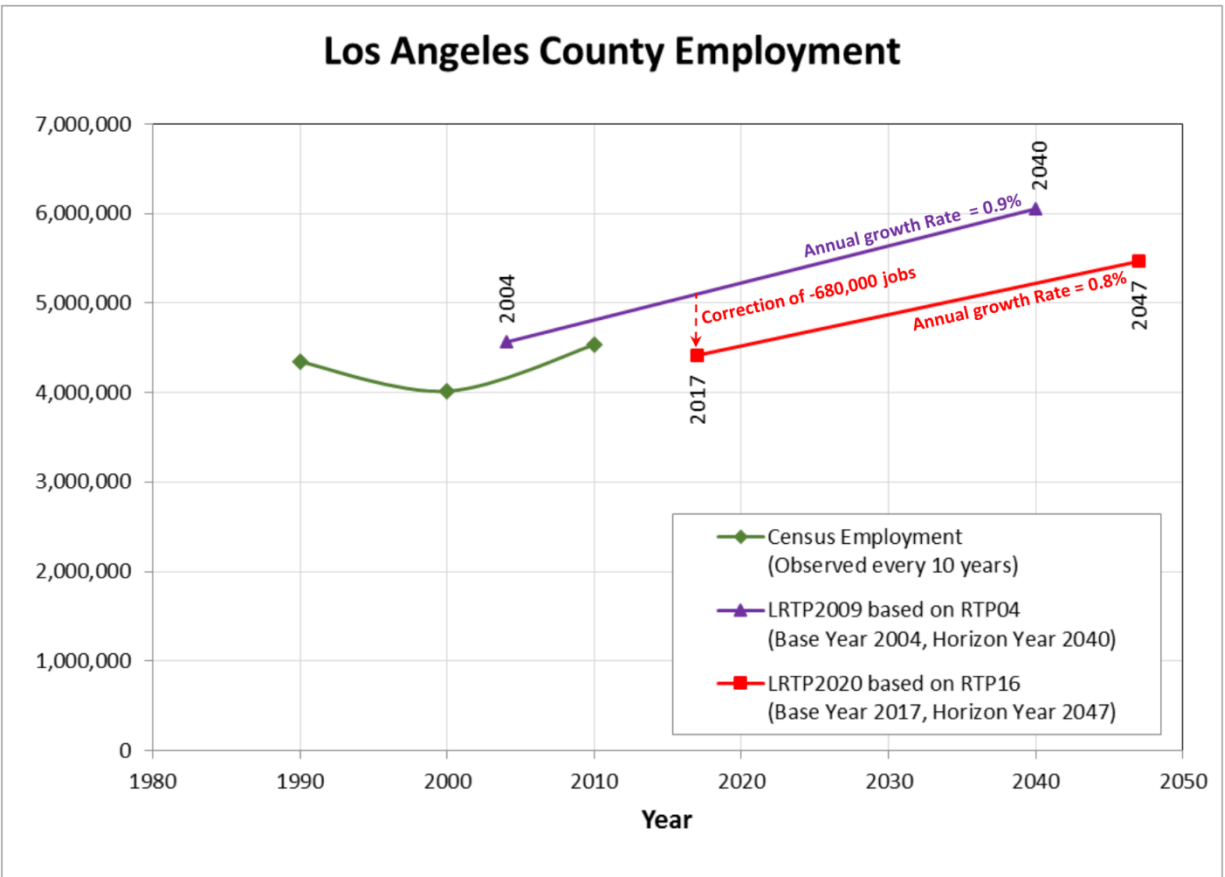
Figure 3-6. Population Projection



Notes:

1. L RTP 2009 was based on SCAG 2004 RTP, whereas L RTP 2020 is based on SCAG 2016 RTP. The latter has applied 800,000 population correction to base year 2017, and a more conservative annual growth rate of 0.3% in the next 30 years.

Figure 3-7. Employment Projection

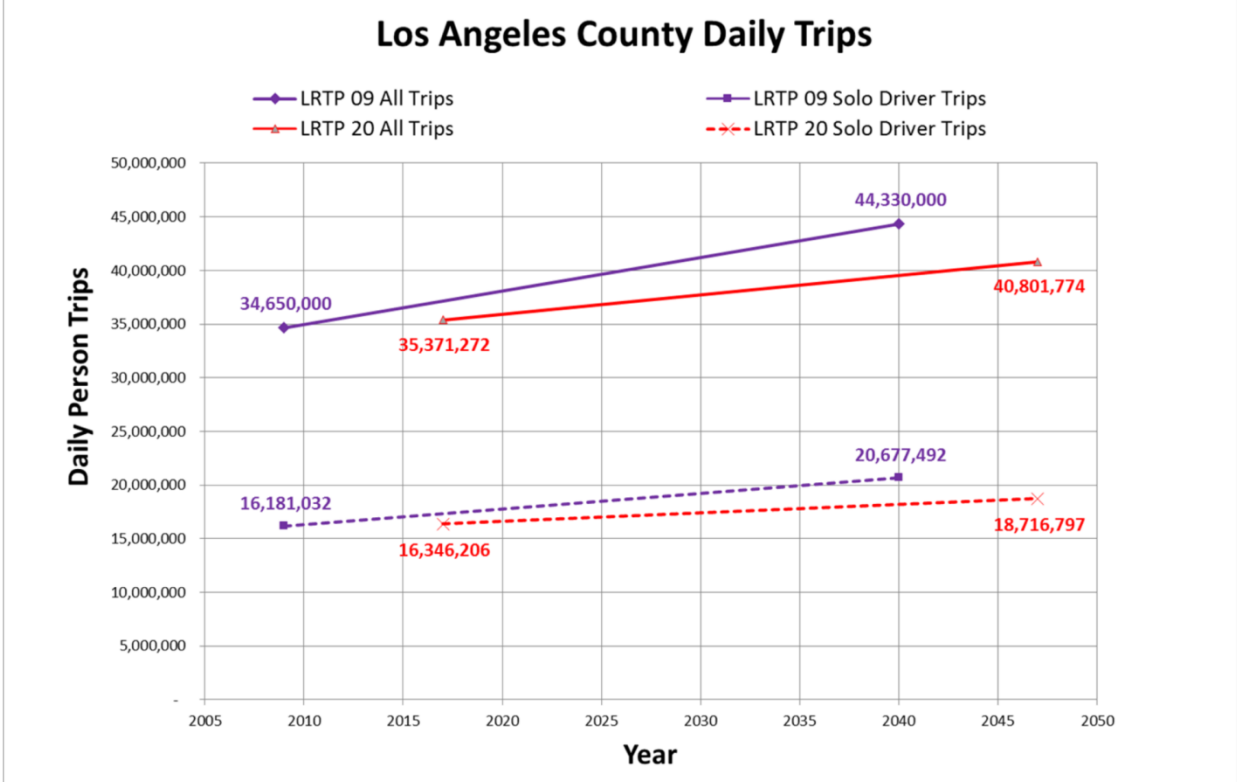


Notes:

1. L RTP 2009 was based on SCAG 2004 RTP, whereas L RTP 2020 is based on SCAG 2016 RTP. The latter has applied 680,000 job correction to base year 2017, and a more conservative annual growth rate of 0.8% in the next 30 years.

- Population and economic shifts (see Appendix 3A)
 - Homeless
 - Birth rate decrease
 - Work from home and other mode choices
 - Immigration
 - Other
- How does this affect our Ridership?
 - LA County Daily Trips (Figure 3-8)
 - Metro ridership demographics (see Appendix 3B)
 - Rail versus bus demographics – who precisely is riding each mode?
 - Customer satisfaction survey responses
 - Other Trip and travel mode information

Figure 3-8. Los Angeles County Daily Trips



How do we subdivide the county for LRTP purposes?

Metro Subregions (Figure 3-9)

- Established for plan analysis purposes;
- Subregions self-select their groupings and changed for Measure M;
- No specific boundary requirements; and
- SCAG has different subregions because they conduct different analyses.

Figure 3-9. Metro Subregions
 Metro Measure M Subregions



Subregional Detail

- Detailed demographic information and travel analysis for each of the nine subregions is included as Appendix 3C to this chapter. The following information is provided for each area:
 - Intro
 - a. List of jurisdictions, geography, locations
 - b. population and employment by jurisdictions
 - c. median household income
 - d. highway facilities, transit services
 - Land Use
 - a. Discussion by land use types
 - b. Discussion by jurisdictions
 - Travel Demand Factors
 - a. Population density by jurisdictions
 - b. Employment density by jurisdictions
 - c. Trip density by jurisdictions
 - d. Employment Centers (based on 2010 census)
 - Transit Dependent Communities
 - a. Zero-car ownership
 - b. Low income households
 - c. Senior Citizens with medium-low income
 - d. Transit Dependent Population

- Traffic Congestion
 - a. AM and Midday traffic volumes
 - b. AM and Midday traffic speeds

Travel Demand Model

The Metro Travel Demand Model analyzes average daily travel using eight major groupings: four trip purposes by two time periods. The four major travel purposes are:

- Home-Based-Work (HBW);
- Home-Based-University (HBU);
- Home-Based-Other (HBO); and
- Non-Home Based (NHB).

These purposes are further separated into travel during two time periods:

- Peak (6AM to 9AM and 3PM to 7PM); and
- Off-Peak (9AM to 3PM and 7PM to 6AM).

Of the purposes described above, the Peak Home-Based-Work is the most illustrative, as it reflects the general trend of travel in the AM rush hour and is indicative of the primary transit market. Appendix 3D presents the 2017 Peak Period Home-Based-Work trip exchange flows between the 9 Los Angeles County Sub-Regions.

2. How do we serve our communities?

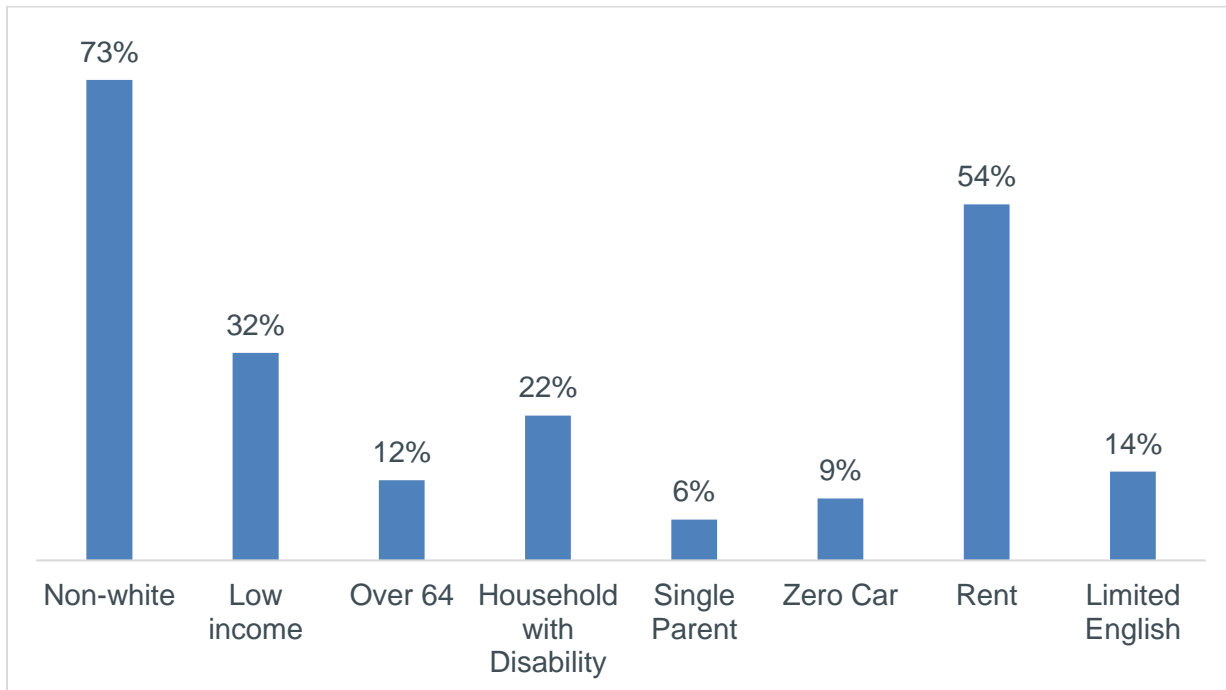
Understanding the commonalities and the differences in the Communities we serve.

Equity Lens on LA County Demographics

Research shows that tying personal well-being to demographic factors and locational geography can be used to develop a tool to identify priorities and track progress over time (e.g., *A Portrait of Los Angeles County*, Measure of America of the Social Science Research Council). Metro can use this tool to allocate transportation resources to a community based on need.

To understand the demographic backdrop in LA County, we identified the percent of the population with a variety of factors. Figure 3-10 shows LA County demographics with respect to each demographic factor. As of 2016, the LA County population was over 10 million with more than 3.2 million households. LA County is a “majority minority” county, with 73 percent of the population identifying as non-white. Nearly one third of LA County households earn less than \$35,000 annually. The \$35,000 annual income threshold is 60 percent of area median income and 140 percent of the federal poverty level. Notably, more than half of households are renters, nearly a quarter of households have at least one person with a disability, and nearly 10% of households own no car.

Figure 3-10. LA County Demographic Details as a Percentage of Total Population, 2016



Geographically, low-income, non-white, and zero-car populations are concentrated in certain regions. The highest concentrations of low-income households are located near Downtown, South LA, and portions of the Gateway Cities, San Fernando Valley, and North County (Figure 3-4). The highest concentrations of non-white residents are clustered in similar areas, with the addition of much of the San Gabriel Valley (Figure 3-2).

Inequity

Intuitively, the disparate conditions and demographics lead to uneven distribution of resources and gaps in access to opportunity within the County.

How has inequity shaped our communities?

- Redlining
- Gentrification and Urban Displacement
- Opportunity Gaps

How has Metro addressed inequity in the past?

- Title VI – prohibits discrimination on race, color, etc.
- Expanding programs to serve the most disadvantaged
 - Low Income Fare and other subsidy programs
 - Sustainability programs (e.g., clean air buses to address health concerns, etc.)
- Equity Platform – See Values Framework

Equity Baseline Next Steps

Equity is difficult to measure because it means different things to different people. In order to measure the performance of transportation plans or projects, inequity is easier to quantify. Performance will flow from the needs and wants of the communities, as identified by public engagement and other policy considerations. A full discussion on equity and performance measures is presented in the Values Chapter.

3. What are the needs and wants of our communities?

LRTP outreach is exploring this question. This area will support what is working and what is not working. In order to assess community needs we engage stakeholders throughout the County. The LRTP will have to address the needs as identified by the communities, as well as the scale, scope and location of the needs. The following Public Engagement effort is ongoing:

Outreach conducted

- Online surveys, polls, questionnaires
- Onboard surveys
- Workshops and working groups
- Innovative public engagement events

What are LRTP public engagement efforts?

- PAC
- Concurrent Metro studies engagement (i.e. NextGen Study)
- LRTP Survey

What are our communities saying?

The following areas were identified as the most frequent focus areas for future transportation related investment:

- Better transit (more frequent, secure, reliable, better customer experience, etc.)
- Less congestion (options to bypass traffic, better traffic flow, and improved travel times)
- More Affordable (improved/affordable access to housing, jobs and more)
- Innovative Mobility Choices (mobility services, apps and other innovations)
- Safer/Complete Streets (better roadways, including greener, rolling, walking, etc.)

3.2 Understanding our Partners

1. Who are our Partners?

What do we mean by a partnership?

A working definition of a partnership is “a collaborative relationship between entities to work toward shared objectives through a mutually agreed upon division of labor.” This section introduces the idea of a partnership as context to better understand Metro’s interdependence with its partners.

Inventory Partners by Category

Inventory is a sampling of key partners but is not exhaustive.

- Community Based Organizations
- Non-profits
- Private Sector Organizations (Innovators, economic development, business community, private transportation providers both goods movement and service providers)
- Government Agencies:
 - Municipal Operators
 - Cities
 - County
 - SCAG
 - State
 - Federal

PAC

- Roles and responsibilities
- Membership
 - Consumers
 - Providers
 - Jurisdictions

2. Why does Metro partner?

Metro’s Vision 2028 Strategic Plan sets a goal to transform Los Angeles County through regional collaboration and national leadership. While only a portion of the needs identified by the communities throughout LA County can be addressed directly by Metro alone, the LRTP identifies those partners who can also assist in meeting these needs. Metro’s Strategic Plan acknowledges that while Metro own and operate significant components of the County’s transportation system, the remaining elements, particularly street and highways, are governed by other jurisdictions. While Metro does not direct the actions of its partners, Metro does distribute a substantial portion of the County’s transportation funds to these organizations. In this capacity, Metro can provide incentives for partner organizations to help in addressing the mobility needs identified.

Metro funds allocated to our partners include:

- Transportation Sales Taxes: Local Return
 - Program derives from the four half-cent sales tax that Metro placed where funds will be re-allocated back to the county’s local governments to address specific transportation needs of each jurisdiction

- Measure M: Multi-year Subregional Program
 - Intended to provide sub-regions flexibility in using fund allocated through Measure M to develop a five-year program of projects. Requirements include community engagement, performance metrics, MSP nexus discussion, and mobility matrices.

What are the different forms that partnerships can take?

Here a brief exploration of the universe of partnerships is offered, informal and formal, voluntary and obligatory. This section will not be exhaustive but offer insight into a typology of partnerships including:

- Compliance
- Mutual-aid
- Collaboration
- Information sharing
- Public-private
- Interdisciplinary
- Donor/recipient
- Funding alliances
- Cost-sharing

Metro is an interdependent agency

Metro does not operate in a vacuum but within and among cities and other agencies with varied, complex regulatory systems and infrastructure in shared public spaces. Not only does Metro share this responsibility in terms of daily operations, planning, funding, constructing, compliance, etc.

What is under Metro’s control/authority?

See Metro’s statutory authority in Orientation and Context chapter.

What guides our relationship with our partners?

Our relationship with our partners will be guided by Goal 4 of the Vision 2028 Strategic Plan: Transform LA County through regional collaboration and national leadership

Summary of Strategic Plan Principles of partnerships

- Trust
- Encourage
- Lead
- Work to advance mobility goals
- Incentivize
- Collaborate to achieve co-benefits
- Legislative Advocacy

See Vision 2028 Action Matrix for partnership goals, objectives and plans.

What is outside our scope? Who are the partners that influence outcomes in the transportation space?

Opportunity to briefly explain how other disciplines and public sectors intersect with transportation: land use, housing, public right of way, local connections, urban design, healthy communities etc.

3. What are the wants/needs/requirements of our partners?

Our partners represent every local agency in Los Angeles County where every neighborhood matters and all are working aggressively to provide opportunities for their residents and businesses to thrive. Our partners have acknowledged that transportation is critical to facilitating the growth of their local economies and connecting residents to jobs. It is critical to ensure that the plans for the region's transportation infrastructure is coordinated and aligned

See Appendix 3C for a detailed description of the Travel Demand by Subregion

4. Partner Plan Inventory

How do the plans of our partners relate to the LRTP?

As part of the effort to develop a comprehensive baseline we contacted the 89 jurisdictions (including local governments, Council of Governments and municipal transit operators) in the County to self-identify the adopted plans and policies that are most important to their organization. The plans and policies of our partners help define the universe of possibilities across the County. This section sets the stage for stating shared goals/values in how we collaborate with partners prospectively.

What are our shared values?

- Conflicts
- Consistencies
- Opportunities

Attachment B

<http://libraryarchives.metro.net/DB Attachments/2018-0819 Attachment B Baseline Appendix.pdf>

LONG RANGE TRANSPORTATION PLAN: VALUES (DRAFT FRAMEWORK)

1. What is the Values chapter?

- This section presents the statement of values that influence/guide the LRTP's policy and investment decisions.

Those principles, norms and cultural values include the four Guiding Principles developed at the onset of the LRTP Update process, which serve as requirements for the LRTP approach and outcomes:

- Public engagement and analytical rigor—undertaking broad and strategic public engagement is vital to creating a plan that reflects our diverse public and stakeholders, necessitating that decision-making be guided by the input received, along with strong technical work to illustrate a range of possible futures and corresponding outcomes;
- Equity, environment and health—creating a comprehensive transportation plan enables mobility and access and therefore has a powerful role to play in promoting equity, enhancing the environment and improving public health, all of which would be instilled into every aspect of the LRTP;
- Innovations, resiliency, and adaptability—reinforces the importance of a flexible and adaptable plan to address a range of innovations, which ensures that the plan can withstand these and other major changes, along with emphasizing the significance of maintaining a state of good repair and service; and
- Financial discipline and economic development—stresses the need to balance building significant, new transportation facilities with assuring funding to maintain a high operating standard and state of good repair, and recognizes the fundamental role a holistic multi-modal transportation network has in facilitating economic prosperity.
 - The LRTP must be financially constrained per requirements for SCAG's RTP/SCS

2. What does this chapter address?

- Goals and Policies
 - Vision 2028 provides goals and outcomes
 - Unify past policies and future objectives
 - Require discretionary consistency
- Performance Metrics
 - Measurable
 - Evaluate existing conditions
 - Forecast future impacts
 - Function and implementation specific
- Past Performance Measure Adoption

- Measure M: Metro Board adopted a performance framework in December 2015 for all LRTP projects. Performance Metric themes include:
 - Mobility
 - Accessibility
 - Economy
 - Safety
 - Sustainability & Quality of Life

3. What are the Purposes of Values Driven Performance for the LRTP?

Values Driven Performance establishes a framework for developing the plan and monitoring the effectiveness of the implementation.

- *Address stated goals:* A performance measure may quantify, with a measurable result or score, a project’s impact on vehicle miles traveled (VMT). However, a single number is not informative unless it is tied to an agency goal and objective. The goal and objective helps inform whether a positive or negative number is desired. Additionally, a target or criteria can help Metro determine how big of an impact is desired.
- *Focus on system-level impacts.* The framework is intended to serve as a systemwide sample of key performance indicators. It is not intended to be an exhaustive list of all measures of interest. Metro considers many additional variables when evaluating the performance of specific projects, programs, or modal interests.
- *Help Metro Track Progress:* Performance measures will help Metro in benchmarking systemic progress toward regional goals, providing transparency and accountability to taxpayers and regional stakeholders.

4. What do we mean by “performance?”

Performance measures, performance metrics, and criteria are often used interchangeably. While there is a lot of overlap, there are subtle but important differences:

Term	Definition	Example
Performance Measure	A quantifiable measure of impact	Vehicle miles traveled (VMT)
Performance Metric	The quantified value of the LRTP’s impact	Recommended projects will decrease VMT by 3% compared to baseline
Criteria/Target	The threshold or standard level of performance the LRTP seeks to meet	A preferred scenario should decrease VMT by 5% compared to baseline

5. How is a Performance Framework structured?

LRTP performance framework is organized around goals (what do we want to achieve?), objectives (how do we address our goals?), and performance measures (how do we track and measure success?):

- **Goals** (“What do we want to achieve?”) drawn from the service-oriented goals of *Vision 2028*.

- **Objectives** (“How should we address our goals?”) drawn from public input gathered through the outreach phase of the LRTP, as well as objectives from countywide planning efforts, statutory requirements, and *Vision 2028* initiatives.
- **Performance Measures** (“How do we track and measure success?”) drawn from *Vision 2028*, the US Department of Transportation’s Transportation Performance Management rulemaking, Metro’s the LRTP/Measure M Performance Framework, the *SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy*, and other Metro plans and programs.

6. What is the purpose of scenario testing and how does it use performance?

The primary purpose of scenario testing is to understand the benefits and drawbacks of each, in addition to identifying areas where more effort may be needed in future planning cycles to achieve ambitious targets. Evaluating combinations of different transportation investment alternatives, including alignment options with complementary land use growth patterns will assist policymakers, planners, and the public at large to make investment related decisions.

Scenarios considered:

- High-Frequency Transit
- Congestion Pricing, including mileage-based user fee, cordon pricing and corridor pricing
- Enhanced Active Transportation
- Innovative Transportation
- TOC Infill

7. What is Set Forth in the Metro Vision 2028 Strategic Plan?

- Metro’s five vital and bold goals
 - Provide high-quality mobility options that enable people to spend less time traveling.
 - Deliver outstanding trip experiences for all users of the transportation system.
 - Enhance communities and lives through mobility and access to opportunity.
 - Transform LA County through regional collaboration and national leadership.
 - Provide responsive, accountable, and trustworthy governance within the Metro organization.
- Metro’s mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.
- Metro’s vision is composed of three elements:
 - Increased prosperity for all by removing mobility barriers;
 - Swift and easy mobility throughout LA County, anytime; and
 - Accommodating more trips through a variety of high-quality mobility options
- Action matrix identifies path forward toward implementation of Vision 2028:
 - Adopt performance metrics and incorporate them into practices at Metro
 - Develop performance metrics specific to the Bus Rapid Transit Vision and Principles Study
 - Build an asset management practice
 - Define guidelines for performance outcomes of full transportation network
 - Update performance measures related to security
 - Develop performance measurement/continuous improvement program related to customer satisfaction
 - Develop program of rigorous performance management and continuous improvement across Metro, including the allocation of staff and financial resources
 - Establish baseline for system performance

8. What role does Equity play in the Values Framework?

Metro introduced the Equity Platform in February 2018 as a basis to actively lead and partner in addressing and overcoming disparities in accessing opportunity. Metro has committed to incorporating equity principles into, and pursuing equitable outcomes emerging from, everything we do. The Equity Platform is comprised of four pillars:

- **Define and Measure:** define equity and develop performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro’s actions;
- **Listen and Learn:** establish the crucial connection between Metro and the larger LA County community in carrying out the principles of the Platform;
- **Focus and Deliver:** implement actions and programs that carry out Equity Platform objectives and principles; and
- **Train and Grow:** recognize that significant commitments will be needed from within the Metro organization to understand, embrace and maximize equity advancements.

Implementation of the four Equity Platform pillars illustrates how values guide Metro, and will be ongoing.

The “Define and Measure” pillar embraces the key task of defining “equity” in the transportation realm — and where transportation intersects with other disciplines. This must be matched with performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro’s actions. It is essential that equity definitions and metrics be done in a collaborative environment, to include those voices which may not have been previously sought at the forefront of Metro-driven decisions. Efforts include:

1. Work with the Policy Advisory Council (PAC) to define “opportunity gaps” —
2. Construct and apply equity-driven performance metrics in key Metro initiatives

In the meantime, include appropriate metrics in both the evaluation and recommendations of major initiatives.

The “Listen and Learn” pillar in the Equity Platform establishes the crucial connection between Metro and the larger Los Angeles County community in carrying out the principles of the Platform. The following elements have been initiated or are in progress:

1. Establish new partnerships with Community Based Organizations (CBOs).
2. Establish Equity Advisory avenues.

Realizing Equity

The “Focus and Deliver” pillar addresses the need to implement actions and programs that carry out Equity Platform objectives and principles. Examples of on-going and future initiatives include, but are not limited to:

- NextGen
- Women and Girls Governing Council:
- LRTP

- Disadvantaged Business Enterprise/Veterans Business Enterprise assistance
- Career Pathway initiatives, including the proposed Transportation School
- Explore other assistance to resource-challenged local jurisdictions in Los Angeles County,

The “Train and Grow” pillar recognizes that implementing the Equity Platform effectively will require significant commitments within the Metro organization to understand, embrace, and maximize equity advancements in the other pillars. Commitments include:

- Pursue senior-/executive-level training program in racial equity.
- Work with foundations on possible training/seminars geared to Metro-related focus areas.
- Host workshop on technical best practices for equity measurement and analysis.

9. What are the key issues influencing access to opportunity?

The framework explores the relationship between demographic factors (independent variable) and opportunity factors (dependent variable).

The Values Framework attempts to understand the correlation between opportunity gaps and demographic factors, to identify where in the county these communities are concentrated, as identified in the Baseline Understanding Framework.

	Demographics (Risk Factors)
Opportunity Factors (Outcomes)	<ul style="list-style-type: none"> • Are there gaps in outcomes? • If so, where are the disparities concentrated?

Equity Risk Factors

It is difficult to measure equity because it means different things to different people. Inequity, or gaps in opportunity, is easier to quantify. Demographic factors are important determinants of inequity in LA County and are identified in the table below.

<i>Demographics (Risk Factors)</i>
• Income (< \$35,000 annually)
• Race (Non-white)
• Family structure (Single-parent household)
• Car ownership (Zero-car household)
• English speaking (Limited English household)
• Housing tenure (renter)

- Birthplace (Foreign-born)
- Age (Under 18 or over 65)
- Disability (Household with at least one person with a disability)
- Gender (Female)

Several of these demographic factors are more strongly correlated with low access to opportunity. Communities with the highest non-white, low-income and zero-car populations are at the greatest risk for overall lack of opportunity and, therefore, face the greatest inequities. These demographic factors are described in greater detail in the *Baseline Understanding* section.

Access to Opportunity

Opportunity Factors are outcomes that are affected by demographic factors. Data on Opportunity Factors can show the opportunity gaps that exist within various communities, which includes access differences, cost of living rates or other disproportionate impacts, as compared to the County average. Below is a list of Opportunity factors that could help identify communities with greater risk(s) and/or larger opportunity gaps, when looking at more specific metrics within each factor:

Opportunity Factors

- Jobs/Employment
- Housing
- Education
- Public Health
- Environment Quality
- Safety/Security

10. What Demographic Factors face the greatest opportunity challenges?

Each demographic factor is important to track over time, but some appear to be more strongly correlated with low access to opportunity. For example, neighborhood unemployment rates tend to increase as their concentrations of low-income, non-white, single parent, and renter populations increase. Overall, this analysis suggests that communities with the greatest risk for overall lack of opportunity are the highest concentrations of the following populations:

- **Low-income;**
- **Non-white; and**
- **Zero-car.**

Together, communities with large concentrations of low-income, non-white and zero-car households show opportunity gaps well over the county average. Note that many of the above demographic factors are correlated with one another, so by focusing specifically on these three factors, we capture larger concentrations of other demographic factors as well. Stakeholders on the PAC Equity Working Group agreed that these three demographic factors are critical to defining opportunity and identifying Equity Focus Communities (EFCs).

Figure 4-1 Concentration of Low-Income Households

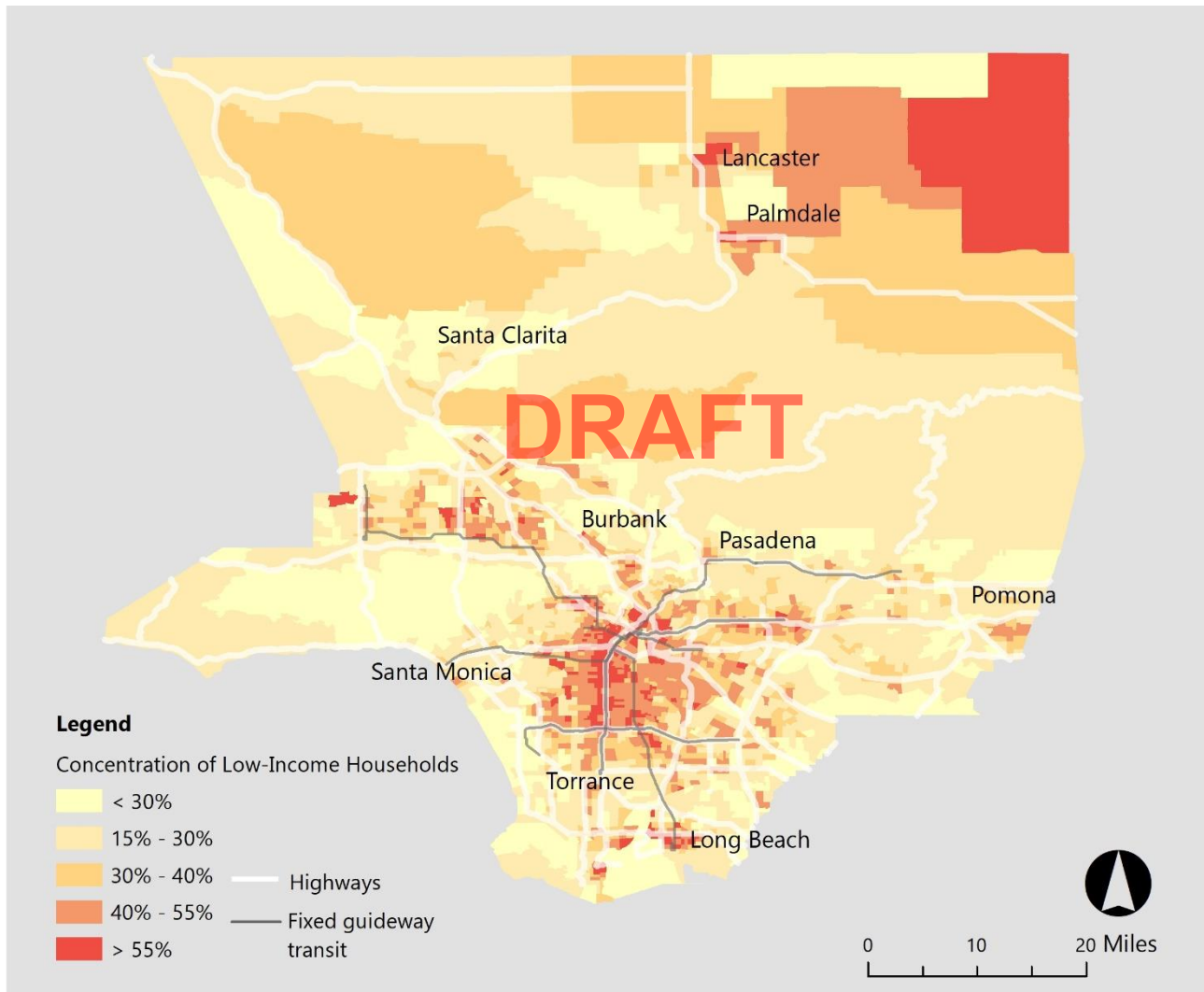


Figure 4-2 Concentration of Non-White Population

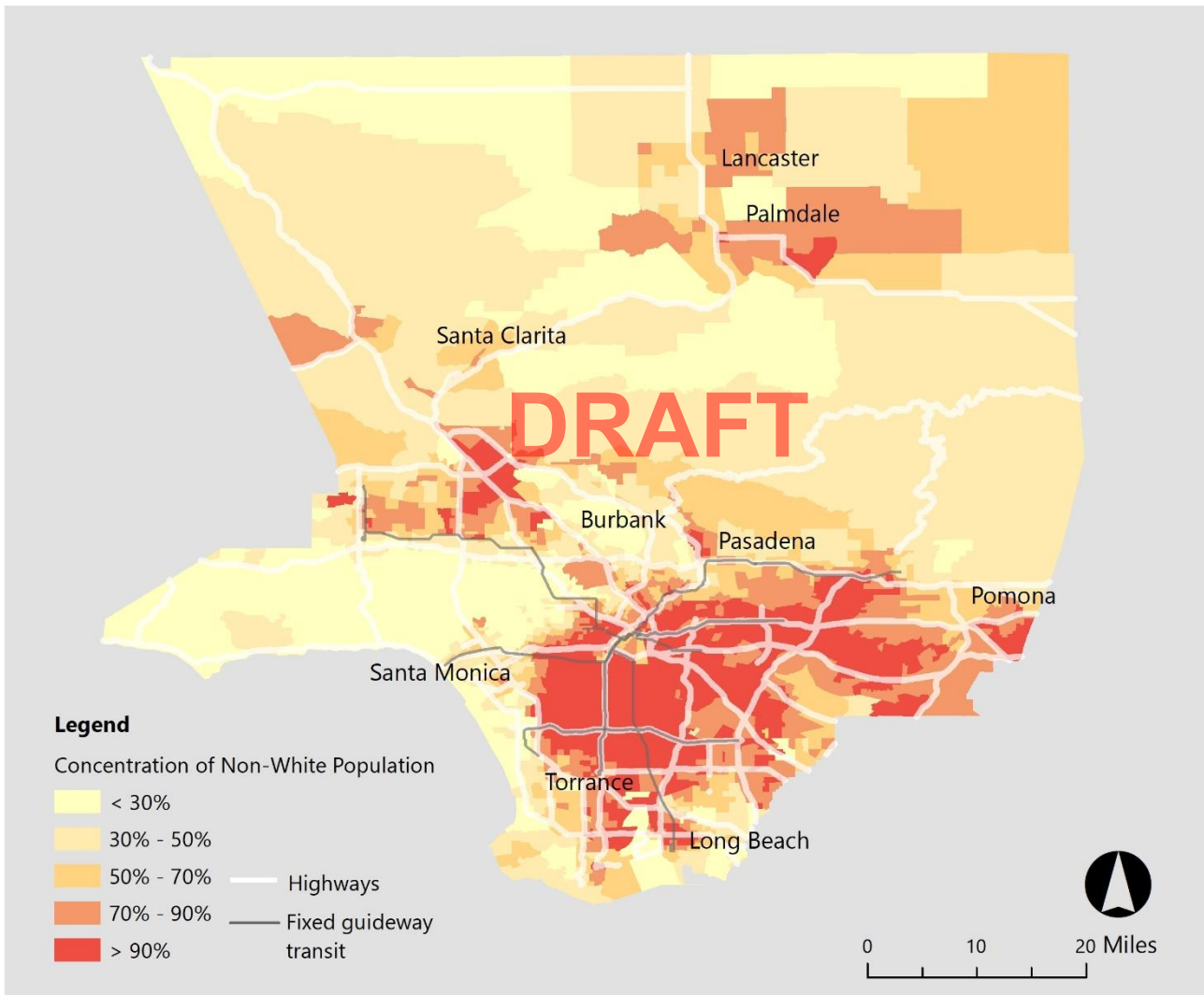
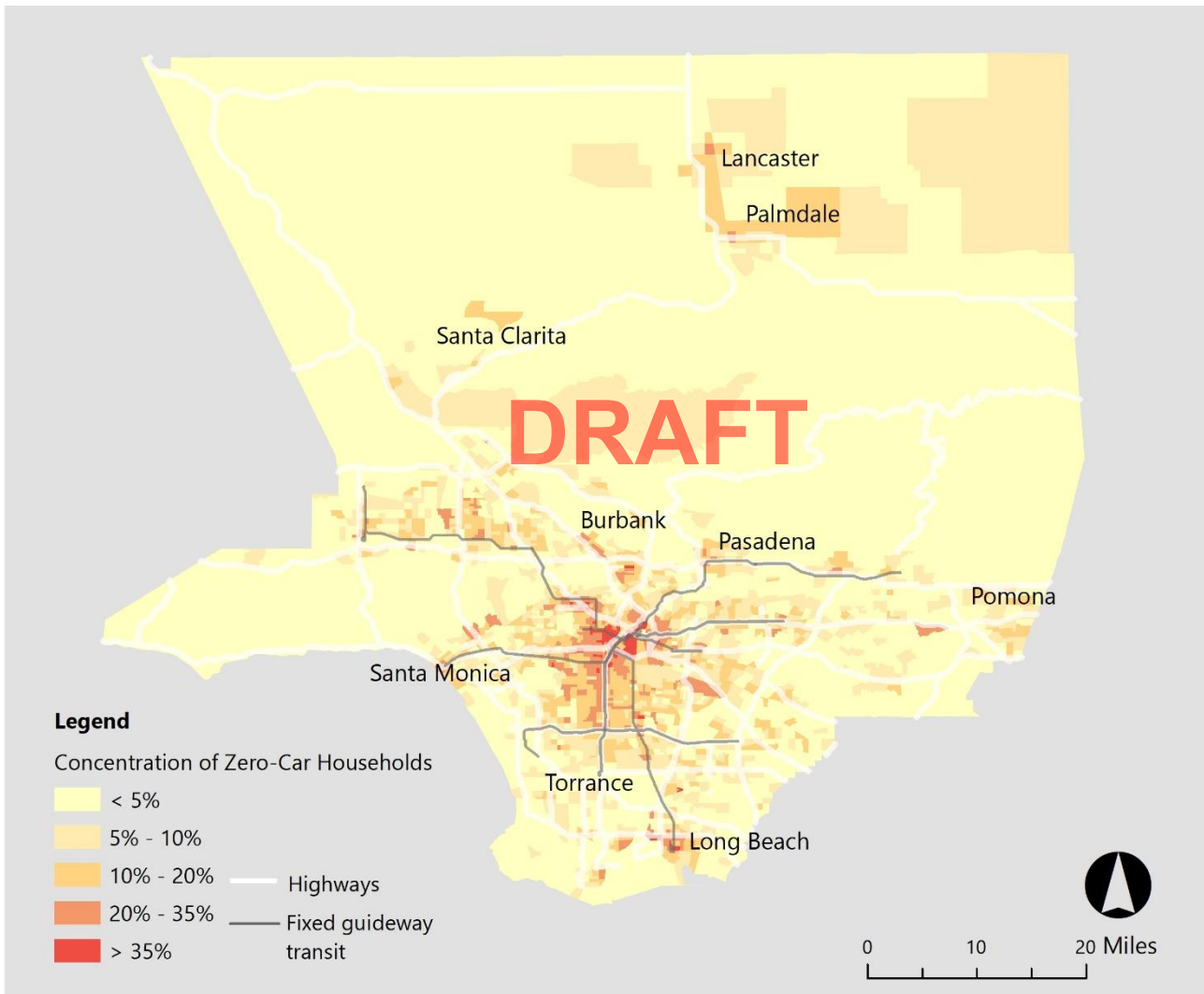


Figure 4-3 Concentration of Zero-Car Households



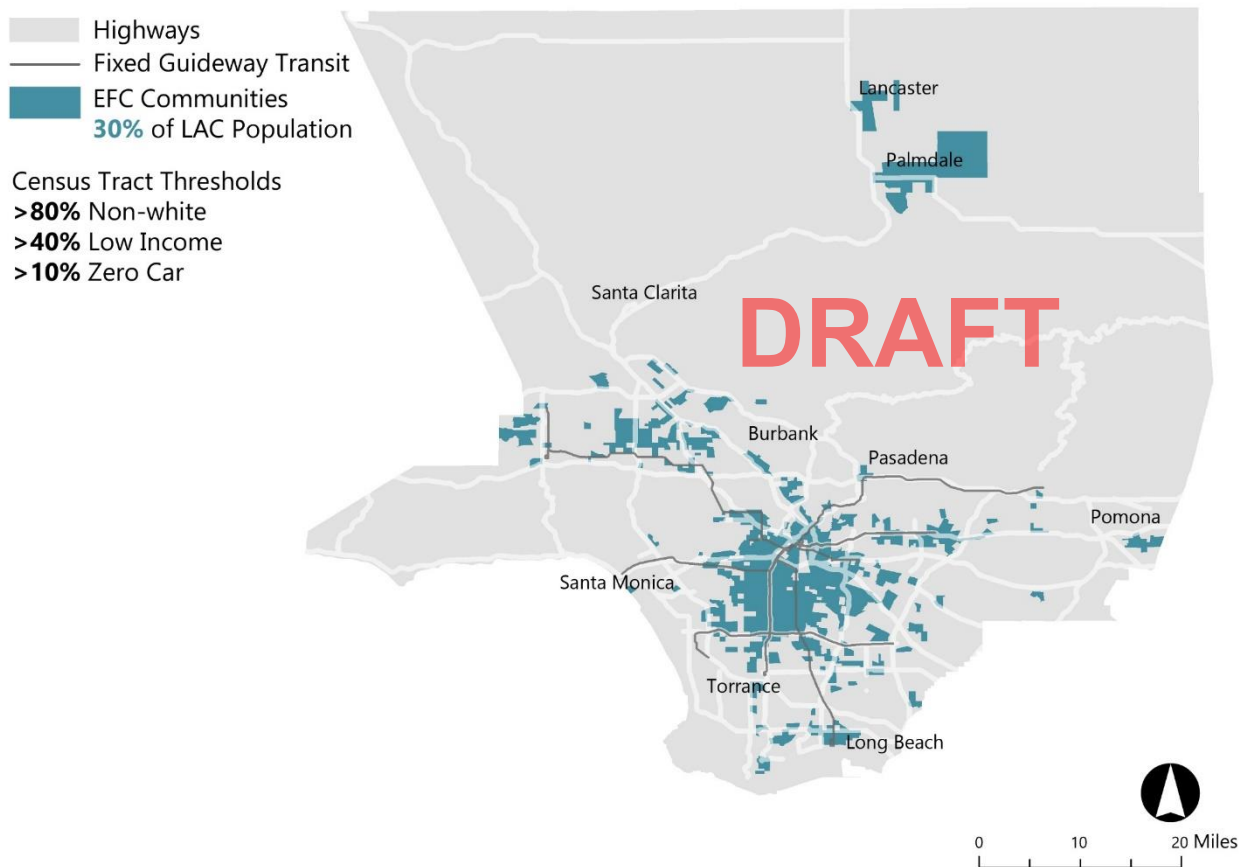
Equity Focus Communities (EFCs)

Equity focus communities (EFCs) are those communities most heavily impacted by gaps in inequity throughout the County. The transportation performance of EFCs can be evaluated by setting a threshold of census tracts in the County. A 30% threshold was presented to PAC and is presented as a draft in Figure 4. The 30% threshold represents approximately 3 million people in LA County and is distinguished by:

- 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.

Most of the other demographic factors are strongly correlated with these three factors.

Figure 4-4 Equity-Focus Communities



11. Why develop consensus for LRTP Performance Measures?

Consensus is a necessary element for the LRTP, to be able to reflect the priorities of the community and support attainment of desired performance outcomes for the multimodal transportation system. Public engagement for the LRTP will include stakeholder feedback on the Values, including the performance measures.

Metro is working internally and externally to build consensus on performance for the updated LRTP.

When complete, this section of the LRTP will deliver the following:

- Establish overall performance measures that measure and forecast the impacts (positive and negative) for transportation investments;
- Establish an evaluation of the existing transportation network, utilizing the same performance criteria;
- Define Equity for purposes of the LRTP, and for project specific purposes; and
- Identify which performance impacts are Metro controlled, and which are partnership-driven.

Performance measures serve as a basis for comparing alternative improvement strategies and for tracking performance over time. The selection of performance measures is a critical selection that will guide future policies and investment strategies. Therefore, the Metro Board must adopt and embrace the performance measures, as part of the LRTP update, to align Board adopted goals with stakeholder priorities.

Draft Performance Measures

A draft performance framework was shared with PAC in April. The framework included each of the five Vision 2028 goals, system performance objectives, and draft performance measures as displayed below in Figure 5.

Performance measures specific to EFCs are identified in Goal 3 (Enhance communities and lives through mobility and access to opportunity), Performance Objective 5 (Promote access to opportunity in Equity Focus Communities).

Figure 5. Draft Performance Measures

Vision 2028 Goals	#	System Performance Objectives	DRAFT Performance Measures
Goal 1: Provide high-quality mobility options that enable people to spend less time traveling	1	Optimize the speed, reliability and performance of the transportation system	Travel time by mode
			Travel time reliability by mode
	2	Provide high-quality mobility options for all	Percent of households and jobs within 10-minute walk or roll of high-quality transit
			Transit competitiveness (vs. driving) in key travel markets
Person travel hours in non-SOV modes			
Goal 2: Deliver outstanding trip experiences for all users of the transportation system	3	Improve transportation system safety and security	Active transportation mode share
			Collisions by mode by severity
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit
	4	Maintain a high level of customer satisfaction	Part I & II crimes reported on Metro transit system
Goal 3: Enhance communities and lives through mobility and access to opportunity	5	Promote access to opportunity in Equity Focus Communities	Customer satisfaction with Metro bus, rail, and Express Lanes systems
			Travel time by mode in EFCs
			Percent of Equity Focus Community (EFC) households within 10-minute walk or roll of high quality transit
			Collisions by mode and severity in EFCs
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs
			Affordable housing within ½ mile of high quality transit in EFCs
			Percent of household income spent on combined transportation and housing costs in EFCs
			Air quality pollutants in EFCs
	6	Reduce household costs spent on transportation and housing	Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit
			Percent of roads and highway bridges in good and fair condition in EFCs
	7	Promote economic vitality	Affordable housing within ½ mile of high quality transit
			Jobs within 1/2 mile of high quality transit
			Percent of household income spent on combined transportation and housing costs
8	Improve environmental	Regional economic growth attributable to transportation investments	
		Regional jobs attributable to transportation investments	
			GHG emissions

		quality and resilience	Air quality pollutants
	9	Enhance public health and quality of life	Percent of activity centers within 10-minute walk or roll of high quality transit
			Active transportation mode share
Goal 4: Transform LA County through regional collaboration and national leadership	10	Manage roadway congestion	Vehicle hours of delay per capita
			Vehicle miles traveled per capita
			Total person throughput
			Average roadway incident clearance time
	11	Increase share of travel by non-SOV modes	Annual transit trips
			SOV mode share
	12	Support efficient goods movement	Truck vehicle hours of delay
Truck travel time reliability			
Goal 5: Provide responsive, accountable, and trustworthy governance within Metro	13	Maintain a state of good repair of transportation assets	Percent of roads and highway bridges in good and fair condition
			Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life
	14	Ensure accountability through transparent reporting practices	Progress toward project completion compared to financial forecast
			Legal and policy reports issued on time

Appendix 4A includes draft performance metrics and data sources for the measures.

Appendix

4A. Proposed LRTP Performance Metrics

Vision 2028 Goals	#	System Performance Objectives	DRAFT Performance Measures	Performance Metric Description	Modes measured	Data Source
Goal 1: Provide high-quality mobility options that enable people to spend less time traveling	1	Optimize the speed, reliability and performance of the transportation system	Travel time by mode	Average AM and Midday travel time (in minutes) by mode	auto, truck, rail, bus, bike, walk	Metro Travel Demand Model (2017)
			Travel time reliability by mode	% variation in AM and Midday travel time (in minutes) by mode	auto, truck, transit	Metro Arterial Performance Monitoring Tool Metro Service Planning and Analysis group
	2	Provide high-quality mobility options for all	Percent of households and jobs within 10-minute walk or roll of high-quality transit	Percent of households and jobs within 10-minute walk or roll of high-quality mobility options		Metro Service Planning Data; Metro Travel Demand Model (2017); US Census Bureau ACS (2017) and Census Transportation Planning Products
			Transit competitiveness (vs. driving) in key travel markets	Ratio of transit travel time to auto travel time between zonal pairs		Data from Metro NextGen Bus Study
			Person travel hours in non-SOV modes	Person travel hours for transit, HOV, bicycling, and walking	HOV, transit, biking, walking	Metro Travel Demand Model (2017)
			Active transportation mode share	% of trips made by bicycle or walking	Bike, walk	California Household Travel Survey (2012); National Household Travel Survey (2017); US Census Bureau ACS (2017)
	Goal 2: Deliver outstanding trip experiences for all users of the transportation system	3	Improve transportation system safety and security	Collisions by mode by severity	Number of fatal and severe collisions involving autos, trucks, bicycles, and pedestrians	auto, bike, walk, truck
Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit				Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit		Metro GIS data (2018); LA County Dept. of Parks and Rec.

			Part I & II crimes reported on Metro transit system	Part I & II crimes reported on Metro transit system		LA Police Dept; LA Sheriffs Dept.; Long Beach Police Dept.
	4	Maintain a high level of customer satisfaction	Customer satisfaction with Metro bus, rail, and Express Lanes systems	Customer satisfaction with Metro bus, rail, and Express Lanes systems	Bus, Rail, HOV/ Express Lanes	Metro Customer Satisfaction Survey
Goal 3: Enhance communities and lives through mobility and access to opportunity	5	Promote access to opportunity in Equity Focus Communities	Travel time by mode in EFCs	Average AM and Midday travel time (in minutes) by mode for trips originating in EFCs	SOV, HOV, truck, transit, bike, walk	Metro Travel Demand Model (2017)
			Percent of Equity Focus Community (EFC) households within 10-minute walk or roll of high quality transit	Percent of Equity Focus Community (EFC) households within 10-minute walk or roll of high quality transit		Metro Service Planning Data; Metro Travel Demand Model (2017); US Census Bureau ACS (2017) and Census Transportation Planning Products
			Collisions by mode and severity in EFCs	Number of fatal and severe collisions located in EFCs involving autos, trucks, bicycles, and pedestrians	SOV, HOV, truck, transit, bike, walk	Statewide Integrated Traffic Records System (SWITRS)
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs	Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs		Metro GIS data (2018); LA County Dept. of Parks and Rec.
			Affordable housing within ½ mile of high quality transit in EFCs	Federal, State, and County-Administered Affordable Housing Units in EFCs within 1/2 mile of high quality transit		California Housing Partnership Corporation - LA County Annual Housing Outcome Report (2018)

		Percent of household income spent on combined transportation and housing costs in EFCs	Percent of household income spent on combined transportation and housing costs in EFCs		US Census Bureau ACS (2017), Metro Travel Demand Model (2017)	
		Air quality pollutants in EFCs	Grams of quality criteria pollutants in EFCs (Ozone, Particulate Matter, NO _x , SO _x , CO)		South Coast Air Quality Management District Metro Travel Demand Model & ARB EMFAC CalEnviroscreen (tract-level). EPA EJScreen.	
		Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit	Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit		LA County Location Management System, Metro Travel Demand Model (2017)	
		Percent of roads and highway bridges in good and fair condition in EFCs	Percent of roads and highway bridges in good and fair condition in EFCs		Pavement management system (Caltrans)	
	6	Reduce household costs spent on transportation and housing	Affordable housing within ½ mile of high quality transit	Federal, State, and County-Administered Affordable Housing Units within 1/2 mile of high quality transit		California Housing Partnership Corporation - LA County Annual Housing Outcome Report (2018)
			Percent of household income spent on combined transportation and housing costs	Percent of household income spent on combined transportation and housing costs		US Census Bureau ACS (2017), Metro Travel Demand Model (2017)
	7	Promote economic vitality	Jobs within 1/2 mile of high quality transit	Jobs within 1/2 mile of high quality transit		US Census Bureau's: - Longitudinal Employer-Household Dynamics - Census Transportation Planning Products Metro Service Planning data

		Regional economic growth attributable to transportation investments	Regional economic growth attributable to transportation investments		Regional Economic Models Inc (REMI) TranSight	
		Regional jobs attributable to transportation investments	Regional jobs attributable to transportation investments		Regional Economic Models Inc (REMI) TranSight	
	8	Improve environmental quality and resilience	GHG emissions	Tons of carbon dioxide equivalent (CO ₂ e)		Metro Travel Demand Model and ARB EMFAC CalEnviroscreen (tract-level). EPA EJScreen.
			Air quality pollutants	Grams of quality criteria pollutants (Ozone, Particulate Matter, NO _x , SO _x , CO)		South Coast Air Quality Management District Metro Travel Demand Model and CARB's Emissions Factor Model (EMFAC) CalEnviroscreen (tract-level). EPA EJScreen.
	9	Enhance public health and quality of life	Percent of activity centers within 10-minute walk or roll of high quality transit	Percent of activity centers within 10-minute walk or roll of high quality transit		LA County Location Management System. Metro GIS data (2018), Metro Travel Demand Model (2017)
			Active transportation mode share	% of trips made by bicycle or walking	Bike, walk	California Household Travel Survey (2012) National Household Travel Survey (2017) US Census Bureau ACS (2017)
Goal 4: Transform LA County through regional collaboration and national leadership	10	Manage roadway congestion	Vehicle hours of delay per capita	Vehicle hours of delay per capita		Metro Travel Demand Model (2017)
			Vehicle miles traveled per capita	Vehicle miles traveled per capita		Metro Travel Demand Model (2017)
			Total person throughput	Total person throughput = (PMT/PHT) X (PMT/VMT)		Metro Travel Demand Model (2017)
			Average roadway incident clearance time	Average roadway incident clearance time		California Highway Patrol

	11	Increase share of travel by non-SOV modes	Annual transit trips	Annual transit trips		Metro Travel Demand Model (2017)
			SOV mode share	SOV mode share	SOV	Metro Travel Demand Model (2017) National Household Travel Survey (2017)
	12	Support efficient goods movement	Truck vehicle hours of delay	Truck vehicle hours of delay	Truck	Metro Travel Demand Model (2017)
			Truck travel time reliability	% variation in AM and Midday truck travel time (in minutes)	Truck	Metro Arterial Performance Monitoring Tool Metro Service Planning and Analysis group
Goal 5: Provide responsive, accountable, and trustworthy governance within Metro	13	Maintain a state of good repair of transportation assets	Percent of roads and highway bridges in good and fair condition	Percent of roads and highway bridges in good and fair condition		Caltrans Division of Maintenance Office of Pavement Management (PaveM); FHWA Highway Performance Monitoring System (HPMS)
			Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life	Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life		Metro Transit Asset Management (TAM) Plan
	14	Ensure accountability through transparent reporting practices	Progress toward project completion compared to financial forecast	% of projects delivered on-time and on-budget		Metro Office of Management and Budget, Metro Financial Forecast
			Legal and policy reports issued on time	Percent of legal and policy reports issued on time		Metro Office of Management and Budget, Management Audit Services Division (MASD)

Note: Metro's Office of Extraordinary Innovation is currently exploring the acquisition of big data sources. Any future big data acquisition will be used for validation of these metrics and may be incorporated into future methodologies and evaluations.

Long Range Transportation Plan Update



Planning & Programming Committee

Item 18

June 19, 2019



Metro

Baseline Understanding Framework

Baseline Understanding Framework Contains:

- Travel Demand Model 2
Analysis of current travel patterns and other research for the existing system
- Communities
Socio-demographic information/differences/trends about who Metro serves
- Partnerships
Strategic plans and inter-agency efforts

Values Framework

Values Framework Contains:

- Discussion of values, guiding principles, objectives based on Vision 2028 goals
- Performance measures with equity specific performance
- ❖ **Equity Context using 1st Pillar of Equity Platform -**
 - Define & Measure:**
 - Identify Equity Focus Communities (EFCs) & impacts of planned investments (EFC-specific & Countywide)**
 - Scenario testing (results TBD)

How do we define equity in the LRTP?

Potential Demographic Factors With Inequity Impacts	% Population
Income* (< \$35,000 annually)	32%
Race* (Non-white)	73%
Family structure (Single-parent household)	6%
Car ownership* (Zero-car households)	9%
English speaking (Limited English household)	14%
Housing tenure (Renter)	54%
Senior (Over 65)	12%
Disability (Household with at least one person with a disability)	22%

*Demographic factors likely to be included in LRTP to identify EFCs



Metro

Proposed Scenario: 40% Low Income Concentration Threshold

- Highways
- Fixed guideway transit
- EFC Communities
30% of LAC Population

Census Tract Thresholds

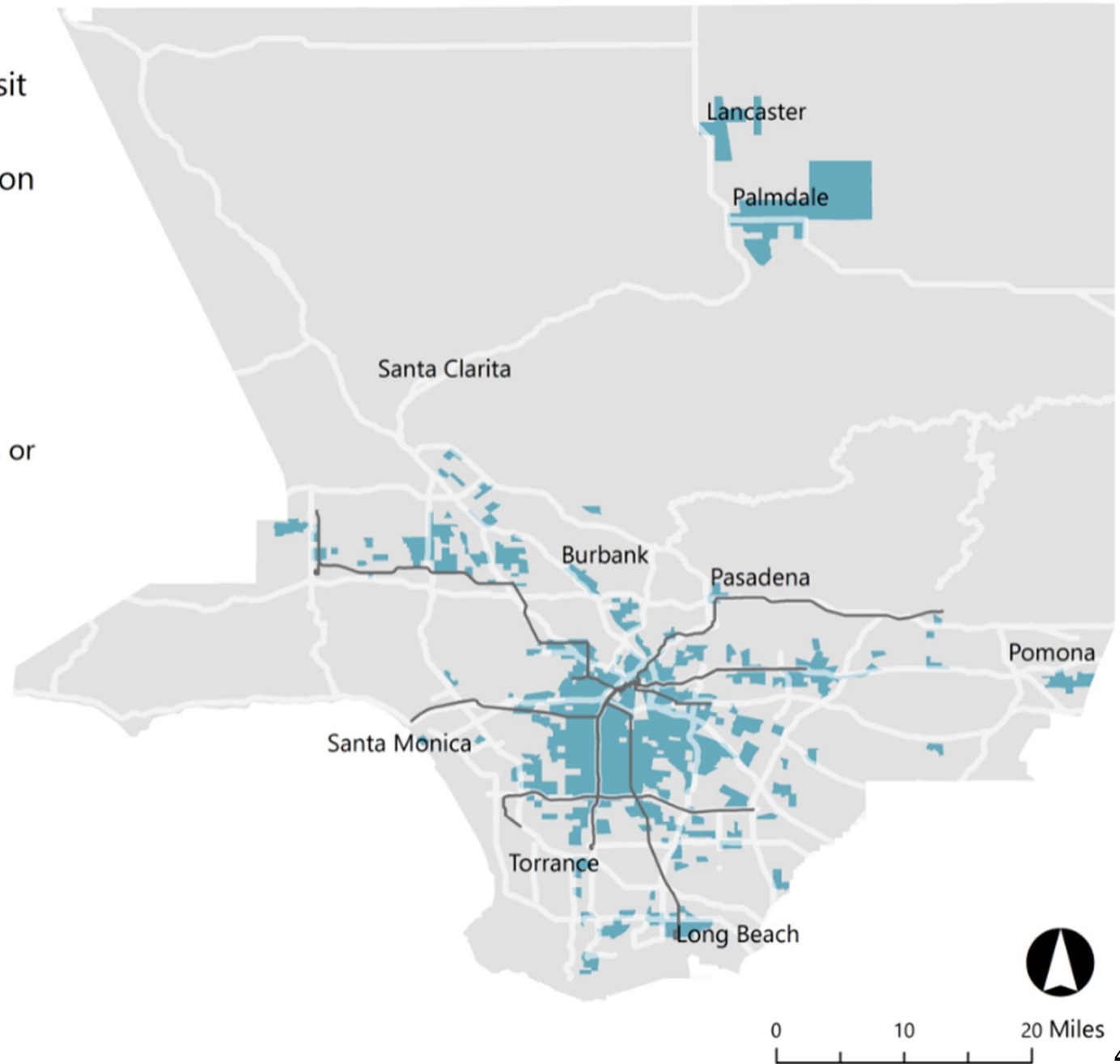
- > **40%** Low Income
- > **80%** Non-white
- > **10%** Zero Car

*Thresholds are based on:

- 1) Non-white AND Low Income, or
- 2) Low Income AND Zero Car

Guiding principles in developing the EFC scenario:

1. Capture a larger % of low income, non-white, and zero car households than the county average
2. Set thresholds for low income, non-white, and zero car households
3. Logic: must meet low-income and EITHER non-white OR zero-car thresholds.



Vision 2028: Goal 1

Provide high-quality mobility options that enable people to spend less time traveling

#	System Performance Objectives	DRAFT Performance Measures <i>Example</i>
1	Optimize the speed, reliability and performance of the transportation system	Travel time by mode
2	Provide high-quality mobility options for all	Percent of households and jobs within 10-minute walk or roll of high-quality mobility options

Vision 2028: Goal 2

Deliver outstanding trip experiences for all users of the transportation system

#	System Performance Objectives	DRAFT Performance Measures <i>Example</i>
3	Improve transportation system safety and security	Part I & II crimes reported on Metro transit system
4	Maintain a high level of customer satisfaction	Customer satisfaction with Metro bus, rail, and Express Lanes systems

Vision 2028: Goal 3

Enhance communities and lives through mobility and access to opportunity

#	System Performance Objectives	DRAFT Performance Measures <i>Examples</i>
5	Promote access to opportunity in Equity Focus Communities	<hr/> Percent of EFC households within 10-minute walk or roll of high quality transit <hr/> Percent of household income spent on combined transportation and housing costs in EFCs <hr/>

Vision 2028: Goal 3

Enhance communities and lives through mobility and access to opportunity

#	System Performance Objectives	DRAFT Performance Measures <i>Example</i>
6	Reduced household costs spent on transportation and housing	Percent of household income spent on combined transportation and housing costs
7	Promote economic vitality	Regional jobs attributable to transportation investments
8	Improve environmental quality and resilience	Green House Gas emissions
9	Enhance public health and quality of life	Active transportation mode share

Vision 2028: Goal 4

Transform LA County through regional collaboration and national leadership

#	System Performance Objectives	DRAFT Performance Measures <i>Example</i>
10	Manage roadway congestion	Vehicle hours of delay per capita
11	Increase share of travel by non-SOV modes	Annual transit trips
12	Support efficient goods movement	Truck vehicle hours of delay

Vision 2028: Goal 5

Provide responsive, accountable, and trustworthy governance within Metro

#	System Performance Objectives	DRAFT Performance Measures <i>Example</i>
13	Maintain a state of good repair of transportation assets	Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life
14	Ensure accountability through transparent reporting practices	Progress toward project completion compared to financial forecast

**Board Report**

File #: 2018-0774, **File Type:** Plan**Agenda Number:** 22.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019****SUBJECT: TRANSIT TO PARKS STRATEGIC PLAN****ACTION: ADOPT PLAN****RECOMMENDATION**

ADOPT the Transit to Parks Strategic Plan.

ISSUE

In response to a Board Motion in June 2016 (Attachment A), Metro has completed the Transit to Parks Strategic Plan ("Plan", Attachment B) summarized in the Executive Summary (Attachment C). Adoption of the Plan by the Metro Board will: 1) affirm the Plan's analytical needs-based framework as a key tool for guiding equitable decision-making around transit to parks; and 2) provide tools and guidance for implementation of transit connections to parks.

BACKGROUND

In recent years, the completion of the Los Angeles County Parks Needs Assessment and the Angeles National Forest Transit Corridor Analysis, coupled with the passage of Measure A, have served to highlight the growing need for increasing access to parks and open space in Los Angeles County. Amidst growing community support and interest for improved and equitable park access, in June 2016, the Metro Board directed staff to prepare an action plan to better connect disadvantaged, park-poor communities with open spaces. With the support of an advisory committee, Metro prepared the Plan which includes a parks needs analysis, a needs-based framework for guiding decision-making, and potential activities for increasing access to parks and open spaces countywide, especially for communities of need. Consistent with Metro's Equity Platform, the Plan furthers Metro's commitment to working with historically underserved communities to establish meaningful equity goals that guide planning and investment.

DISCUSSION

As a blueprint to guide decision-making on transit access to parks in Los Angeles County, the Plan identifies pilot projects and supporting implementation activities that can be undertaken by entities in Los Angeles County to improve transit access to parks for communities that have high need for park access. The sections below describe the process for developing the Plan as well as key components

in the Plan.

Process

The project team undertook several steps to develop the Plan including researching case studies to identify national best practices for improving access to parks and open space and performing user surveys in partnership with First 5 LA. In addition, an advisory committee was formed consisting of representatives from community organizations along with local and regional entities with expertise in parks and communities that lack access to quality parks. The advisory committee has been instrumental in helping shape and guide the Plan to completion.

To identify strategies that close access gaps to high quality parks and open space, the team developed a needs-based framework and identified potential priority connections between 80 “communities of interest” and 200 “parks of interest”. Consistent with the directing motion, the project team utilized a data-driven approach including analyzing Los Angeles County’s Parks Needs Assessment database and existing transit connections, complemented by input from the advisory committee. The resulting maps provide a framework that can be used by an implementing agency to identify potential transit connections and inform necessary community outreach.

Plan Overview

The Plan includes results of the case study research, maps depicting connections between communities and parks, potential access solution types, potential pilot projects, and overall program and policy guidance to support transit to parks investments. Examples of potential implementation activities in the Plan include: transit to parks branding; marketing campaigns; wayfinding signage; inclusion of key parks in service planning and first/last mile planning analysis; parks educational components; and grant-writing support. In addition, the Plan identifies four potential pilot projects focused on expanding bus/shuttle connections between communities of interest and parks of interest including: 1) Metro Line 212 Extension; 2) Hansen Dam Circulator; 3) Beach Circulator (BCT 109 Frequency Improvements); and 4) Chantry Flat Connector.

The implementation activities described in the Plan include suggestions on potential entities, including Metro, best positioned to implement transit to parks strategies, either individually or through partnerships. A matrix summarizing potential implementation activities is attached to this report (Attachment D) and identifies Metro’s potential role either as a lead or in a support capacity as part of a partnership. The matrix categorizes each potential activity based on the anticipated level of Metro resources needed to complete the work as follows:

Category 1: Existing - Low: can be integrated into existing/ongoing work such as the NextGen Study.

Category 2: New - Medium: requires a medium level of additional resources such as providing grant-writing support services to partner organizations.

Category 3: New - High: requires a high level of additional resources such as expanded Metro service.

Metro is committed to implementing *Category 1* activities as part of carrying out its existing work program and projects. For activities designated as *Category 2* or *3*, Metro will examine funding opportunities on a case-by-case basis, including working with partner organizations to help identify

new resources for implementation.

Equity Platform

The Plan creates a needs-based framework that will feature equity in future transit to parks decision-making. Additionally, through both user surveys and the guidance of subject matter experts on the advisory committee, Metro was able to ensure that on-the-ground experiences, particularly in disadvantaged communities, informed the Plan development. With the Plan, Metro has laid out a blueprint to address inequities in park access decision-making and investment and identified specific opportunities for Metro and its partners to implement solutions for addressing inequity in park access.

DETERMINATION OF SAFETY IMPACT

The adoption of the Transit to Parks Strategic Plan will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Adoption of this Plan has no direct financial impact to the budget. However, ongoing coordination would include Metro staff time and resources. Furthermore, any implementation of the Plan's *Category 2* (New - Medium) and *Category 3* (New - High) resource needs as described in Attachment C would require a range of additional funding and staff resources, to be determined on a case-by-case basis by department and business unit impacted by additional workload.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Plan aims to further Strategic Plan Goal #1: Providing high quality mobility options including Strategic Plan Initiative 1.1: Target infrastructure and service investments toward those with the greatest mobility needs. It accomplishes this by establishing a data-driven and needs-based framework for guiding future investment.

ALTERNATIVES CONSIDERED

The Board could decide to not adopt the Plan. This alternative is not recommended because this Plan fulfills the June 2016 Board Motion and was developed through extensive data analysis and expertise from the advisory committee.

NEXT STEPS

The Plan includes a series of potential pilot projects, programs, and initiatives which are summarized in Attachment D, including categorization of anticipated level of Metro effort in leading or supporting the activity. Metro intends to implement *Category 1* (Existing-Low) activities as part of carrying out its existing work program. Metro will continue working with our partners to identify new resources for implementing additional activities in the Plan.

ATTACHMENTS

Attachment A - Board Motion #2016-0511

Attachment B - Transit to Parks Strategic Plan

Attachment C - Transit to Parks Strategic Plan Executive Summary

Attachment D - Implementation Matrix

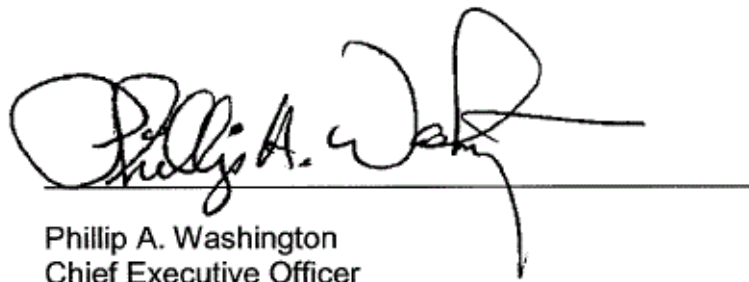
Prepared by: Lauren Grabowski, Principal Planner, Countywide Planning & Development, (213) 922-4068

Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132

Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313

Holly Rockwell, SEO, Countywide Planning and Development (213) 928-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer



Metro

Board Report

File #:2016-0511, **File Type:**Motion / Motion
Response

Agenda Number:52

**REGULAR BOARD MEETING
JUNE 23, 2016**

Motion by:

Directors Solis, Kuehl and Fasana

as amended by Director Solis

June 23, 2016

Transit to Open Space and Parks

Los Angeles County is a community rimmed by dramatic open spaces from the tranquil coasts to the rolling Santa Monica Mountains and vast deserts. The San Gabriel Mountains are closer to downtown Los Angeles than Denver is to the Rockies. Yet, access to the majestic places remains unattainable for many members of our community.

The purpose of this action is to develop a systematic plan for increasing access to parks and open space, countywide. This is a key priority for the region as demonstrated in the LA County Parks Needs Assessment and the Southern California Association of Governments' Long Range Transportation Plan highlighting a lack of access to the newly designated San Gabriel Mountains National Monument.

In December of 2015, the Board affirmed its commitment to increasing access to parks and open space when it adopted performance measures for project in the Long Range Transportation Plan and Potential Ballot Measure that included Sustainability & Quality of Life and Accessibility. Both categories reference access to parks and open space. Metro has taken actions to provide access to green space to communities, but further gains in connecting people to open space could be achieved with more coordinated efforts.

Given that the Los Angeles Basin is home to 10+ million people, it is critical that we provide affordable, publically managed, transit to parks, open spaces, and publicly managed land. The LA basin is park-deficient-the only way we can ensure the health of Angelenos is by providing access to transit that connects communities, especially disadvantaged (income-poor and park-poor) communities to parks. For instance, 3 million people visited the San Gabriel National Monument last year, but there are no viable public transit options to access the area.

There are funding opportunities to support these programs at the federal, state and local levels, but a

lack of coordination and information can prevent local municipalities and transit agencies from accessing these funds. Metro, as a regional leader, is uniquely able to help coordinate efforts and assist public land managers, transit authorities, nonprofits and municipalities seeking to increase access to parks and open space.

MOTION by Solis, Kuehl, Fasana that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better connect communities to parks and open space. The plan shall include the following elements:

- A. An overview of existing transit system connections to parks and open space and identification of opportunities to increase access to parks and open space. This assessment should draw upon, but not be limited to, data from the following agencies:
1. the County of Los Angeles Department of Parks and Recreation;
 2. the National Park Service;
 3. U.S. Forest Service;
 4. California State Parks;
 5. the Santa Monica Mountains Conservancy;
 6. the Mountains Recreation and Conservation Authority; and
 7. Southern California Association of Governments.
- B. Identification of funding sources for transit to parks and open space including, but not limited to:
1. Federal Grants and Programs like the Federal Lands Access Program, the Federal Lands Transportation Program, the Transportation Alternatives Program, and the National Parks Service Challenge Cost Share Program;
 2. Existing eligible local revenue like Proposition A, Proposition C and Measure R;
 3. Nongovernmental and private partnerships; and
 4. Other Creative funding opportunities
- C. Methods to support the implementation of programs to connect communities to parks and open space, such as offering technical assistance and grants to jurisdictions.
- D. Recommendations to promote the usage of current services and the building of the new service including:

-
1. Shuttle services from transportation infrastructure such as MTA Metro Rail stations, busway stations, bus stops, and regional rail stations as connector hubs for direct shuttles to parks and open space.
 2. Prioritized services for communities with 20% lowest per capita open space acreage in the county; communities that have less than 3 acres of parkland per 1000 people, making them park poor, and incomes below \$48,706 median household income, making them income poor.
 3. Connections to parks and opens space through active transportation corridors such as bike lanes, walkways and greenways.
 4. Potential extensions of existing public transit bus lines to park and open space.

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

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

Attachment B- Transit to Parks Strategic Plan

The Metro Transit to Parks Strategic Plan can be accessed here:

http://media.metro.net.s3.amazonaws.com/projects_studies/toc/images/nextStop_transitToParks_05-2019.pdf

Metro Transit to Parks Strategic Plan Executive Summary

Metro's Transit to Parks Strategic Plan presents a systematic vision for increasing access to parks and open space countywide. The goal is to find targeted, holistic ways to increase access to parks and open spaces, especially for communities of need. These communities, especially those that are not within walking distance or without convenient public transit to a park, are the focus of the Plan. Expanding access is a key priority for the region as demonstrated in the Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment and the Southern California Association of Governments' Regional Transportation Plan, both of which highlight a lack of park and open space access. LA County has a wealth of open space and recreational assets, but often these places are out of reach for County residents, particularly lower income, disadvantaged communities. Metro is committed to initiating partnerships and finding ways to increase access to parks and open spaces for LA County.

Chapter 1: Setting the Stage

This chapter identifies how the Plan supports Metro's Values and Goals. It also identifies associated efforts within Metro including Vision 2028, Long Range Transportation Plan, NextGen, First/Last Mile Strategic Plan, and Active Transportation Strategic Plan, as well as local and regional efforts for transit to parks.

Chapter 2: Process and Methodology

This chapter describes the data-based analysis that served as the foundation for the Plan. It highlights the advisory committee's role in selecting appropriate data points to identify high need communities and high quality parks. It describes the mapping analyses of the community, transit, and park data layers that generated a list and map of potential connections between communities in need and high quality local and regional parks.

Chapter 3: Case Studies

This chapter describes 15 local and national transit to parks case studies. It identifies 10 lessons learned that can be applied to support transit to parks efforts.

Chapter 4: Making the Connections

This chapter describes how the data analysis results (Chapter 2) and the lessons learned from the case studies (Chapter 3) can be applied to creating successful transit to parks projects. The chapter describes five different types of transit services ("access solutions") that can be applied to transit to parks. It also proposes four pilot solutions as examples for how the access solutions can connect communities with high quality local and regional parks as well as beaches and mountains. Finally, this chapter identifies supportive programs and initiatives that can be undertaken to support transit to parks.

Chapter 5: Getting There

This chapter provides a road map for Metro and Countywide partners to move forward to transit to parks planning and implementation. It includes a list of local, regional, state, and federal funding sources and identifies what types of transit to parks projects they could fund.

SUPPORTIVE PROGRAMS AND INITIATIVES

FY20 budget, as proposed, does not assume any new Transit to Parks activities, as such, new activities require funding to be identified.

PILOT PROJECTS				
NAME	POTENTIAL FUNDING SOURCE	POSSIBLE ROLES / DESCRIPTION OF POTENTIAL METRO ACTIVITY	METRO DEPARTMENT	METRO RESOURCE CATEGORY
Metro Line 212 Extension	Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Congestion Mitigation and Air Quality Improvement Program	METRO LEAD: Improve direct access to Kenneth Hahn State Recreation Area from the surrounding community and transfer access from Inglewood Transit Center by increasing service levels on the Metro 212 line.	Operations	New: High
Hansen Dam Circulator (DASH Pacoima)	LADOT, Measure A, Clear Transportation Funding/ Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Federal Lands Access Program/ BUILD Program	EXTERNAL PARTNER LEAD METRO SUPPORT: LADOT is developing a new DASH Pacoima route by 2020/2021 that would include a stop in Hansen Dam park. Metro support role may include marketing, grant writing services, and First/Last Mile planning.	Communications; Planning (Financial Planning, Programming, Grants, TOC & First/Last Mile)	New: Medium
Beach Circulator (BCT 109 Frequency Improvements)	Measure A, Clear Transportation Funding/ Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Federal Lands Access Program/ BUILD Program	EXTERNAL PARTNER LEAD METRO SUPPORT: Provide beach access and alternative to parking for local residents of Willowbrook, Athens, and Westmont; Green and Silver Line riders. Metro support role may include things like grant writing services and a cross-promotional partnership with Beach Cities Transit, on a case-by-case basis.	Communications; Planning (Financial Planning, Programming, Grants, TOC); Operations (Stops & Zones)	New: Medium
Chantry Flat Connector	Measure A, Clear Transportation Funding/ Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Federal Lands Access Program/ BUILD Program	EXTERNAL PARTNER LEAD METRO SUPPORT: Connect Arcadia and the LA County rail network to Chantry Flat. Metro support role may include things like grant writing services and a cross-promotional partnership with Arcadia Transit/City of Arcadia.	Communications; Planning (Financial Planning, Programming, Grants, TOC); Operations (Stops & Zones)	New: Medium

SUPPORTIVE PROGRAMS AND INITIATIVES

IMPLEMENTATION TASK	AGENCIES INVOLVED	POSSIBLE ROLES / DESCRIPTION OF POTENTIAL METRO ACTIVITY	METRO DEPARTMENT	METRO RESOURCE CATEGORY
1. Help People Find Their Way				
1.1 Evaluate need and develop First/Last Mile Pathway wayfinding strategies. <i>(To be deployed on a project- or program-specific basis)</i>	Transit providers Countywide Cities and municipal agencies Park Management Agencies / Operators/ Metro	<u>EXTERNAL PARTNER LEAD</u> METRO SUPPORT: Wayfinding strategies to link Communities of Interest and Parks of Interest within easy walking distance of transit stations and stops could be researched and developed, as informed by market research. Strategies might include the creation of new wayfinding guidelines to assist municipalities in the programming and design of pathways to link parks with transit and vice-versa.	Communications	New: High
1.2 Include transit connections to parks and open spaces on maps.	Transit providers Countywide/ Metro	<u>EXTERNAL PARTNER LEAD</u> METRO SUPPORT: When appropriate, depending on design feasibility and funding availability, add Facilities of Interest to selected Metro maps. If funding is secured, Metro or supporting agencies could create a map dedicated to identifying the many transit-to-parks connections throughout Los Angeles County.	Communications (Marketing)	New: Medium
1.3 Identify funding to support a communications strategy. <i>(To be deployed on a project- or program-specific basis)</i>	Metro	<u>METRO LEAD:</u> Metro could conduct market research and develop a communications strategy, if funding is identified.	Communications	New: High
2. Make it Easier				
2.1 Existing service could be reviewed from an operational perspective to ensure efficient and quality access to parks.	Transit providers Countywide/ Metro	<u>METRO LEAD:</u> NextGen can refer to priority parks and communities (identified in the Transit to Parks analysis) as part of decision-making during NextGen service development.	Operations (Next Gen)	Existing: Low
2.2 Use transit vehicles that are transit to parks friendly.	Cities and municipal agencies. Community-Based Organizations/ Non-Profits/ Park Management Agencies/ Operators / Metro	<u>EXTERNAL PARTNER LEAD</u> METRO SUPPORT: If funding for privately contracted shuttles is secured, Metro could serve as a coordinator by assigning a pickup/drop-off location and coordinating schedules for shuttles that required access to a Metro rail station or stop.	Operations	New: Medium
2.3 Add transit to parks information on metro.net.	Metro/SCAG	<u>METRO LEAD:</u> Develop publicly-accessible webpage to house Transit to Parks information.	Planning, Communications	Existing: Low

SUPPORTIVE PROGRAMS AND INITIATIVES

IMPLEMENTATION TASK	AGENCIES INVOLVED	POSSIBLE ROLES / DESCRIPTION OF POTENTIAL METRO ACTIVITY	METRO DEPARTMENT	METRO RESOURCE CATEGORY
2.4 Support First/Last Mile improvements that encourage safe walking and biking access to parks.	Cities and municipal agencies/ Community-Based Organization/ Non-Profits, Park Management Agencies/ Operators	METRO LEAD / SUPPORT: Include FLM connections to identified Facilities of Interest (p.79 of Plan) as part of FLM work program.	Planning (TOC First/Last Mile)	Existing: Low
3. Make it Fun to Use Parks				
3.1 Initiate educational components at park destinations as well as on Transit to Parks shuttles, buses, or other Transit to Parks infrastructure.	Transit providers Countywide Community-Based Organizations/ Non-Profits, Park Management Agencies/ Operators/ Local Schools/ Youth Groups/ Metro	EXTERNAL PARTNER LEAD METRO SUPPORT: Any educational program should be led/facilitated by the service operator that has secured funding for a shuttle to operate within Transit to Parks program. On a project specific basis, following market research and if funding is secured, Metro support may include a marketing campaign featured in the shuttle or other connecting transit buses or trains.	Communications	New: Medium
4. Make it Last				
4.1 Prioritize transit to parks as an ongoing initiative at the County and local levels.	Transit providers Countywide/ Metro/ Cities and Municipal Agencies/ Metro	METRO LEAD: Metro should reference the community-park connections (identified in the Transit to Parks data analysis) when planning existing and future efforts. For example, the community-park connections should be a consideration in NextGen planning and in siting bike share stations.	Planning, Operations	Existing: Low
4.2 Provide grant-writing support for Transit to Parks projects and initiatives.	Metro	METRO LEAD Provide grant-writing support services to organizations that wish to apply for grant funds identified in the plan to support pilot solutions and other community-supported transit to parks projects.	Planning (Financial Planning, Programming, and Grants; TOC)	New: Medium
4.3 Revisit the data analysis every 5 years in coordination with LA County Department of Parks and Recreation.	Metro	METRO LEAD: Re-run formulas to generate new priority lists depending on need and changes in park amenities and demographics, potentially every 5 years.	Planning (TOC First/Last Mile)	New: Medium
4.4 Initiate demand management at parks to encourage transit-use.	Park management agencies	EXTERNAL PARTNER LEAD METRO SUPPORT: Metro could coordinate with park management agencies and/or prioritize transit to parks projects where transit demand management strategies are in place.	Planning (TOC First/Last Mile)	New: Medium



Next stop: more access to parks and open space

Transit to Parks Strategic Plan

Planning and Programming Committee

June 19, 2019



Recommendation

- **ADOPT** Transit to Parks Strategic Plan



Background

- Community need and interest for increasing park access
- June 2016 Board motion called for action plan to **better connect communities to parks** including:
 - Analysis of existing transit to parks connections and opportunities to increase access, particularly for park-poor disadvantaged communities
 - Recommendations to promote existing park connections and identify opportunities for new transit to parks service and connection
 - Strategies and programs to support implementation including identification of funding sources

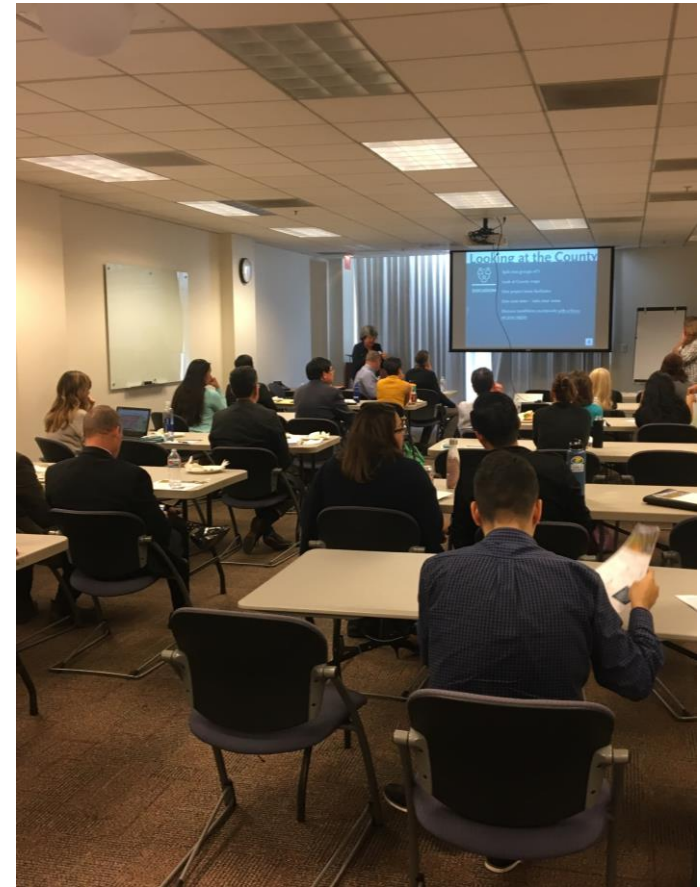
Strategic Plan Overview

Process

- ***Advisory committee*** comprised of government agencies and CBOs
- ***Surveys*** of park users from disadvantaged communities in partnership with First 5 LA

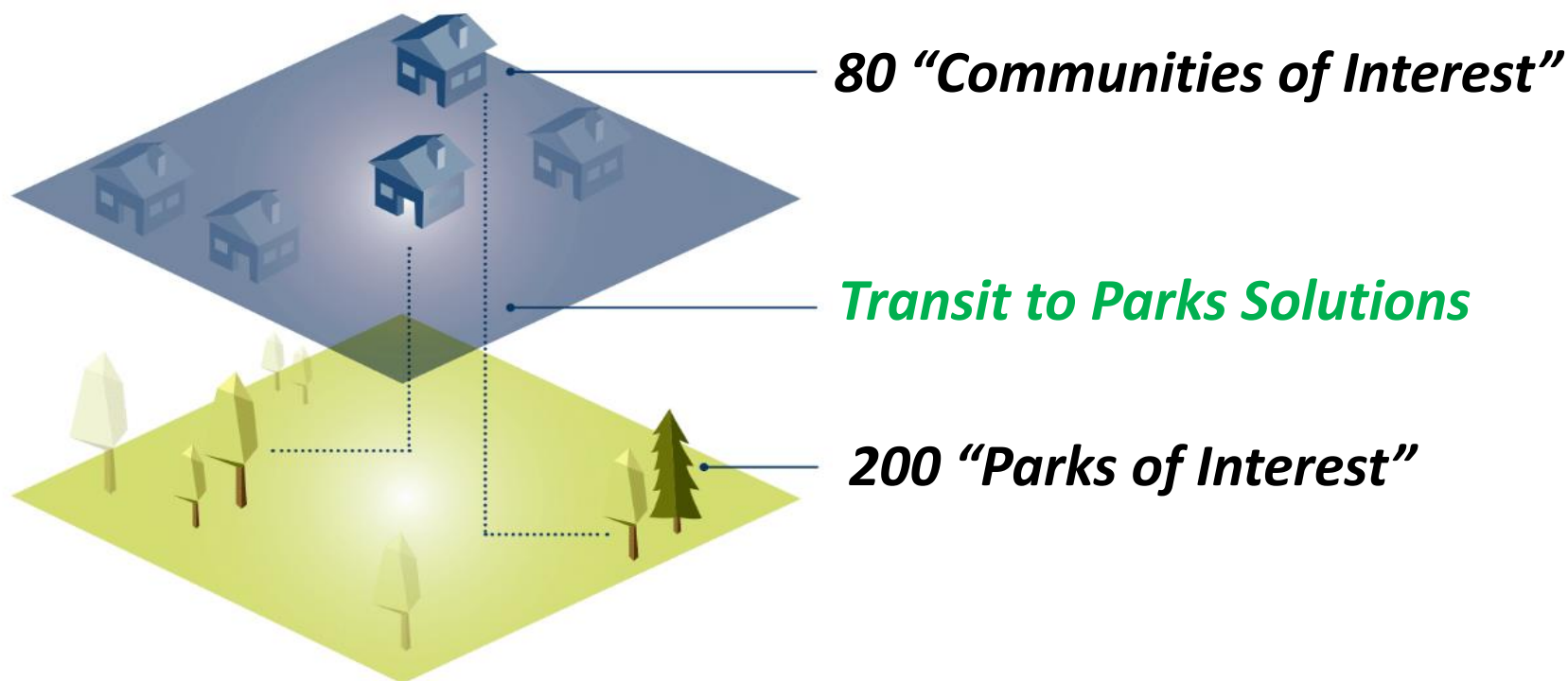
Plan Elements

- Case Studies
- Data Analysis and Mapping
- Recommendations



Data Analysis

- ***Prioritized and mapped connections*** between high-need communities and high-quality parks based on LA County Parks Needs Assessment and stakeholder input



Equity Platform

- 1. *Define and Measure:*** Plan creates a needs-based framework that will feature equity in decision-making.
- 2. *Listen and Learn:*** Advisory Committee played vital, participatory role in planning process; User surveys
- 3. *Focus and Deliver:*** Plan is a blueprint to address inequities in park access



Supportive Programs and Initiatives

- Plan serves as a ***strategic roadmap*** with a menu of supportive programs and initiatives to consider:
 - ❖ Park access prioritization
 - ❖ Grant-writing support
 - ❖ Mapping and data portal
 - ❖ Park-friendly vehicles
 - ❖ Marketing and incentives
 - ❖ Others
- Identifies four potential ***pilot projects***
 - Programs and projects subject to further market research and community engagement on case-by-case basis



Supportive Programs and Initiatives

- Plan identifies ***potential funding sources*** and opportunities for agencies and organizations to ***leverage partnerships*** in improving access to parks and open space
- Potential ***Metro role*** in supporting programs and initiatives are categorized by anticipated resource level:

LOW - EXISTING

No to minimal additional resources for existing work

MEDIUM - NEW

Medium level of additional resources

HIGH - NEW

High level of additional resources

Thank you



Board Report

File #: 2019-0147, **File Type:** Oral Report / Presentation

Agenda Number: 30.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2019**

SUBJECT: ORAL REPORT ON NEW BLUE PHASE 2 SERVICE UPDATE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on New Blue Phase 2 Service Update.

Item 30

New Blue Service Update

June 20, 2019

Operations, Safety, and Customer Experience Committee

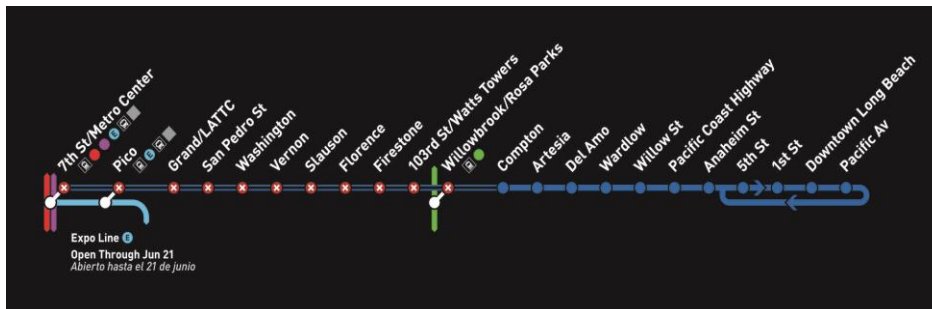


Metro

New Blue Improvements Project - Phase 2 Northern Segment

Overview

- Blue Line: Out of service between Compton Station and 7th St/Metro Center started Saturday, June 1, 2019
- Expo Line: Pico and 7th St/Metro Center stations will be out of service for 60-days starting Saturday, June 22, 2019
- Blue Line Willowbrook/Rosa Parks Station: Will remain out of service during the North Segment closure
- Green Line Willowbrook/Rosa Parks station will remain open



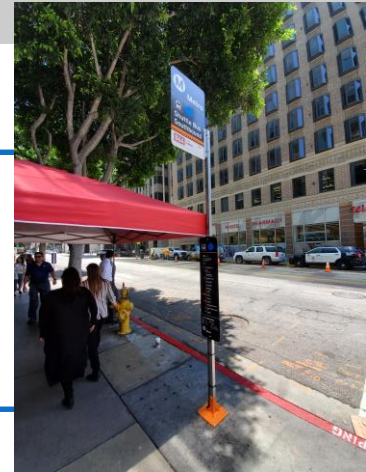
New Blue Phase 2

Blue Line Bus Shuttle Service Observations



Frequency During Peak Periods

- Line 860 Express: 6-12 minutes
- Line 863 Select: 12 minutes/M-F
- Line 864 Local: 6-12 minutes



Average Weekday Ridership

- Line 860 Express: 4,200
- Line 863 Select: 1,400
- Line 864 Local: 16,500

Adjustments

- Line 860 Express: minor spot adjustments
- Line 863 Select: added two early morning trips (5:30 am) to accommodate demand
- Line 864 Local: minor spot adjustments

Commenced Saturday, June 1, 2019

New Blue Phase 2

Flower Street Bus-Only Lane Observations

Occupancy

- Approximately 60 buses per hour
- Expected to increase when two Expo Line (Pico and 7th St/Metro Center) stations are out of service

Enforcement

- Eight assigned LAPD motor officers
- Enforcement is critical for proper utilization of the bus-only lane
- Traffic officer support is also key to guiding shuttles and traffic during peak hours

Shuttle Customer and Bus Operator Feedback

- Positive feedback relative to improved shuttle travel times
- Community partner Twitter post with over 64K views

Commenced Monday, June 3, 2019



Investing in Place @InvestinPlace · Jun 3

This bus only lane got us like 🍌 Today the @metrolosangeles bus only lane opened on Flower #betterbusesforla #GoMetro @CurrenDPriceJr @josehuizar @MayorOfLA @LADOTofficial @metrolosangeles

This bus only lane got us like 🍌 Today the @metrolosangeles bus only lane opened on Flower #betterbusesforla #GoMetro @CurrenDPriceJr @josehuizar @MayorOfLA @LADOTofficial @metrolosangeles



64.8K views



New Blue Phase 2 Expo Bus Shuttle Service & Alternate Route Service

Starting Saturday, June 22, 2019

Expo Line Local Shuttle – 856 (Free)

Serving LATTC/Ortho Institute, Pico, and 7th St/Metro Center stations

Red/Purple Lines will remain open

Expo Line Bus Shuttle service will be provided in addition to Blue Line shuttles

Frequency: 6 -12 mins during peak, 12 mins during mid-day and weekends & 20 mins during late nights

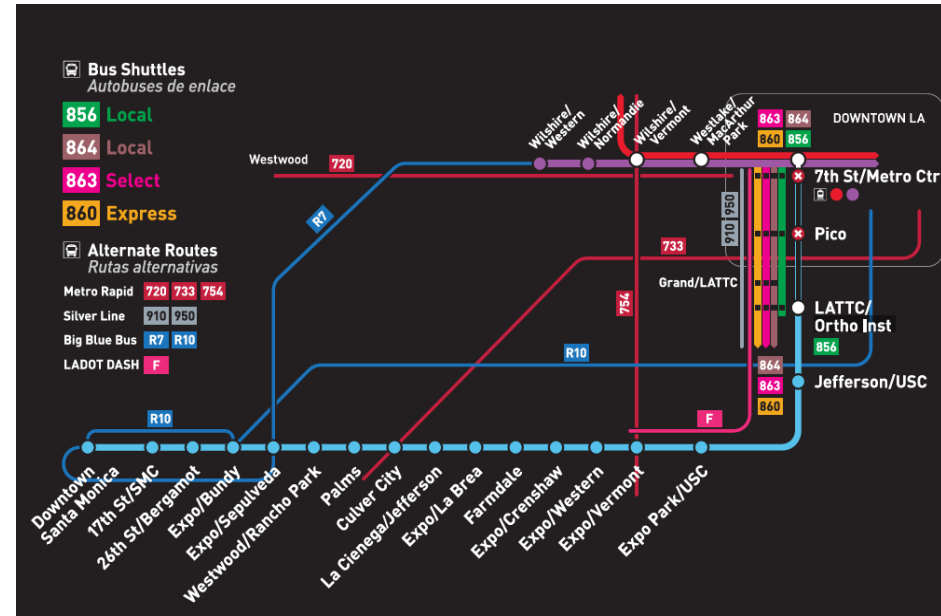
Alternate Route Service

Metro Rapid: 720, 733 & 754

Metro Silver Line: 910 & 950

Big Blue Bus: R7 & R10

LADOT DASH: F



New Blue Phase 2 – Customer Feedback

New Blue Metro Customer Feedback

- Received approximately 400 questions and comments via the project hotline, emails, texts, and social media, related to trip planning, requests for increased capacity and frequency for Line 860 Express and 863 Select, and positive feedback on the signage and wayfinding.



Bill hui @Billhui1

June 3, 2019 - 8:51am • View Post

@Metrolink please add earlier bus 863 shuttle to Compton. 5:40 starting at 7th/Metro downtown is too late. I hope you can schedule earlier at 5:10 am.



Adam Stephenson @amsplanner

June 6, 2019 - 9:32am • View Post

Please consider adding back the 860 NB stop at Olympic @metrolosangeles. The current route leaves almost a mile between Pico and 7th St stops, which is excessive even for a limited stop bus service downtown. #BlueLine



Mike Atchue @Mikeatchue

June 13, 2019 - 4:41pm • View Post

@metroalaalerts what is going on with the 860? With the amount of people waiting at 7th/Flower there clearly hasn't been a bus in more than 20 minutes.



Geologisms @geologisms

Follow

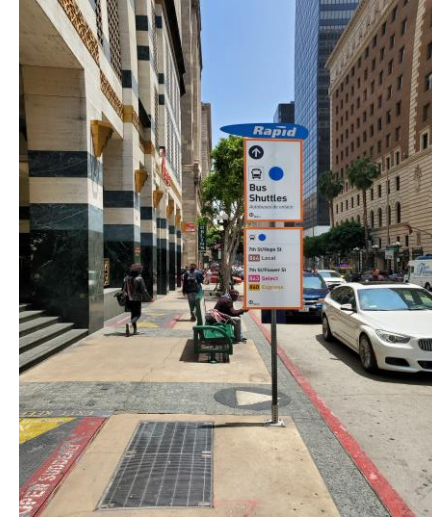
These new infopanel are so beautiful <3 I can only hope this is the beginning of a beautiful friendship between @metrolosangeles and clarity in wayfinding [twitter.com/GT_Transit/sta ...](https://twitter.com/GT_Transit/sta...)



New Blue Phase 2 – Signage, Wayfinding & Next Steps

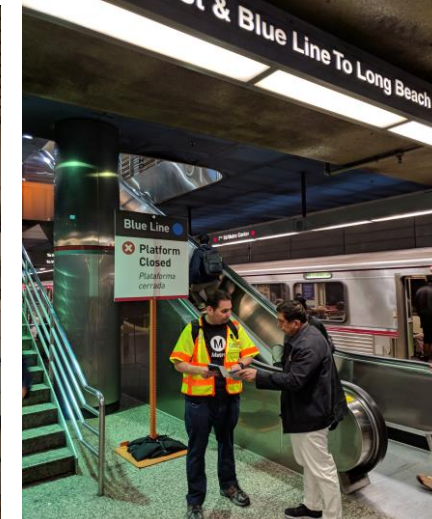
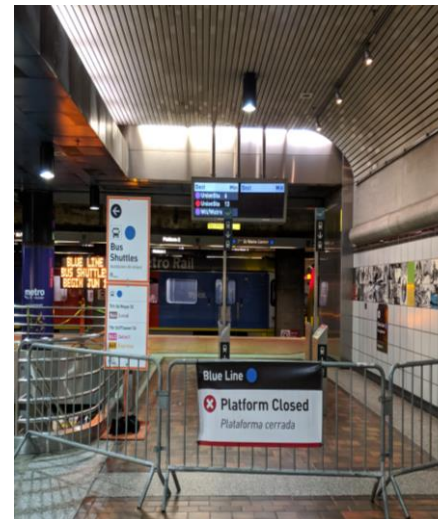
Signage & Wayfinding

- Implemented enhanced signage and wayfinding from phase 1 lessons learned, incorporated station specific banners with bus stop locations, TAP access information, and installed more signage overall to better guide customers



Next Steps

- Operations staff will continue to monitor service and make spot adjustments as necessary
- Staff and ambassadors will continue to guide customers at northern segment stations and two upcoming Expo Line station closures
- Outreach will continue to Expo Line riders and stakeholders



**Board Report**

File #: 2019-0262, **File Type:** Contract

Agenda Number: 34.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2019**

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

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 5 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Red Line (MRL), Metro Purple Line, Metro Orange Line (MOL), inactive rights-of-way (IROWs) and various bus and rail locations within the geographical area specified as Region 1, to exercise option year two in the amount of \$5,462,340, increasing the total contract not-to-exceed amount from \$22,084,754.50 to \$27,547,094.50 and extending the contract term from October 1, 2019 to September 30, 2020;
- B. EXECUTE Modification No. 4 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Pasadena Gold Line (PGL), IROWs and various bus and rail locations within the geographical area specified as Region 2, to exercise and increase the value of option year two by \$929,031 from \$4,568,300 to \$5,497,331, increasing the total contract value from \$20,106,244 to \$25,603,575 and extending the contract term from October 1, 2019 to September 30, 2020;
- C. EXECUTE Modification No. 6 to Contract No. OP3569500, for Region 3 with Woods Maintenance Services, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Expo Line (Expo), Metro Green Line (MGL), IROWs and various bus and rail locations within the geographical area specified as Region 3, to exercise and increase the value of option year two by \$1,396,884 from \$5,751,654 to \$7,148,538, increasing the total contract value from \$28,253,220 to \$35,401,758 and extending the contract term from October 1, 2019 to September 30, 2020; and

- D. EXECUTE Modification No. 8 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year two in the amount of \$4,688,234.16, increasing the total contract value from \$16,932,886.64 to \$21,621,120.80 and extending the contract term from October 1, 2019 to September 30, 2020.

ISSUE

Under the existing contracts for Regions 1-4 awarded on September 24, 2015, on-going graffiti abatement, landscape and irrigation, and trash and vegetation removal services are performed on a regular basis system-wide to ensure providing safe, on-time and quality services.

The first option year for the existing four (4) contracts will expire on September 30, 2019. The contractors have been providing satisfactory maintenance services in each of their respective regions.

To continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services, a Contract Modification is required for each of the four (4) contracts to exercise option year two, extending the period of performance through September 30, 2020, and increasing the option year two values for Regions 2 and 3 contracts to continue providing the required maintenance services system-wide including the Metro Gold Line Foothill and Expo Line Extensions.

BACKGROUND

On June 21, 2018, Metro Board of Directors approved exercising option year one for Regions 1-4 and adding funds to Regions 2 and 3, to continue providing services on the Metro Gold Line Foothill and Expo Line Extensions, respectively.

To continue providing the critical maintenance services, a Contract Modification is required for each of the four (4) contracts, to exercise option year two, extending the period of performance through September 30, 2020, and increasing the option year two values for Regions 2 and 3 to continue providing the required maintenance services system-wide including the Metro Gold Line Foothill and Expo Line Extensions.

DISCUSSION

Under these contracts for Regions 1-4, the contractors provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County to mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness and to ensure delivery of safe,

clean, on-time and reliable services system-wide.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the continuity of maintenance services, mitigate vandalism activities, enhance Metro-owned ROWs and facilities' overall appearance and cleanliness, and provide a proactive approach to maintenance needs, to ensure delivery of safe, clean, on-time and reliable services system-wide.

FINANCIAL IMPACT

Subject to board approval, funding of \$17,097,333 is included in the FY20 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

Funding for this action will come from the Enterprise operating fund. The source of funds will come from fares, sales tax, and state and local funds eligible for Bus and Rail Operating Projects. These funding sources will maximize fund use based on approved funding allocation provisions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 2) Deliver outstanding trip experiences for all. Specifically, graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services contribute to the overall condition and cleanliness of Metro facilities.

ALTERNATIVES CONSIDERED

Staff considered providing this service with Metro existing staff. This would require hiring and specialized training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute modifications for each of the four (4) contracts to exercise option year two, extending the period of performance through September 30, 2020.

- A. Modification No. 5 to Contract No. OP3569100, for Region 1 with Woods Maintenance Services, Inc.
- B. Modification No. 4 to Contract No. OP3635700, for Region 2 with Parkwood Landscape Maintenance, Inc.
- C. Modification No. 6 to Contract No. OP3569500, for Region 3 with Woods Maintenance

Services, Inc.

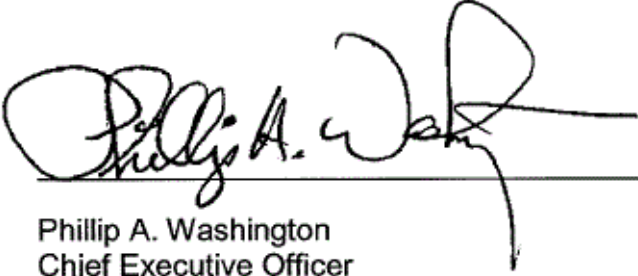
- D. Modification No. 8 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc.

ATTACHMENTS

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

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND
TRASH AND VEGETATION REMOVAL SERVICES / OP3569100, OP3635700,
OP3569500, OP3638300**

1.	Contract Numbers: A) OP3569100, B) OP3635700, C) OP3569500, and D) OP3638300		
2.	Contractors: Woods Maintenance Services, Inc. and Parkwood Landscape Maintenance		
3.	Mod. Work Description: Exercise Second Option Year for Regions 1 through 4		
4.	Contract Work Description Provide graffiti abatement, landscape and irrigation, and trash and vegetation removal services throughout Metro-owned active and inactive ROWs and bus and rail facilities within LA County..		
5.	The following data is current as of: 5/10/19		
6.	Contract Completion Status		Financial Status
	Contracts Awarded:	10/1/15	Contracts Award Amounts: A) \$16,542,520.00 B) \$12,599,235.00 C) \$16,863,892.00 D) \$11,996,937.00
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: A) \$5,542,234.50 B) \$7,507,009.00 C) \$11,389,328.00 D) \$4,935,949.64
	Original Complete Date:	9/30/18	Pending Modifications (including this action): A) \$5,462,340.00 B) \$5,497,331.00 C) \$7,148,538.00 D) \$4,688,234.16
	Current Est. Complete Date:	9/30/20	Current Contracts Values (with this action): A) \$27,547,094.50 B) \$25,603,575.00 C) \$35,401,758.00 D) \$21,621,120.80
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Managers: Maral Minasian – Region 1 Lew Yonemoto – Region 2 Shaunt Avanesian – Region 3 Todd Garner - Region 4		Telephone Numbers: (213) 922-6762 (213) 922-6773 (213) 922-5931 (213) 922-6788

A. Procurement Background

This Board Action is to authorize the CEO to exercise the second option year to the various contracts listed above to support Facilities Maintenance to continue providing the required graffiti abatement, landscape and irrigation, and trash and vegetation removal services. A contract modification is required for each of the four contracts to exercise the second option year and extend the period of performance through September 30, 2020.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract types are firm fixed unit rates.

On September 24, 2015, the Board approved four, five-year contracts, inclusive of two, one-year options, to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

Funding Source	METRO LIVING WAGE/STATE PREVAILING WAGE		
	Service Type	Graffiti Abatement (prevailing wage)	Landscape & Irrigation (living wage)
2015	\$43.37	\$16.04	\$48.88
2019	\$44.37	\$18.99	\$48.98
% increase	2.3%	18.39%	.2%

A) Contract No. OP3569100 (Region 1) is subject to the State prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year Two has been determined to be fair and reasonable based upon a comparison with the independent cost estimate (ICE), technical evaluation, and fact finding.

Option Year Two Amount	Metro ICE	Negotiated Amount
\$5,462,340	\$5,462,340	\$5,462,340

B) Contract No. OP3635700 (Region 2) is subject to the State prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year Two has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year Two Amount	Metro ICE	Negotiated Amount
\$5,497,331	\$5,497,331	\$5,497,331

C) Contract No. OP3569500 (Region 3) is subject to the State prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year Two has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year Two Amount	Metro ICE	Negotiated Amount
\$7,148,538	\$7,148,538	\$7,148,538

D) Contract No. OP3638300 (Region 4) is subject to the State prevailing wage and Metro living wage requirements. The recommended price to exercise Option Year Two has been determined to be fair and reasonable based upon a comparison with the ICE, technical evaluation, and fact finding.

Option Year Two Amount	Metro ICE	Negotiated Amount
\$4,688,234.16	\$4,688,234.16	\$4,688,234.16

CONTRACT MODIFICATION/CHANGE ORDER LOG

GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND
TRASH AND VEGETATION REMOVAL SERVICES / REGIONS 1 - 4

REGION 1 – OP3569100			
Mod. No.	Description	Date	Amount
1.	Add locations to Attachment A – List of Locations	1/26/16	\$29,915.50
2.	Add location to Attachment A – List of Locations	5/27/16	\$0
3.	Provide for one-time clean-up project	9/22/17	\$49,979.00
4.	Exercise Option Year One extend the period of performance	7/12/18	\$5,462,340.00
5	Exercise Option Year Two extend the period of performance	PENDING	\$5,462,340.00
	Modification Total:		\$11,004,574.50
	Original Contract:	9/24/15	\$16,542,520.00
	Total Contract Value:		\$27,547,094.50

REGION 2 – OP3635700			
Mod. No.	Description	Date	Amount
1.	Add Gold Line Extension	3/30/16	\$2,270,905.00
2.	Add location to Attachment A – List of Locations	6/2/16	\$0
3.	Exercise Option Year One extend the period of performance	7/10/18	\$5,236,104.00
4	Exercise Option Year Two extend the period of performance	PENDING	\$5,497,331.00
	Modification Total:		\$13,004,340.00
	Original Contract:	9/24/15	\$12,599,235.00
	Total Contract Value:		\$25,603,575.00

REGION 3 – OP3569500			
Mod. No.	Description	Date	Amount
1.	Add Expo Line Extension	5/11/16	\$3,551,658.00
2.	Exercise Option Year One extend the period of performance	7/10/18	\$6,972,648.00
3	Add location to Attachment A – List of Locations	10/10/18	\$473,637.00
4	Add location to Attachment A – List of Locations	10/10/18	\$215,495.00
5	Add location to Attachment A – List of Locations	10/10/18	\$175,890.00
6	Exercise Option Year Two extend the period of performance	PENDING	\$7,148,538.00
	Modification Total:		\$18,537,866.00
	Original Contract:	9/24/15	\$16,863,892.00
	Total Contract Value:		\$35,401,758.00

REGION 4 – OP3638300			
Mod. No.	Description	Date	Amount
1.	Revise Statement of Work	3/30/16	\$0
2.	Revise Statement of Work	10/1/16	\$0
3.	Add location to Attachment A – List of Locations	6/21/2017	\$38,250.00
4.	Exercise Option Year One extend the period of performance	7/6/18	\$4,141,657.00
5.	Add location to Attachment A – List of Locations	9/12/18	\$450,117.44
6.	Add location to Attachment A – List of Locations	9/12/18	\$180,626.00
7.	Exercise Contract Modification Authority	10/1/18	\$125,299.20
8	Exercise Option Year Two extend the period of performance	PENDING	\$4,688,234.16
	Modification Total:		\$9,624,183.80
	Original Contract:	9/24/15	\$11,996,937.00
	Total Contract Value:		\$21,621,120.80

DEOD SUMMARY

**GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION MAINTENANCE, AND
TRASH AND VEGETATION REMOVAL SERVICES / OP3569100, OP3635700,
OP3569500, OP3638300**

A. Small Business Participation

Region 1- Metro Red Line, Metro Orange Line, Inactive ROWs & Various Locations - Woods Maintenance Services (WMS) made a 25.12% Small Business Enterprise (SBE) commitment. The project is 71% complete. WMS has a current participation of 24.38%, which represents a shortfall of 0.74%. WMS explained that the shortfall is due to reimbursable non-labor related costs. WMS will reallocate staffing and is in the process of adding DVBE subcontractor, IECLT, Inc., to perform landscaping & irrigation maintenance services.

Small Business Commitment	25.12% SBE	Small Business Participation	24.38% SBE
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	Briteworks, Inc. (Graffiti)	3.29%	3.74%
2.	Briteworks, Inc. (Trash/Vegetation Removal)	3.29%	3.27%
3.	BJAG Group, LLC	3.40%	3.64%
4.	Far East Landscape & Maintenance	15.14%	13.73%
	Total	25.12%	24.38%

Region 2 - Metro Gold Line, Inactive ROWs & Various Locations – Parkwood Landscape Maintenance, Inc. made a 22% SBE and 3% DVBE commitment. The project is 82% complete. Parkwood is exceeding its commitment with a current SBE participation of 22.14% and 2.91% DVBE.

Small Business Commitment	22.00% SBE 3.00% DVBE	Small Business Participation	22.14% SBE 2.91% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	Briteworks, Inc.	11.00%	10.01%
2.	Far East Landscape (Landscape)	5.87%	4.91%
3.	Far East Landscape (Trash Removal)	5.13%	7.22%
	Total	22.00%	22.14%

	DVBE Subcontractors	% DVBE Commitment	% DVBE Participation
1.	IECLT, Inc.	3.00%	2.91%
	Total	3.00%	2.91%

Region 3 - Metro Expo Line, Metro Green Line, and Bus Facilities – Woods Maintenance Services (WMS) made 24.46% SBE commitment. The project is 77% complete. WMS has a current participation of 23.75%, which represents a shortfall of 0.72%. WMS explained that the shortfall is due to reimbursable non-labor related costs. WMS will reallocate staffing and is in the process of adding DVBE subcontractor, IECLT, Inc., to perform landscaping & irrigation maintenance services.

Small Business Commitment	24.46% SBE	Small Business Participation	23.75% SBE
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	BJAG	4.88%	3.96%
2.	Briteworks (Graffiti Abatement)	0.00%	2.78%
3.	Briteworks (Trash/Vegetation Removal)	10.67%	9.83%
4.	Far East Landscape & Irrigation	8.91%	7.18%
	Total	24.46%	23.75%

Region 4 - Metro Blue Line, Harbor Transit Way, Various Bus Locations – Parkwood Landscape Maintenance made a 22% SBE and 3% DVBE commitment. The project is 72% complete. Parkwood is exceeding its commitment with a current SBE participation of 23.24% and 3.05% DVBE.

Small Business Commitment	22.00% SBE 3.00% DVBE	Small Business Participation	23.24% SBE 3.05% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% SBE Commitment	% SBE Participation
1.	Briteworks, Inc.	11.00%	10.12%
2.	Far East Landscape (Landscape)	5.87%	4.70%
3.	Far East Landscape (Trash Removal)	5.13%	8.42%
	Total	22.00%	23.24%

	DVBE Subcontractors	% DVBE Commitment	% DVBE Participation
1.	IECLT, Inc.	3.00%	3.05%

	Total	3.00%	3.05%
--	--------------	--------------	--------------

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$18.99 per hour (\$13.75 base + \$5.24 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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 #: 2019-0380, File Type: Contract

Agenda Number: 38.

CONSTRUCTION COMMITTEE JUNE 20, 2019

SUBJECT: METRO PILOT CRENSHAW/LAX TRANSIT PROJECT BUSINESS SOLUTION CENTER

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS2890900 with Del Richardson & Associates, Inc. (DRA) for professional services to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) in an amount not to exceed \$582,117, increasing the total contract value from \$949,008 to \$1,531,125 and extending the period of performance for up to two years; and
- B. RECEIVE AND FILE the status report of the Crenshaw/LAX BSC.

ISSUE

On July 24, 2014, Metro's Board of Directors issued Motion 79 that authorized the CEO to establish a Metro Pilot Business Solution Center (BSC) to provide hands-on case management services and business assistance to small businesses along the Crenshaw Corridor between 48th and 60th Streets during the four-year term of the Crenshaw/LAX Transit Line Project. Since adoption of Motion 79 and implementation of the BSC, Metro has expanded the BSC to provide an increased level of services along the Crenshaw/LAX corridor. Metro has continued to provide direct, immediate, hands-on technical assistance to small and micro businesses along the Crenshaw/LAX corridor through the contracted professional services of Del Richardson & Associates, Inc.

The authorization of Modification No. 3 to Contract No. PS2890900 supports the ongoing implementation of the BSC as approved by Metro's Board of Directors, ensuring that small businesses are supported through construction of the Crenshaw/LAX Transit Project.

BACKGROUND

Upon Board authorization in 2014, Metro staff and contractor, Del Richardson & Associates, Inc., soft launched the BSC in December 2014 and formally launched the program in February 2015.

Recognizing the BSC is a first-ever pilot program for Metro, staff has provided ongoing review and assessment of the program. After providing two years of support to small businesses along the Crenshaw/LAX corridor, in January 2016 Metro staff conducted a comprehensive program assessment. This included feedback from business owners about their experience and interactions with the BSC through a facilitated focus group, review of the program model with Metro project staff and the contractor through a facilitated project review meeting, review of the original report entitled "Recommendations for a Pilot Metro Business Solutions Center", and an assessment of program metrics such as the number of businesses along the project alignment seeking support services, the number of businesses within the BSC target area of 48th - 60th Street and external to the target area, and the areas of services, including the client demographic data. In addition, Metro staff conducted market research interviews with five small business service providers to obtain best practices and industry standards for small business assistance programs.

The program model for Metro's pilot BSC was developed through the framework outlined in the "Recommendations for a Pilot Metro Business Solutions Center" and Motion 79 that recommended the BSC provide business assistance including expert business advice, technical assistance and other focused resources for businesses in the target area of 48th - 60th Street based on construction activity of the at-grade portion of the transit rail project. As a result, the original scope of work provided focused resources such as hands-on case-management only for small businesses in the BSC target area.

Through the information, observations and lessons learned obtained during the comprehensive program assessment, as well as recognizing that more than 60% of small businesses seeking support services were outside of the predefined BSC target area, staff made enhancements to the program model and scope of work.

The result was a re-scope of the pilot program model and contract scope of work. Re-scoping the program model and contract scope of work enhanced the level of services provided to businesses located outside the target area (48th - 60th Street) along the Crenshaw Corridor, including focused one-on-one support or case management. A new re-scoped two-year contract was competitively solicited and awarded to the incumbent, Del Richardson & Associates in October 2016.

The objective of the pilot program re-scoping was to operate the pilot BSC inclusive of: (1) one-on-one focused client services for small and micro businesses located along the Corridor, (2) access to services via multiple avenues including a field and virtual (web based) presence, and (3) an outreach program for small and micro businesses on the Corridor to facilitate the utilization of available services and resources including access to other business experts and resource providers referred through the BSC. The new program model afforded Metro and the Contractor to perform one-on-one client services and outreach functions for all small businesses along the Crenshaw/LAX Transit corridor, regardless of location.

DISCUSSION

The Pilot BSC program has been operational for nearly five years since the Board of Directors authorized the establishment of the program. As a result of Metro staff and the contracted program administrator's efforts, more than 400 businesses within the Crenshaw and Inglewood communities

have been contacted and more than 300 small businesses have been served by the BSC. Recognizing that Metro's BSC provides critical support through immediate, hands-on business development, technical assistance and referrals to partnering business resource providers to small businesses along the corridor during the term of construction of the Crenshaw/LAX Transit Project, ongoing operations are necessary.

Following is a summary of the BSC support services outcomes as of Q4 2018:

Total number of businesses contacted:	460
Number of businesses completing intake/ assessment:	351
Number of businesses receiving referrals:	333
Number of referrals to resource providers and/or services:	1127

Following is a summary of various BSC measures of effectiveness as of Q4 2018:

- 88% BSC clients engaged in services post intake/assessment
- 76% Businesses sustained in operations six months post BSC intake
- 75% Businesses sustained in operations 12 months post BSC intake.

Recognizing the BSC services were expanded since the inception of the original pilot program, small businesses beyond the targeted area of 48th to 60th street have been able to access business support services. The following information summarizes the small business clients' areas of service as of Q4 2018:

Top Five Areas of Service:

- 24% Financial services/ Metro's Business Interruption Fund
- 22% Business development
- 20% Marketing
- 20% Social media and website
- 6% Accounting management

Metro will continue to support the small business community through the continued operations of the BSC throughout construction of the Crenshaw/LAX Transit Project and early operations of the new transit services. The BSC will continue to support small businesses including focusing efforts to sustain businesses through ongoing access to support services, business education and small business experts. Additionally, the BSC's contracted program administrator will continue to provide one-on-one client services to prepare businesses for the close-out of the BSC and the opening of the Crenshaw/LAX line. Recognizing the need to begin to prepare BSC clients for the center's transition and the realization of economic opportunities that may result from the new transit rail service, the BSC staff will provide focused client services for businesses that are sustaining/stable and businesses requiring additional support. Support in these two business categories will allow the BSC to provide targeted services such as: development of client transition plans focused on long-term business planning; identification of actions and/or business solutions aligned to the client transition plans; business retention as well as referrals to business experts and resources for support post-operations of Metro's BSC.

Moreover, Metro and the BSC program administrator will continue to collaborate and identify focused support services and program activities for small businesses engaged in the BSC; and Metro staff will continue to provide proactive oversight and assessment of the pilot program and the Contractor during the final term of the center's operations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metro Board of Directors directed staff to identify eligible annual funds to support the annually funded pilot program. The administrative cost for the implementation of the pilot program is allocated from Measure R Administration funds. Vendor/Contract Management will be responsible for budgeting funds for FY20 and FY21 in Cost Center 0691Non-Departmental Procurement; Project Number 100055, Project Name - Admin-Measure R; Task No. 05.01 and Task Name Crenshaw BSC.

Impact to Budget

Measure R Administration funds were previously identified as eligible for this expense through prior Board of Directors authorization and approval. The annual appropriation of the funding source does not impact transit operations and/or capital projects/programs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The implementation of the Crenshaw/LAX Pilot Business Solution Center aligns to strategic goal 3 - enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

1. Not executing Modification No. 3 to Contract No. PS2890900. Staff is not recommending this alternative because it will affect Metro's ability to continue to provide the identified services to small and micro businesses along the Crenshaw Corridor during the remaining term of construction of the Crenshaw/LAX Transit Line.
2. Utilizing Metro staff to operate the Pilot BSC. This alternative is not recommended, because Metro does not have the required staffing availability or dedicated resources to operate the pilot BSC.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 to Contract No. PS2890900 with Del Richardson and Associates, Inc. to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project BSC.

ATTACHMENTS

Attachment A - Motion 79

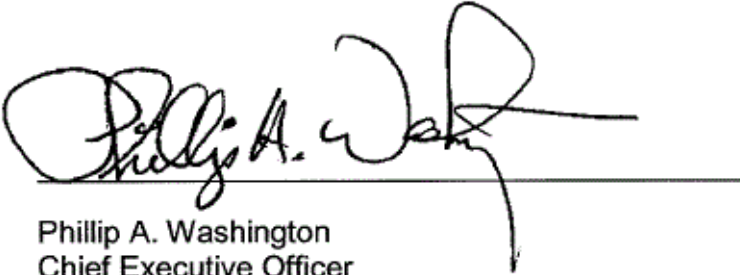
Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Order Log

Attachment D - DEOD Summary

Prepared by: Jessica Spearman, Sr. Transportation Planner, Diversity and Economic Opportunity, Vendor/Contract Management, (213) 418-3266
Shalonda Baldwin, Interim Executive Officer, Diversity and Economic Opportunity, Vendor/Contract Management, (213) 418-3265

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

**Motion by Supervisor Mark Ridley-Thomas, Mayor Eric Garcetti and Director
Jacquelyn Dupont-Walker**

**Implementation of a Pilot Business Solution Center for the Crenshaw/LAX Line
Relates to Item 79**

July 24, 2014

Since construction began on the Crenshaw/LAX Line Project (the Project) earlier this year, doing business on the Crenshaw Corridor (the Corridor) has become more challenging for businesses and patrons. Many businesses are already experiencing significant impacts created by construction activities, specifically at the intersections of Crenshaw Boulevard and Martin Luther King Jr. Boulevard and Exposition Boulevard where work is underway to lay the groundwork for future underground stations. Businesses between 48th Street and 60th Street, where the line will run at-grade, are also anticipated to face significant challenges when construction begins on that segment.

Under both Federal and State law, Metro is prevented from providing direct cash subsidies to businesses unless access to the business is denied due to construction impacts. While this has not technically been the case on the Corridor, there is a clear nexus between construction activities and reduced business activity, especially the walk-in traffic that many of the retail businesses rely on.

In April 2014, Metro retained a consultant to assess and provide recommendations on how to address the economic impacts of construction activities on small businesses on the Corridor. The consultant's report encourages the development of a pilot Business Solution Center that would provide direct sector-specific technical assistance to businesses along the Corridor to help them through construction activities. Services that could be provided to businesses include financial planning and advice on small business operations as well as dealing with municipal permits and regulations, legal assistance, marketing and grant/loan application management. The consultant specifically suggests that a pilot effort be established to provide proactive and hands-on business assistance to support the over 100 businesses at the at-grade portion of the

Project between 48th and 60th Streets, as well as a walk-in location along the Corridor for which businesses along the entire rail alignment can receive information, resources and referrals.

The establishment of a Business Solution Center would meaningfully enhance Metro's construction and external relations protocol. While serving as a relatively nominal financial investment for Metro, it would go a long way in helping to build the capacity of small businesses to survive the construction period and ultimately contribute to a vibrant transit corridor upon completion of the Line. If the Metro Board wants to pursue future funding measures to fully build out the system, it will be fundamental that we demonstrate to local small businesses that we are a committed partner during construction periods. This pilot Business Solution Center can serve as a model for such an effort, and to do so, it is essential that Metro partner with a capable and well established service provider to roll-out these services as quickly as possible. Furthermore, it is consistent with Metro's Construction Impact Response Program (CIRP) which was developed in response to construction on the Gold and Red Lines in the 1990s. The CIRP program provided various forms of relief for businesses including economic support and rapid response teams. These resources should also be made available for the Crenshaw Corridor.

The pilot Business Solution Center would also complement Metro's other ongoing efforts to address business' needs during construction. For example, Metro continues to modify construction signage based on the feedback of surrounding business' to highlight the names of businesses, parking locations and to clarify that businesses are open during construction. In addition, Metro is finalizing a communications strategy to promote an "Eat, Shop and Play Local" campaign during construction.

WE THEREFORE MOVE THAT THE BOARD OF DIRECTORS:

1. Receive and file the "Recommendations for a Pilot Metro Business Solution Center";

2. Authorize the CEO to immediately solicit proposals to establish a Pilot Metro Business Services Center along the Crenshaw Corridor that includes a physical presence with consistent staffing hours for the duration of the construction of the Crenshaw/LAX Line, as well as a Business Solutions Outreach Strategy for the at-grade portion of the alignment on Crenshaw between 48th and 60th Streets and other locations that are determined to be significantly impacted by construction activities, and authorize the CEO to execute a contract with the most responsive and qualified bidder, with the objective of beginning operations by October 2014;
3. Direct the CEO to identify up to \$250,000 and amend the current budget to fund the initial year activities, with an overall project budget expected to be approximately \$1,000,000, to be included in future budgets for fiscal year 2016, 2017 and 2018 at \$250,000 per year;
4. Direct the CEO to report back in September on a plan to utilize existing Full-Time Equivalent position(s) to staff the Business Solutions Center.
5. Direct the CEO to incorporate the following elements into the Pilot Business Solution Center Program:
 - a. A single point-of-contact or case management approach for each business; and
 - b. A 72 hour quick response plan.
6. Direct the CEO to establish an additional mitigation menu and criteria based on MTA's previous Construction Impact Response Program that includes:
 - a. Marketing campaigns for impacted businesses;
 - b. Rent and mortgage subsidies to businesses;
 - c. A low-interest loan fund that is accessible to small and micro-businesses;
 - d. Report back to the Board in September with funding recommendations;
7. Direct the CEO to report back on a Post-Construction Façade Improvement Program in conjunction with the approved Design-Build Contract for the Crenshaw/LAX Transit Line;
8. Direct the CEO to report back on the feasibility of establishing Memorandums of Understanding with local business and community stakeholder groups, as has been

done in Denver, Colorado, to ensure that we are maximizing community involvement and engagement as it relates to construction activities;

9. Direct the Diversity and Economic Opportunity Department to manage and oversee the Business Solution Center Project; and
10. Provide quarterly updates to the Executive Management and Construction Committees on the Pilot Business Solution Center and the “Eat, Shop and Play Local” campaign beginning in September 2014.

PROCUREMENT SUMMARY

**METRO PILOT CRENSHAW/LAX TRANSIT PROJECT
BUSINESS SOLUTION CENTER/ PS2890900**

1.	Contract Number: PS2890900		
2.	Contractor: Del Richardson & Associates, Inc.		
3.	Mod. Work Description: Professional services to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC)		
4.	Contract Work Description: Professional services to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project BSC		
5.	The following data is current as of: 5/1/19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/27/2016	Contract Award Amount: \$849,008
	Notice to Proceed (NTP):	11/03/2016	Total of Modifications Approved: \$100,000
	Original Complete Date:	11/02/2018	Pending Modifications (including this action): \$582,117
	Current Est. Complete Date:	07/03/2021	Current Contract Value (with this action): \$1,531,125
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Shalonda Baldwin		Telephone Number: (213) 418-3265

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 issued for professional services to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) for up to an additional two years with focus on supporting businesses for transition and/or referral to existing service providers for ongoing business assistance and development.

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

On October 27, 2016, the Board awarded a two-year firm fixed price Contract No. PS2890900 to Del Richardson & Associates, Inc. in the amount of \$849,008 to operate the Metro Pilot Crenshaw/LAX Transit Project BSC.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, a cost analysis, fact finding, and negotiations. Some direct labor rates were re-negotiated to current market rates and fee remained unchanged.

Proposal Amount	Metro ICE	Negotiated Amount
\$620,696	\$392,166	\$582,117

The ICE was based on an estimate from the current level of effort and projected levels to be performed during the remaining term of the Pilot BSC. Metro did not adequately estimate the anticipated level of effort that such a program would require to provide focused client support in preparation of the BSC’s transition and close-out due to the unique attributes of the project and the technical and expert level of services that are performed to deliver an adequate level of support to more than 300 diverse small businesses; services within various functional areas such as information technology, web design and social media related services to support businesses in the development of e-platforms, business websites and e-commerce systems including business planning and other areas related to business sustainability.

Metro staff successfully negotiated a cost savings of \$38,579 from the proposed price.

CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO PILOT CRENSHAW/LAX TRANSIT PROJECT
BUSINESS SOLUTION CENTER/ PS2890900

Mod. No.	Description	Status	Date	\$ Amount
1	Continuation of services and extension of period of performance through May 6, 2019.	Approved	10/31/2018	\$100,000
2	Addition of DVBE subcontractor and extension of period of performance through July 2, 2019.	Approved	04/18/2019	\$0
3	Ongoing implementation of the BSC and extension of period of performance through July 3, 2021.	Pending	Pending	\$582,117
	Modification Total:			\$682,117
	Original Contract:		11/03/2016	\$849,008
	Total:			\$1,531,125

DEOD SUMMARY

**Metro Pilot Crenshaw/LAX Transit Project
Business Solutions Center / PS2890900**

A. Small Business Participation

Del Richardson & Associates, Inc., an SBE Prime, made a 62.37% Small Business Enterprise (SBE) and a 3.09% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 75% complete. SBE participation is at 59.71%, representing a 2.66% SBE shortfall. Del Richardson & Associates, Inc. explained that it will meet or exceed its SBE participation on the proposed modification work it will perform with its own workforce. Del Richardson & Associates, Inc. is exceeding its DVBE participation at 3.89%. Furthermore, the Prime has listed an additional DVBE firm to perform a new scope of work that identified in this proposed modification. The Prime expects to meet or exceed both the SBE and DVBE commitments at the end of the contract.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that Del Richardson & Associates, In. is on schedule to meet or exceed its SBE/DVBE commitment. If Del Richardson & Associates, Inc. is not on track to meet its small business commitment, Metro staff will request that firm submit an updated mitigation plan. 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	SBE 62.37% DVBE 3.09%	Small Business Participation	SBE 59.71% DVBE 3.89%
----------------------------------	--	-------------------------------------	--

	SBE Prime	% Commitment	% Participation¹
1.	Del Richardson & Associates, Inc.	62.37%	59.71%
	Totals	62.37%	59.71%

	DVBE Subcontractors	% Commitment	% Participation¹
1.	It Is, LLC	3.09%	3.89%
2.	Servexo	ADDED	0%
	Totals	3.09%	3.89%

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this modification.

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.

Metro Pilot Crenshaw/LAX Transit Project Business Solution Center



Construction Committee
June 20, 2019

Pilot Program Goal

- ***Metro's Goal: Help small businesses continue to thrive throughout construction and post construction.***
- Immediate, hands-on business assistance and support services to small businesses along the Crenshaw/LAX Transit Project.
- Services include technical assistance, business development and referrals to partnering business resource providers.



Program History

- **Metro's first-ever pilot business resource center:**
 - Board Authorization: July 2014
 - BSC soft launch: December 2014
 - BSC formal launch: February 2015
 - Pilot program model re-scope: October 2016

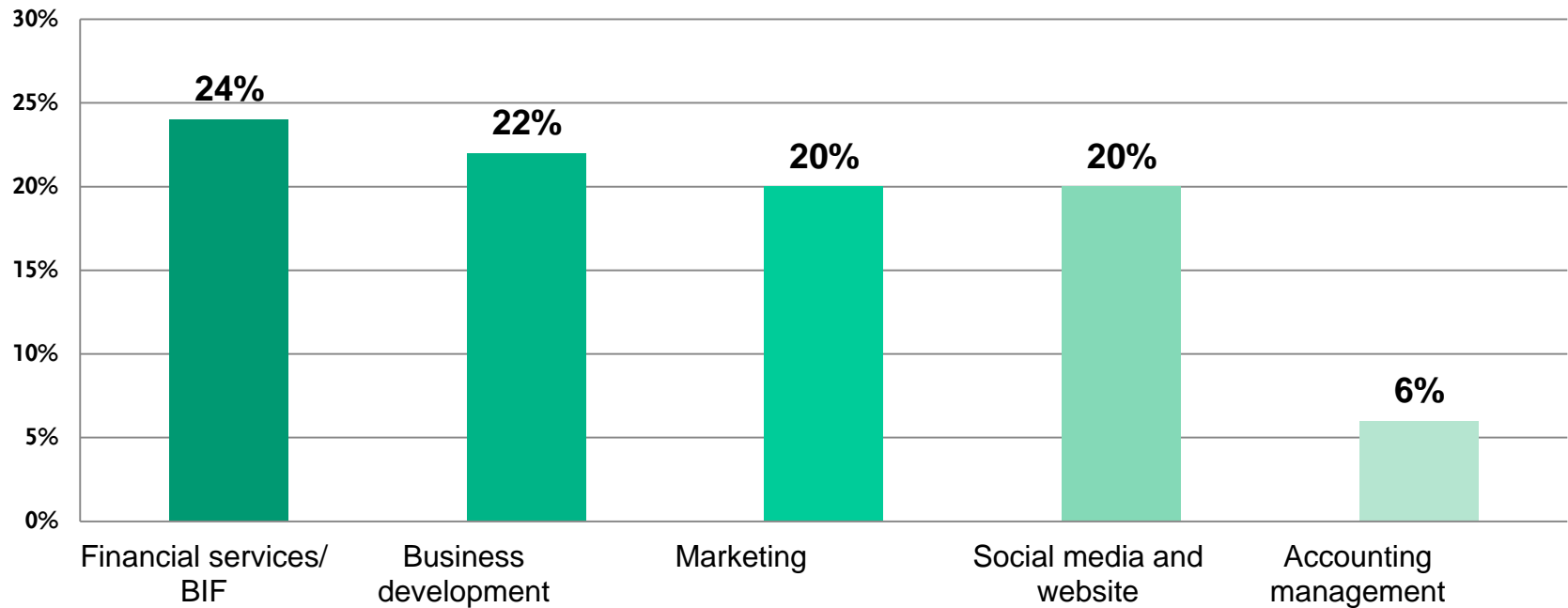
Facts at a Glance

- **As of December 2018:**

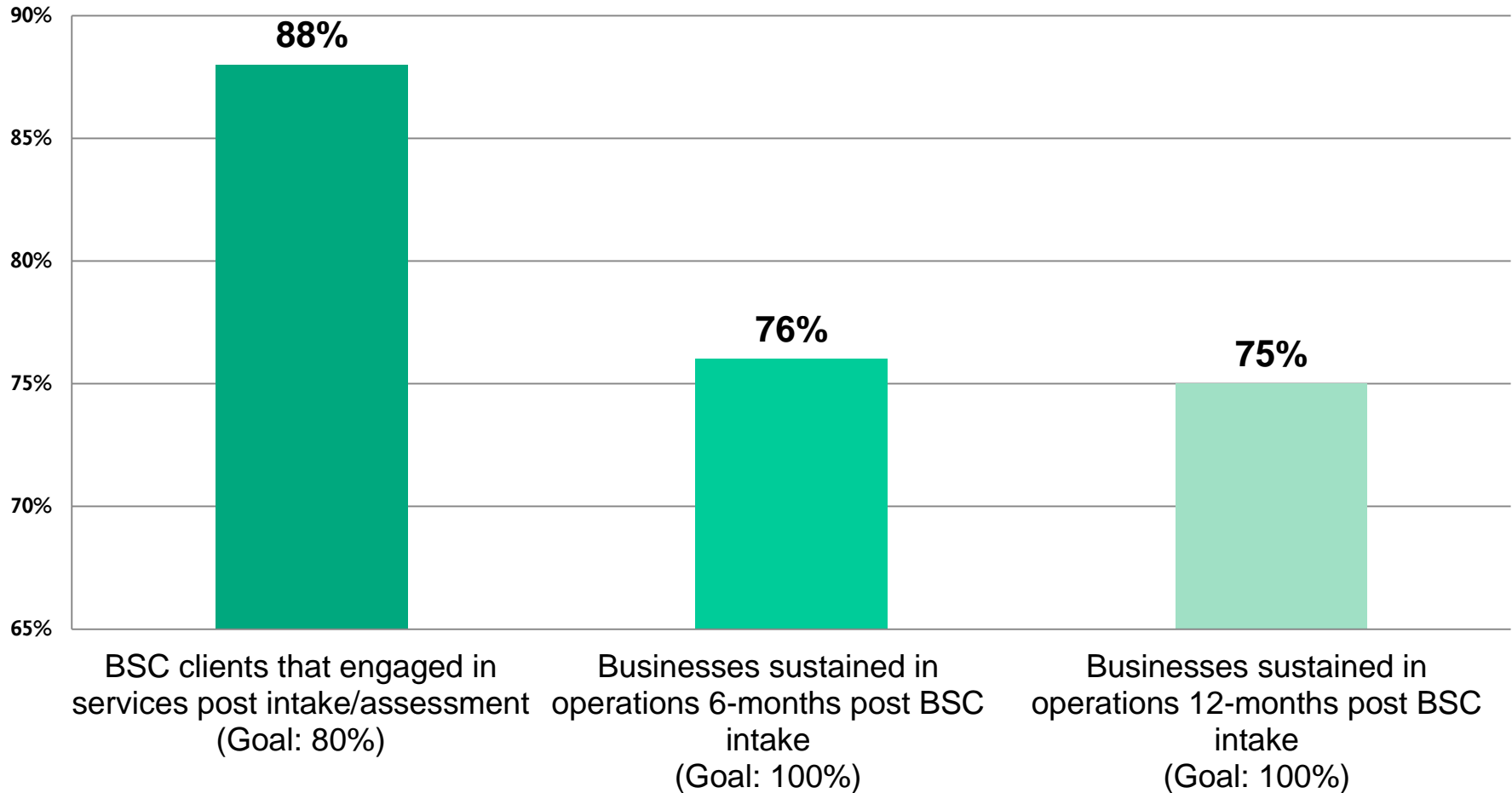
- More than 450 businesses contacted
- Over than 350 businesses completed intake/assessment
- More than 300 business referred to resource providers, small business experts and/or other service providers
- More than 1,100 business referrals

Areas of Service

Top Five Areas of Service - Alignment



Measures of Effectiveness



Business Spotlight



“The Metro Business Solutions has been very instrumental in assisting Jordan's Hot Dogs. The BSC has and continues to provide much needed help with grant funding, website design, social media, advocacy and a host of other support services. Most importantly staff are honest, knowledgeable, and available to assist when needed. Thank you Metro Business Solution Center.”

Cary Jordan, Owner

Business Spotlight



"I would like to thank the Metro Business Solution Center for all the support provided during the construction of the Metro line. We truly appreciate the assistance. On behalf of Shop & Save, I thank you."

Mayra Hernandez, Owner

Next Steps

- Execution of contract modification
- Ongoing focused support services for small businesses engaged in the BSC focusing on client transition plans, long-term business planning and actionable business solutions
- Continue proactive oversight and assessment of the pilot program during the final term of the center's operations
- Implement final program events/ activities in preparation for transition Pilot BSC and opening of Crenshaw/LAX line



Thank you



Board Report

File #: 2019-0455, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 20, 2019

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended position:

- A. Assembly Bill 1112 (Friedman) - Shared mobility devices: local regulation. **OPPOSE UNLESS AMENDED**

ATTACHMENT

Attachment A - AB 1112 (Friedman) Legislative Analysis

Prepared by: Desarae Jones, Senior Manager, Government Relations, (213) 922-2230
Michael Turner, DEO, Government Relations (213) 922-2212

Reviewed by: Yvette Rapose, Interim Chief Communications Officer, (213) 418-3154

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: ASSEMBLY BILL 1112
AS AMENDED JUNE 3, 2019

AUTHOR: ASSEMBLYMEMBER LAURA FRIEDMAN (D-BURBANK)

SUBJECT: SHARED MOBILITY DEVICES: LOCAL REGULATION

STATUS: SENATE TRANSPORTATION COMMITTEE
HEARING SCHEDULED: JUNE 11, 2019

ACTION: OPPOSE UNLESS AMENDED

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Assembly Bill 1112 (Friedman) as amended on June 3, 2019.

ISSUE

This bill was amended on June 3, 2019 to add and clarify provisions in the California State Vehicle Code related to the local regulation of shared mobility devices.

Specifically the bill would:

- Define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board or other similar personal transportation device that is made available to the public for shared use and transportation, as provided.
- Require shared mobility providers to include a visible, single unique alphanumeric ID on every shared mobility device.
- Allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data as a condition for operating a shared mobility device program within its jurisdiction.
- Prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act.
- Prohibit a local authority from imposing unduly restrictive requirements on mobility device providers that would prevent these providers from operating within its jurisdiction.
- Allow a local authority to require shared mobility device providers to deploy shared mobility devices in a manner that addresses geographic equity, capacity, insurance, access and indemnification.
- Prohibit a local authority from subjecting users of shared mobility devices to adhere to more restrictive requirements than those applicable to users of personally owned similar transportation devices.
- Includes findings that shared mobility device regulation is a matter of statewide concern rather than a local/municipal issue, with applicability to all cities and counties, including charter cities and counties.

DISCUSSION

Assembly Bill 1112 (Friedman) was introduced as a measure that seeks to provide minimum standards for regulating shared mobility devices across the state.

Existing law provides local authority for regulation of vehicles and mobility devices for purposes of maintaining public safety and levying fees for operation within a particular jurisdiction. Existing consumer privacy law related to the use of electronic data provides certain protections for users with respect to the use of their data for criminal cases, warrants, etc. The Consumer Privacy Act of 2018 provides for protections for consumers interacting and providing their personal data with businesses. The Consumer Privacy Act goes into effect January 1, 2020.

Metro currently does not have the authority to regulate or levy fees on transportation network companies or shared mobility device providers; however LA County's Board of Supervisors and the 88 cities within its boundaries currently have this authority. A number of cities within Los Angeles County and LA County Board of Supervisors have established pilot programs and other regulatory frameworks for the deployment and operation of shared mobility devices within their jurisdictions. The provisions of AB 1112 (Friedman) seem to run counter to the efforts put forward by the cities and County of LA and undermine the authority and goals of local entities. Cities have worked with shared mobility device providers to establish pilot programs that outline regulations and specified fees to address a number of issues related to safety, equity, and traffic congestion management the deployment and use of shared mobility devices.

Metro's primary concerns with AB 1112 are shared by the cities that have written in opposition to the measure, including the City of Los Angeles Mayor, City of Santa Monica, League of California Cities and Los Angeles Department of Transportation.

- The provisions outlined in the legislation would limit cities and local entities ability to provide a regulatory framework that addresses the needs and safety of users and traffic congestion within their jurisdictions.
- The timing of the legislation is problematic. Many of the regulatory programs that are currently being established in Los Angeles County and parts of Northern California that are being implemented have been created within the last year. This bill does not allow ample time for cities and local agencies to really assess the impacts of the regulations and fees imposed under their respective programs.
- The legislation would roll back various elements of agreements previously entered into by a number of shared mobility providers and local jurisdictions.
- Access to trip data is paramount to be able to fully understand the impact of the shared mobility devices on congestion and transit use.

Metro's Vision 2028 strategic plan Goal 1.3 sets forth the Board's intentions to manage transportation demand in a fair and equitable manner. It outlines the goals of studying the impact of shared mobility on transportation in LA County, building a coalition of support and exploring how fees and regulations can be incorporated into an overall county-wide system.

For these reasons, staff recommends that the Board adopt an OPPOSE UNLESS AMENDED position on the measure AB 1112 (Friedman).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goal #8: Support legislative and regulatory actions that enhance and protect Metro's ability to deliver innovative transportation projects and services in Los Angeles County.

NEXT STEPS

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2019-0517, **File Type:** Oral Report / Presentation

Agenda Number: 46.

**REGULAR BOARD MEETING
JUNE 27, 2019**

SUBJECT: DESTINATION CRENSHAW

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Destination Crenshaw.



DESTINATION
CRENSHAW



Los Angeles is arguably the most diverse County in the country - majority “people of color” since the late 1980s - as well as the creative capital of the nation.

As such, it is a central player in the national discussion around cultural equity, inclusion and access to the arts.

Los Angeles County Arts Commission, 2017

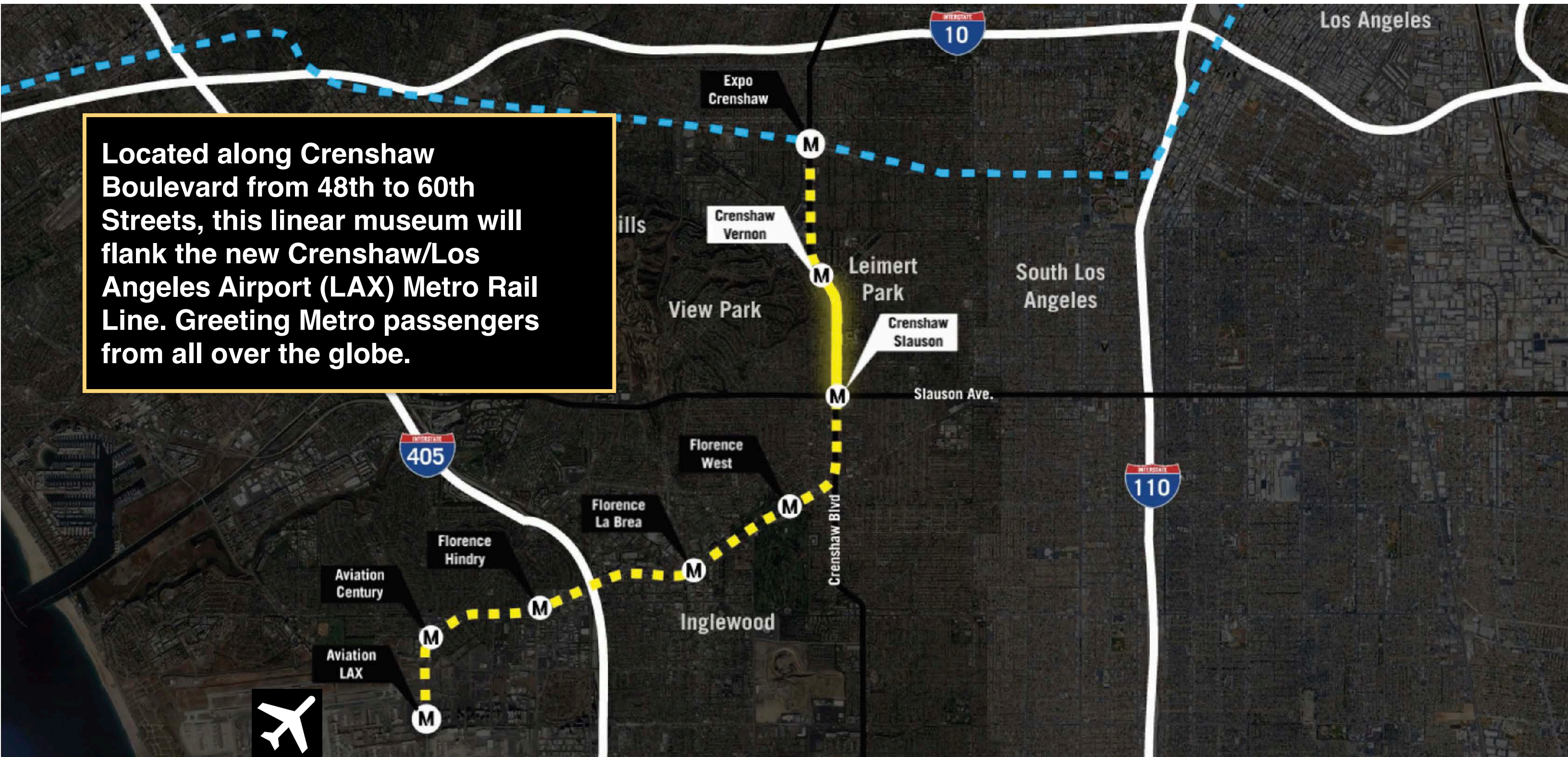
OUR MISSION

Our Mission is to celebrate and chronicle the history and culture of Black Los Angeles, while revitalizing the neighborhood and ultimately fostering a new economic center.

Destination Crenshaw is a 501(c)3 non-profit corporation under the fiscal sponsorship of California Community Foundation.

WHERE

Located along Crenshaw Boulevard from 48th to 60th Streets, this linear museum will flank the new Crenshaw/Los Angeles Airport (LAX) Metro Rail Line. Greeting Metro passengers from all over the globe.



WHO¹

Population

370,204 People

Ethnicity

44% Black

42% Hispanic

6% White

5% Asian

3% Other

Age

30% Under 18 years

42% 18 to 44 years

19% 45 to 64 years

9% 65 years +

Home Ownership

69% Renters

25% Homeowners

6% Vacant

¹ Metro Crenshaw/LAX Environmental Impact Study Area, 2011



WHO

5.9 Million

Annual riders on the Crenshaw/LAX Line

The at-grade (street-level) length of the line will have clear views of Destination Crenshaw and will serve as the gateway to the City of Los Angeles for riders from across the globe.

VISITOR ATTENDANCE FOR NATIONAL CULTURAL ORGANIZATIONS IN 2018:

MOMA welcomed *3M* visitors

The High Line New York welcomed *5M*

The Metropolitan Museum of Art welcomed *7.3M*



PERKINS + WILL



THE PEOPLE'S MUSEUM

Destination Crenshaw comes to life as 10 platforms and pocket parks with culturally stamped sidewalks, lighting and landscaping improvements, business facades, and public structures.

THEMES

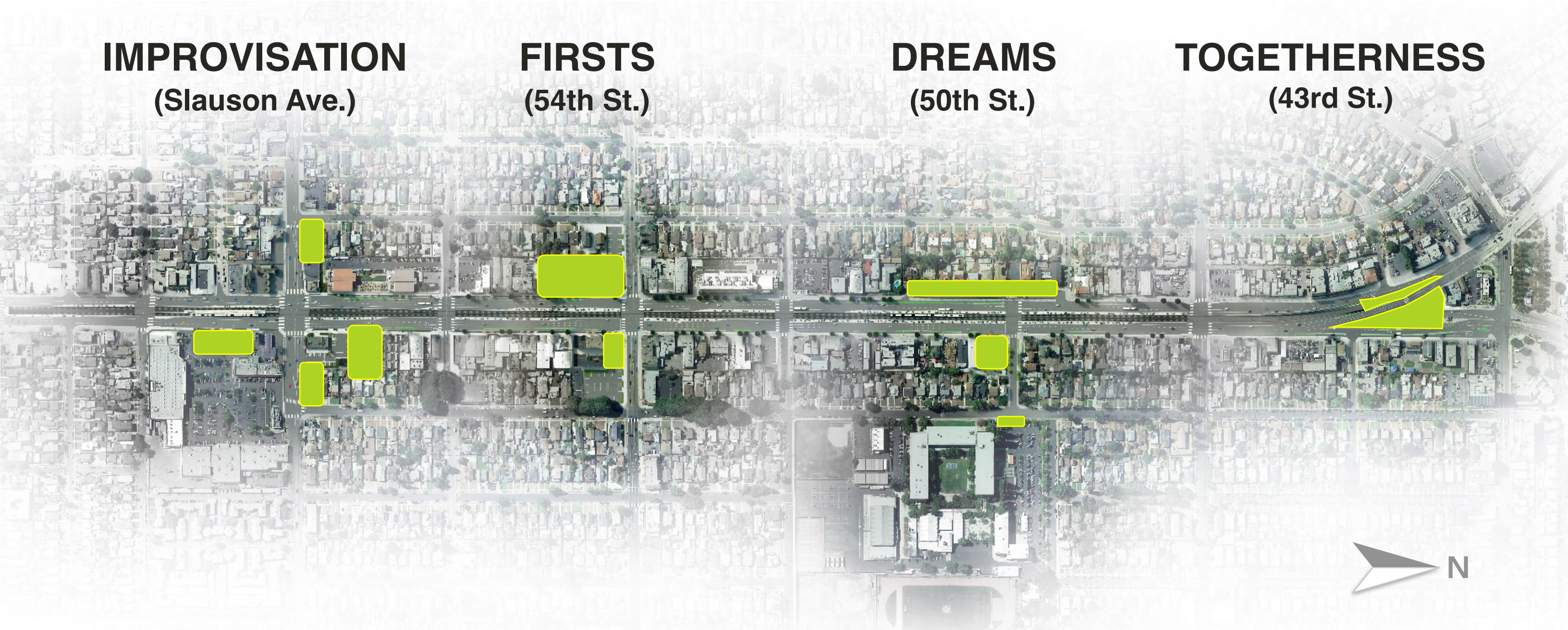
Architecture, landscape, and art are organized around 4 themes

IMPROVISATION
(Slauson Ave.)

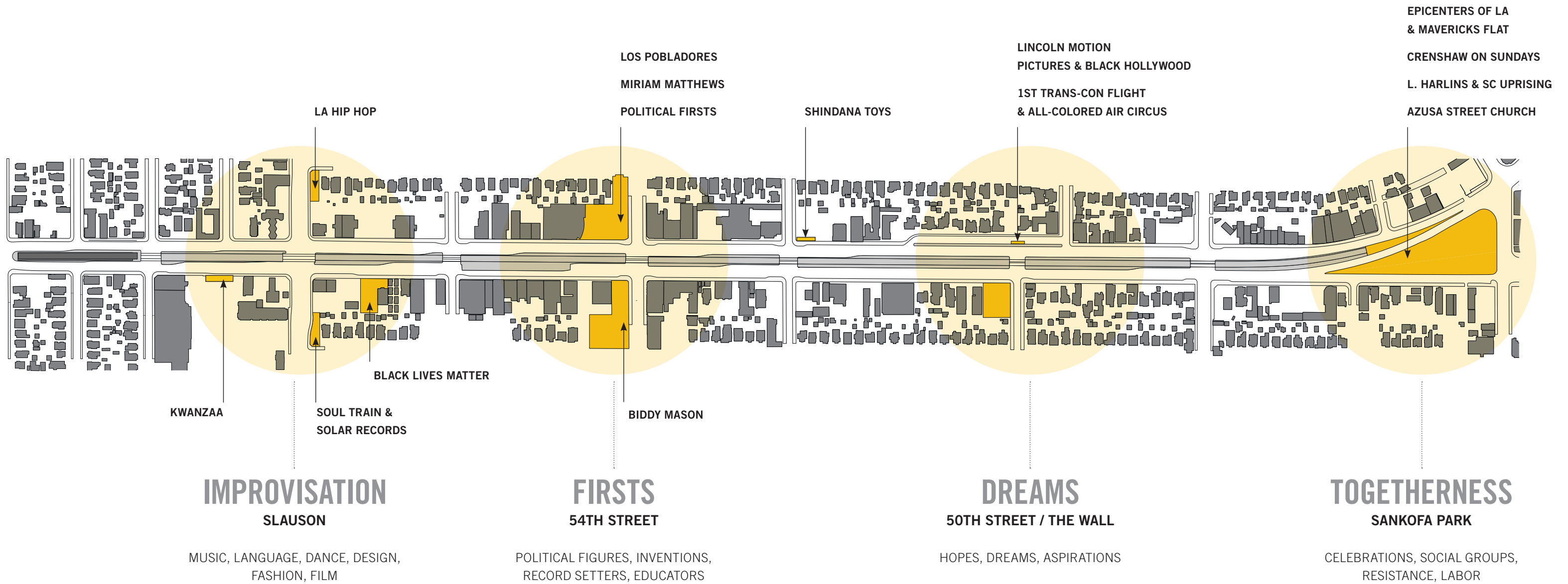
FIRSTS
(54th St.)

DREAMS
(50th St.)

TOGETHERNESS
(43rd St.)

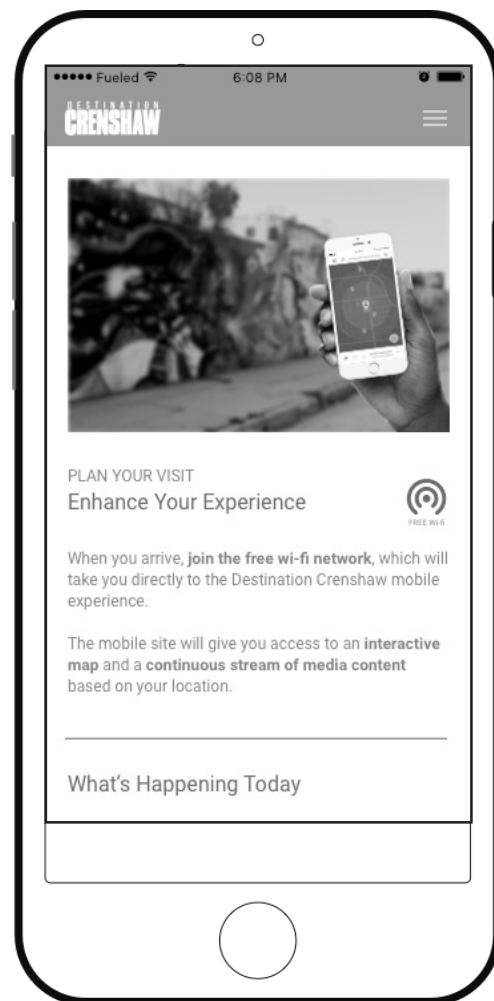


EXHIBITION DESIGN

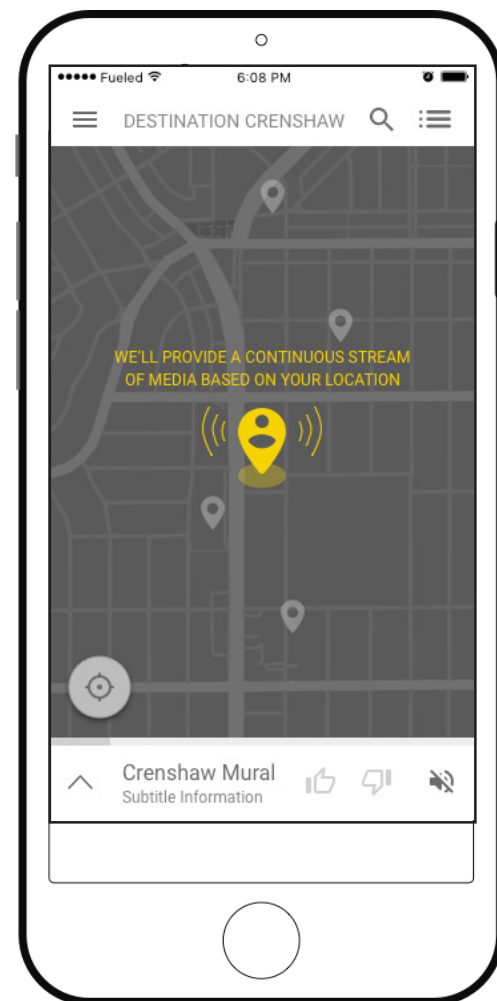


MOBILE EXPERIENCE

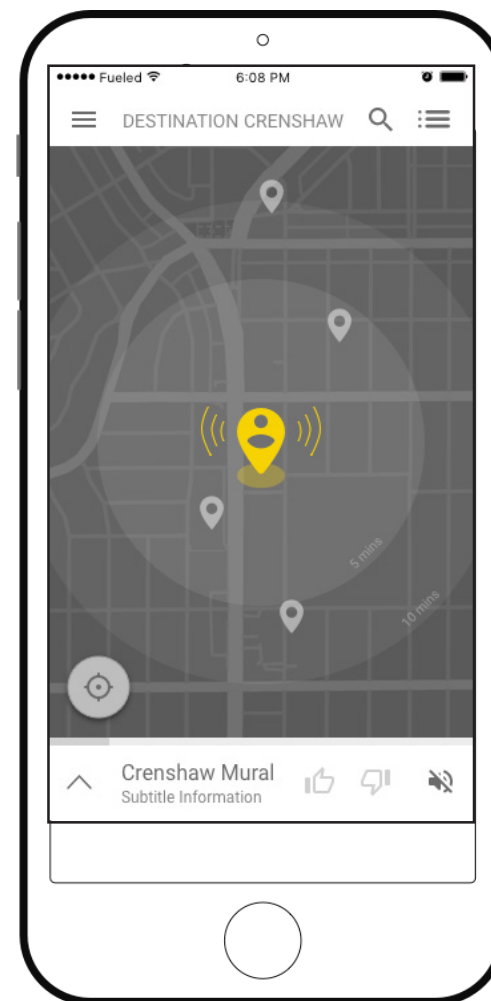
An enhanced mobile experience will allow for visitors to engage in a deeper way before, during and after the experience



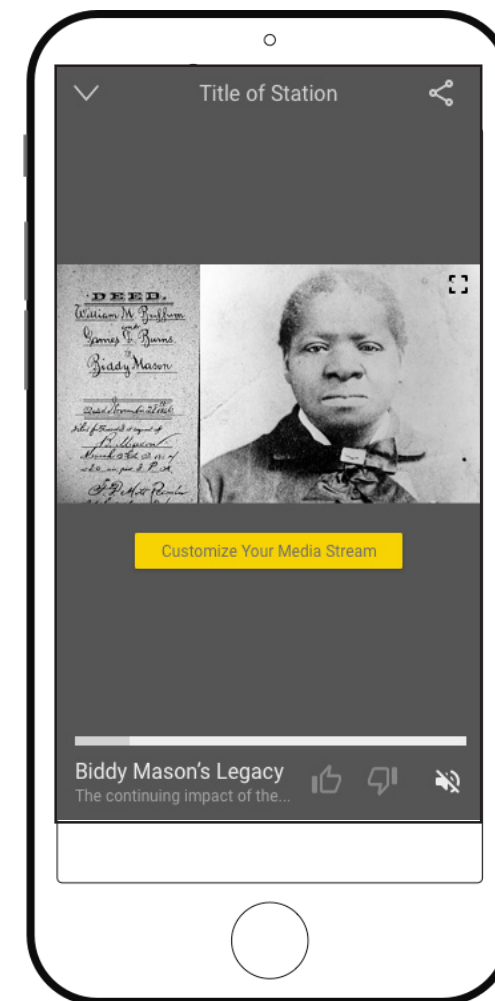
PLANNING



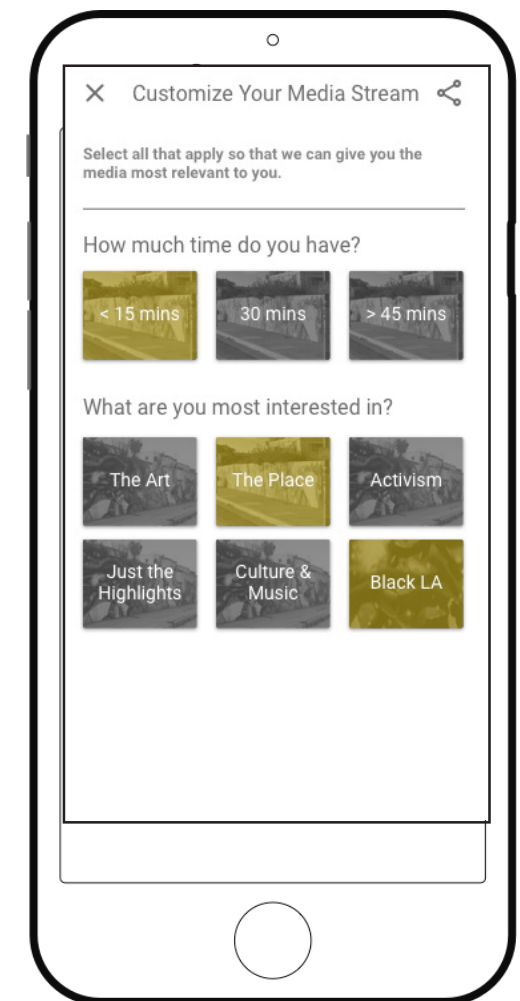
ONBOARDING



ORIENTATION



LOCATION-SPECIFIC CONTENT



CUSTOMIZATION

WELCOME PARK

The first of 8 parks invites visitors to begin their experience at the “lobby” of this 1.3-mile experience, located at the Hyde Park station.



EXHIBITION: STORYTELLING PANELS



I AM PARK

East of Crenshaw Blvd. on Slauson is the location for a park dedicated to play. Children activate the “I AM” sculpture as they climb and interact with the artwork. Landscaping compliments the design with plant selections native to Africa.



SLAUSON AVE PARK

Slauson Avenue Park reflects the theme of this area by focusing the exhibition on music, language, dance, design, fashion, and film. All content will be available via the web with additional information.



54TH ST. WEST PARK

DC committed to local small businesses to replenish the loss of over 300 parking spaces, with culturally-stamped, multi-use and landscaped parking lots.



54TH ST. EAST PARK

This park will sit adjacent to a senior housing facility and will honor the legacy of Biddy Mason, a pioneer who helped establish the Black Los Angeles community.



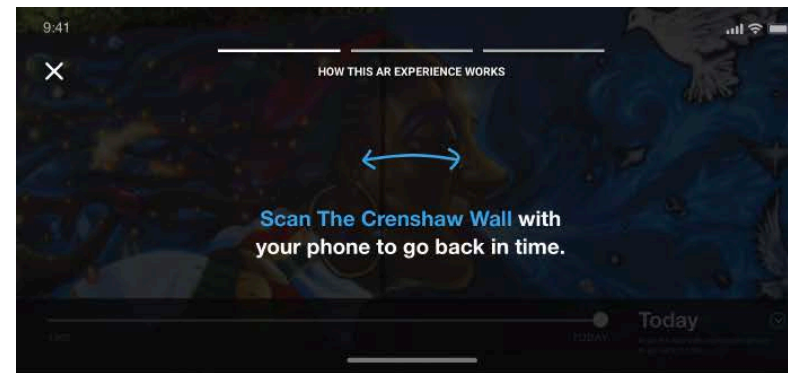
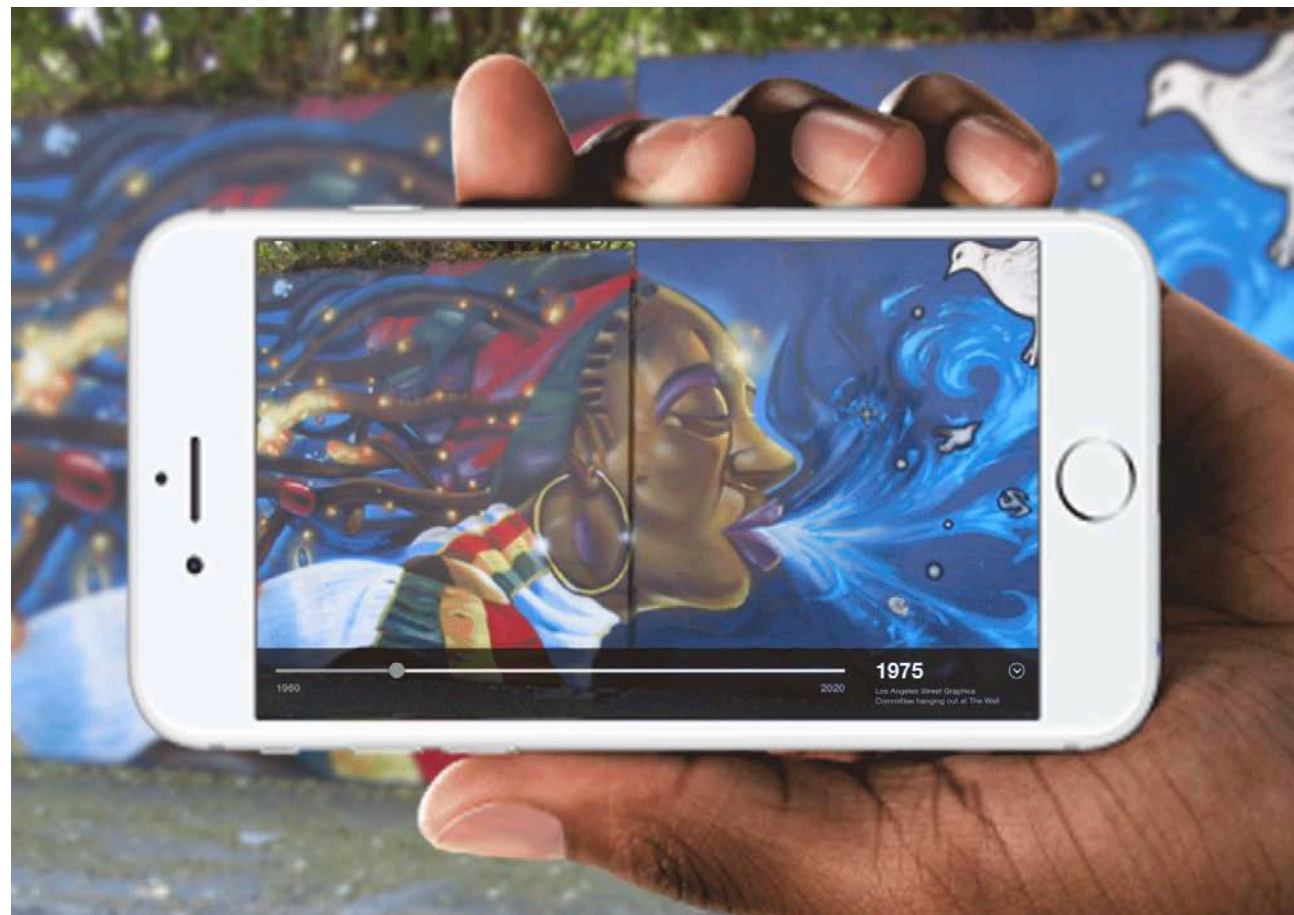
THE WALL

The series of murals on the wall is a long-standing fixture in the community. It will be reinforced and enhanced by thoughtfully integrated lights and exhibition panels.

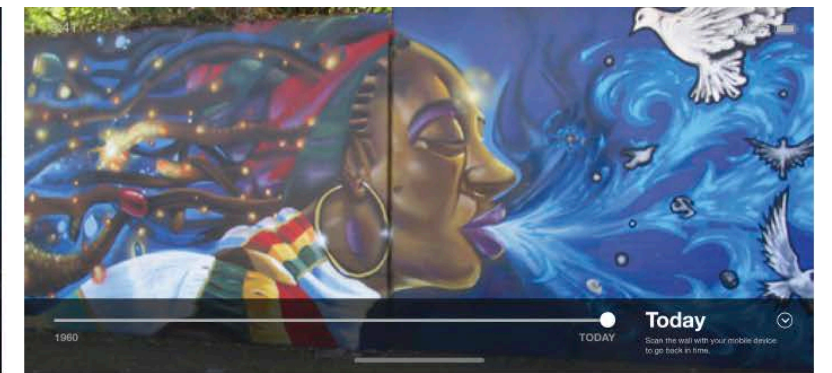


AUGMENTED REALITY

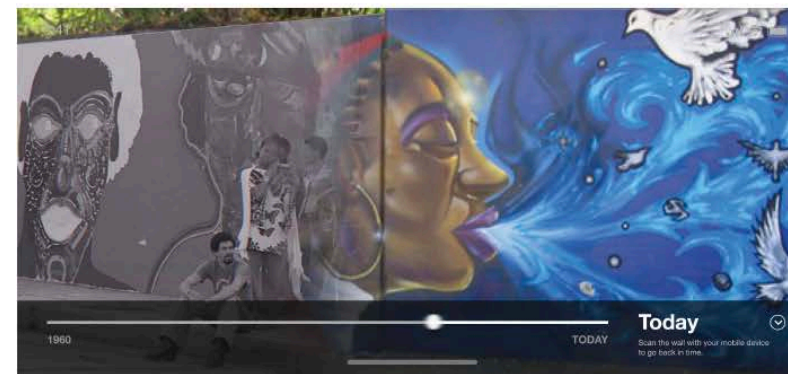
THE WALL: Visitors can scan The Wall with a mobile device to see murals from various points in history and access quick contextual stories and about past artists who contributed pieces to the wall.



ONBOARDING



TIME SCRUB - START



TIME SCRUB - TRANSITION



TIME SCRUB - REVEAL

50TH ST. PARK

50th Street Pocket Park will be the home of an elevated viewing platform to take in the mural located on The Wall across Crenshaw Boulevard.



CRENSHAW HIGH SCHOOL

Crenshaw High School students will collaborate with established artists to design and paint murals on a new wall and street furniture constructed for this project.



SANKOFA PARK

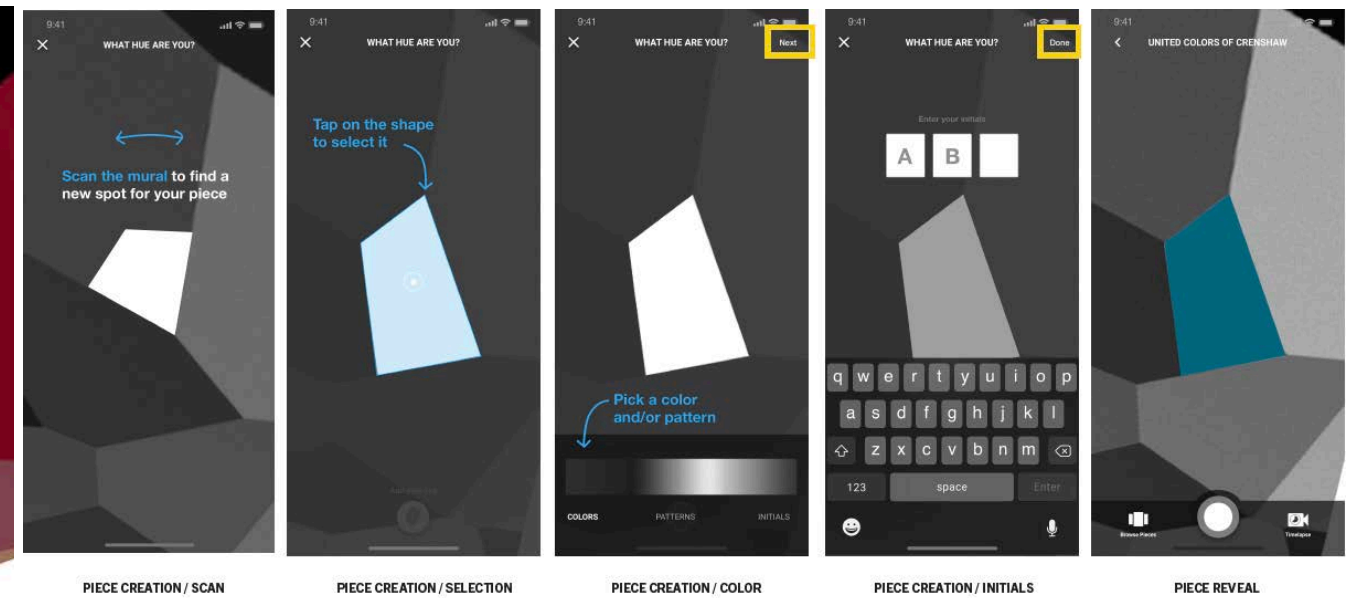
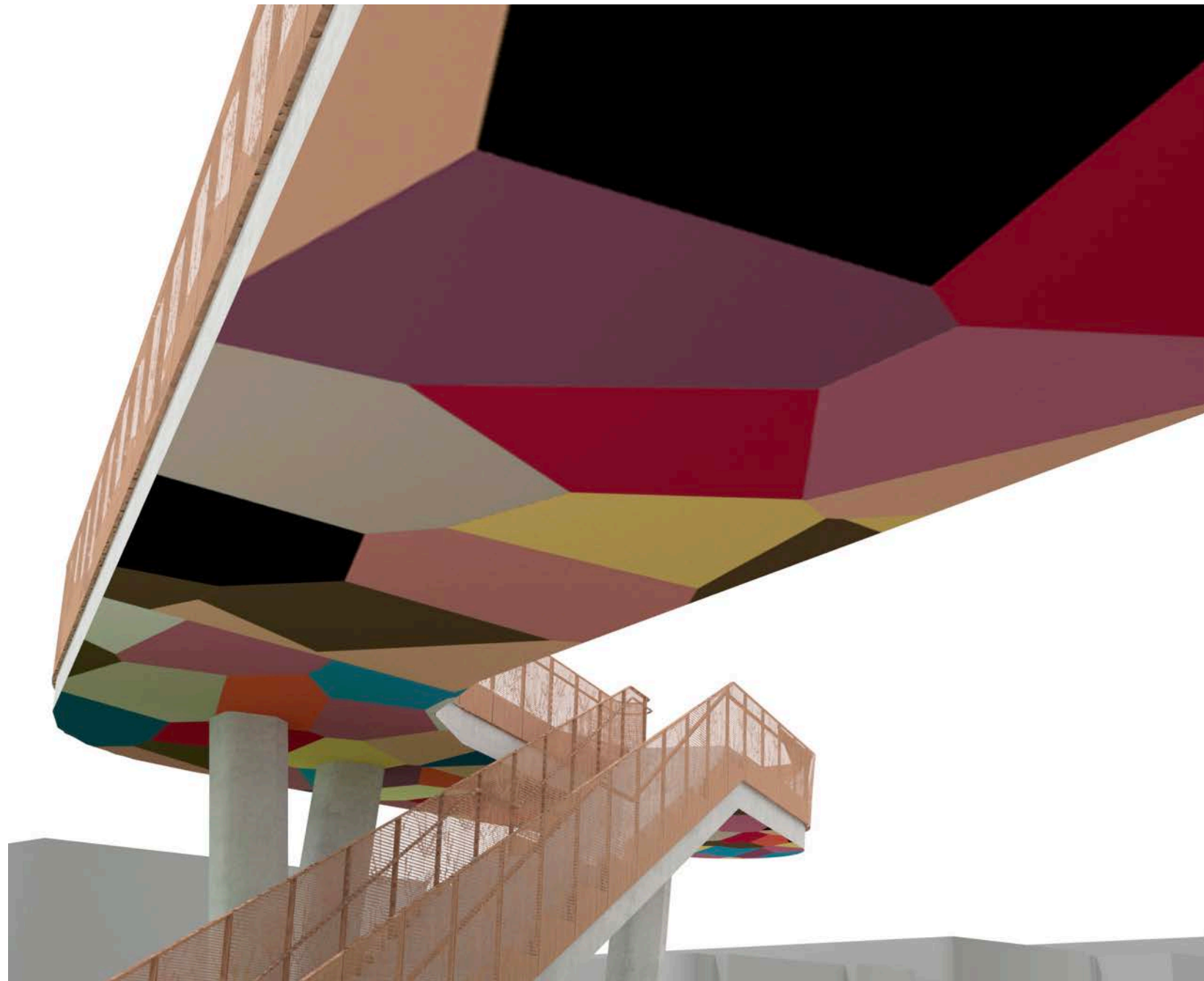
Serves as a unique location for community gatherings and a variety of public events. The platform is in the shape of a Sankofa bird.



SANKOFA PARK



EXHIBITION: SANKOFA PARK



SANKOFA PARK



SANKOFA PARK







THANK YOU



Board Report

File #: 2019-0453, File Type: Contract

Agenda Number: 48.

REGULAR BOARD MEETING JUNE 27, 2019

SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR BUS CAPITAL PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. an increase to the total funding for Contract PS26331 with MARRS Services, Inc., for pending and future task orders to provide Construction Management Support Services (CMSS) in an amount not to exceed \$3,000,000, increasing the total value from \$3,000,000 to \$6,000,000;
- B. the Chief Executive Officer to exercise the two one-year options in Contract PS26331; and
- C. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

ISSUE

On October 27, 2016, the Board of Directors awarded Contract No. PS26331 to MARRS Services, Inc. for Construction Management Support Services (CMSS) for Metro Bus Projects, for a base term of three (3) years, plus two one (1) year options, in the not-to-exceed amount of \$3,000,000. Staff has issued task orders to date totaling an amount not to exceed \$2,971,154.24, and \$28,845.76 authorized funds remaining. As a result, the amount of authorized funds remaining is not sufficient to support bus facilities construction contracts that are currently in planning or already under contract. Staff is also unable to execute modifications to existing task orders for projects already under construction. With no other contract for CMSS in support of bus services contracts and ample contract duration available, staff seeks an increase to the authorized funding for the contract.

BACKGROUND

Contract No. PS26331 was executed on January 27, 2017 and Notice to Proceed issued on January 31, 2017. The first Task Order was issued in April 2017.

The primary role of the CMSS consultant is to provide skilled and qualified Construction Management Support Services staff in support of Metro's bus facilities construction contracts. Both Metro and

CMSS staff, in most cases, work side-by-side in integrated project management offices (IPMOs). The CMSS contract allows Metro to efficiently and effectively augment its Construction Management staff as required, so that the proper resources are available to manage contracts with the necessary technical expertise.

The CMSS contract funds are authorized by issuing separate Task Orders (TOs) for various projects using labor classifications and rates set forth in the contract, and each TO is funded by the individual project funding the construction contract. This method of contracting results in more efficient cost and schedule management, since TOs and modifications to existing TOs are negotiated and issued when necessary or when additional work is identified. Each TO or TO modification requires staff to prepare a scope of work and an estimate of hours, and the Consultant subsequently provides a Cost Schedule Proposal (CSP). If there is a discrepancy, Metro and the Consultant complete fact-finding and negotiate the hours. After an agreement is reached, the task order is issued and the work proceeds.

DISCUSSION

Findings

When Metro Staff went to the Board in October 2016 for authorization to award Contract PS26331 to MARRS Services Inc., it listed several bus capital projects. The initial \$3,000,000 was calculated by assuming staff would issue approximately 30 small to mid-sized TOs primarily for inspectors and night-time oversight of construction work of Board Approved bus-related capital projects. Since then, staff has also used MARRS for Construction Management Support Services for bus related projects funded by other Metro Departments. Examples of projects funded by other departments include the Culver City Bike Hub and the Bus Shelters at Metro Rapid Bus Stations. Staff has also used MARRS for CMSS on Metro's underground storage tank (UST) replacement program, something not originally anticipated when staff sought the original authorization to award Contract PS26331. Staff has issued TO 3 in the amount of \$587,360 and TO 13 in the amount of \$124,259 to support the UST replacement program. Combined, both TOs total over \$711,000 in value and are about a quarter of the original \$3,000,000 award. Staff has also issued TO 8 for QA/QC support services for the Patsaouras Plaza Busway Station in the amount \$661,261. See attachment B for detailed TOs and Modifications log.

Considerations

Several capital projects fund multiple construction contracts. Staff will soon need to modify existing TOs issued for projects still under construction. Staff has considered not using MARRS for construction projects funded by outside departments. However, the notion was dismissed because it is precisely Metro's intent to have MARRS provide resources for projects where sufficient Metro staff in Program Management are not available.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro construction projects.

FINANCIAL IMPACT

The funding for these services is included in the approved FY19 budget in various bus facilities capital projects. Task Orders will be issued and funded from the associated life-of-project (LOP) budgets. The funding source differs depending on the individual project. These activities will remain within the approved life-of-project budget for each respective project.

Since this is a multi-year contract, the cost center manager, respective project managers, and the Chief Program Management Officer will be accountable for budgeting the cost of the annual work for each fiscal year for the term of the contract, including the options exercised.

Impact to Budget

Funding for this action will come from the individual bus facilities capital projects utilizing this CMSS contract. The planned funding sources for these projects are bus capital eligible local funding source such as TDA Article 4 and Enterprise Fund as well as specific federal grants on the particular projects. Approval of this action will result in use of funding which may also be eligible for Bus and Rail Operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. This contract amendment will help expand the transportation system with targeted infrastructure and service investments.

ALTERNATIVES CONSIDERED

The Board may elect to discontinue using MARRS Services, Inc., for CMSS services. Staff does not recommend this alternative as the construction projects they are assigned to 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 CMSS contract is to augment Metro staff in terms of technical expertise and availability of personnel. CMSS are typically required on a periodic 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 CMSS consultant can provide the technical expertise on an as-needed basis. Staff consistently monitors its workload, availability of appropriate staff, and future project requirements in order to achieve the appropriate balance between staff and consultant resources.

NEXT STEPS

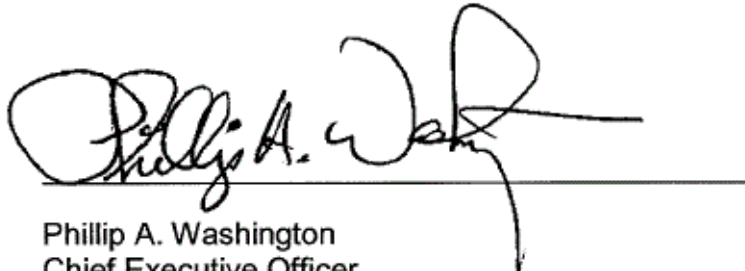
Upon Board approval, staff will issue a contract modification, and issue or modify task orders, as needed.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Task Order/Modification Log
Attachment C - DEOD Summary

Prepared by: Gerardo Alvarez, Senior Director, Project Control, (213) 922-2567
Timothy P. Lindholm, Executive Officer, Capital Projects, (213) 922-7297

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Richard F. Clarke, Chief Program Management Officer, (213) 922-7447



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR METRO BUS
PROJECTS / CONTRACT NO. PS26331

1.	Contract Number: PS26331		
2.	Contractor: MARRS Services, Inc.		
3.	Mod. Work Description: Increase not-to-exceed funding amount from \$3,000,000 to \$6,000,000 and execute individual Task Orders and Contract Modifications.		
4.	Contract Work Description: Construction Management Support Services		
5.	The following data is current as of: April 4, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/27/16	Contract Award Amount: NTE \$3,000,000
	Notice to Proceed (NTP):	1/31/17	Total Approved and Pending Task Orders and Modifications: \$2,971,154.24
	Original Complete Date:	1/31/22	Proposed Task Orders and Modifications (including this action): \$3,000,000
	Current Est. Complete Date:	1/31/22	Current Contract Value (with this action): \$6,000,000
7.	Contract Administrator: Diana Sogomonyan		Telephone Number: (213) 922-7243
8.	Project Manager: Brad Owen		Telephone Number: (213) 418-3143

A. Procurement Background

On October 27, 2016, the Board of Directors approved award of Contract No. PS26331 to MARRS Services, Inc. in the amount not-to-exceed \$3,000,000, to provide Construction Management Support Services (CMSS) for Metro Bus Projects, for a base term of three (3) years plus two one (1) year options, in support of the design review, construction management, and administration of new and ongoing construction contracts, to ensure that the construction of various projects are administered and completed in compliance with contract requirements and government regulations.

The Contract Scope of Services is comprehensive and describes the anticipated services to be provided by the CMSS. The CMSS provides support and assistance with skilled and qualified individuals to perform the various tasks through individual Task Orders (TOs) issued for specified work on a project. Support services may include Resident Engineering, Inspection Support Services, Quality Engineering,

Third Party Coordination, Construction Safety, Cost Estimating, Project Controls, and other administration services.

Eighteen (18) Task Orders have been issued to MARRS Services, Inc., to date, including twenty-two (22) Task Order modifications. One (1) Contract Modification has been processed on the Contract. One (1) Contract Task Order Modifications is currently in negotiations and fifteen (15) future Task Orders are identified for anticipated Scope of Services. Refer to Attachment B for detailed log of approved and proposed Contract Task Orders/Modifications.

This Board action is to approve an increase to the total authorized funding for Contract No. PS26331, to continue providing Construction Management Support Services. This action will allow staff to execute pending Task Orders and new Task Orders and Modifications as project needs dictate. Contract Modifications and Task Orders will be processed in accordance with Metro's Acquisition Policy. Contract No. PS26331 is a cost plus fixed fee (CPFF) Contract.

B. Cost/Price Analysis

All direct labor rates 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 Task Orders will be determined based upon fact finding, technical evaluation, cost analysis, and negotiations, before issuing work to the Consultant. Task Orders will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

CONTRACT MODIFICATION/TASK ORDER LOG

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR METRO BUS
PROJECTS / CONTRACT NO. PS26331

Mod./Task Order No.	Description	Status (approved or pending)	Date	\$ Amount
N/A	Initial Authorized Funding	Approved	10/27/16	\$3,000,000
TO 1	CMSS for BOS Funded Phase 2 Bus Facilities Project – Inspection Support Services	Approved	5/30/17	\$99,487.10
TO 1.1	CMSS for BOS Funded Phase 2 Bus Facilities Project – Inspection Support Services – Extend Period of Performance (POP)	Approved	2/12/18	\$0.00
TO 1.2.1	BOS Funded Phase 2 Bus Facilities Project - Inspection Support Services - Additional Funding and Extend POP	Approved	9/24/18	\$103,904
TO 2	CMSS for the Bus Facility Improvements Phase 3 Project - Inspection Support Services	Approved	5/30/17	\$83,064.90
TO 2.1	CMSS for the Bus Facility Improvements Phase 3 Project - Continue Inspection Support Srvc	Approved	4/17/18	\$86,996.95
TO 2.2	CMSS for the Bus Facility Improvements Phase 3 Project - Continued Inspection Support Srvc	Approved	9/24/18	\$86,996.95
TO 3	CMSS for Environmental Programs & Construction Consultant Support	Approved	4/28/17	\$45,030.72
TO 3.1	CMSS for Environmental Programs & Construction Consultant Support	Approved	7/28/17	\$267,846.18
TO 3.2	CMSS Environmental Programs & Construction Support -	Approved	6/29/18	\$60,000

	Continued Support in FY19			
TO 3.3	CMSS Environmental Programs & Construction Support - Continued Support	Approved	1/25/19	\$214,484
TO 4	CMSS for Capital Project 202260, Div 3 Improvements - Inspection Support	Approved	6/27/17	\$32,844.40
TO 4.1	Close-Out Task Order - CMSS for Capital Project 202260, Div 3 Improvements - Inspection Support	Approved	4/9/19	(\$1,113.44)
TO 5	CMSS for Capital Project 202326 BRT Sound Enclosures - Inspection Support	Approved	6/27/17	\$83,064.90
TO 5.1	Close-Out Task Order - CMSS for Capital Project 202326 BRT Sound Enclosures - Inspection Support	Approved	4/9/19	(\$9,913.39)
TO 6	CMSS for Capital Project 208097 Non-Revenue Maint. Building at Vernon Yard	Approved	11/30/17	\$29,998.97
TO 6.1	Close-out Task Order - CMSS for Capital Project 208097 Non-Revenue Maint. Building at Vernon Yard	Approved	4/9/19	(\$2,664.25)
TO 7	CMSS for Capital Project 308012 Culver City Bike Hub Project - Inspection Support	Approved	1/23/18	\$32,762.51
TO 7.1	CMSS for Capital Project 308012 Culver City Bike Hub Project - Inspection Support - Add Additional Hours for Inspection Support	Approved	8/3/18	\$26,395
TO 7.2	CMSS for Capital Project 308012 Culver City Bike Hub Project - Inspection Support - Add Additional Hours for Inspection Support Continued	Approved	1/25/19	\$22,846
TO 8	QA/QC Support Services for Capital Project 202317 Patsaouras Plaza	Approved	1/23/18	\$95,603.61
TO 8.1	QA/QC Support Services for Capital Project 202317 Patsaouras Plaza - Ongoing QA/QC Support	Approved	5/23/18	\$288,082

TO 8.2	QA/QC Support Services for Capital Project 202317 Patsaouras Plaza - Ongoing QA/QC Support	Approved	2/28/19	\$277,576
TO 9	Capital Project 202324 Div 1 Improvements - Inspection Support Services	Approved	1/22/18	\$136,997.79
TO 10	CMSS Support Services for Project 202334 CNG Detection and Alarm Improvements	Approved	3/20/18	\$192,967.17
TO 10.1	Close-Out Task Order - CMSS Support Services for Project 202334 CNG Detection and Alarm Improvements	Approved	4/9/19	(\$45,279.36)
TO 11	CMSS Support Services for Capital Project 201073 Orange Line ZEB Charging Stations	Approved	3/20/18	\$68,285.78
TO 11.1	CMSS Support Services for Capital Project 201073 Orange Line ZEB Charging Stations-Continued Support	Approved	1/17/19	\$164,405
TO 12	CMSS Support Services for Capital Project 202319 Silver Line Improvements HGTC	Approved	5/3/18	\$54,882.25
TO 12.1	Close-Out Task Order - CMSS Support Services for Capital Project 202319 Silver Line Improvements HGTC	Approved	4/9/19	(\$33,053.01)
TO 13	CMSS Support Services for Project 308011 Parking Facilities Refurbishments	Approved	6/6/18	\$73,200.50
TO 13.1	CMSS Support Services for Project 308011 Parking Facilities Refurbishments- Additional RE and Continued Inspection	Approved	2/27/19	\$51,059
TO 14	CMSS Support Services for Project 202212 for the ECSD - Environmental Specialist	Approved	6/4/18	\$143,000
TO 14.1	CMSS Support Services for Project 202212 for the ECSD - Environmental Specialist	Pending	---	\$61,242
TO 15	CMSS for Capital Project 405401 - Field Inspector Support - Metro Rapid Bus Station Improvements	Approved	7/11/18	\$37,703
TO 15.1	Close-Out Task Order - CMSS	Approved	4/9/19	(\$24,831.99)

	for Capital Project 405401 - Field Inspector Support - Metro Rapid Bus Station Improvements			
TO 16	CMSS Support Services for Project 202809 - Field Inspector Support - Permeable Pavement	Approved	7/11/18	\$28,371
TO 16.1	CMSS Support Services for Project 202809 - Continued Permeable Pavement Inspections Support at Division 4	Approved	8/22/18	\$18,266
TO 16.2	CMSS Support Services for Project 202809 - Continued Permeable Pavement Inspections Support at Division 4	Approved	1/17/19	\$3,339
TO 17	CMSS Support Services for Project 204083 - Field Inspector Support Field Inspector Support - LRT Sound Enclosures	Canceled	---	---
TO 18	Field Inspector Support for Chandler Parking Lot	Approved	1/11/19	\$117,307
MOD 1	Economic Price Adjustment for Year 2	Approved	5/23/18	\$0.00
Subtotal Approved and Pending Task Orders and Modifications				\$2,971,154.24
PROPOSED TASK ORDERS AND MODIFICATIONS				
TO 2.3	Bus Facility Improvements Phase 3 Projects FY19	Proposed	---	\$199,184
TO 2.4	Bus Facility Improvements Phase 3 Projects FY20	Proposed	---	\$180,625
TO 2.5	Bus Facility Improvements Phase 3 Projects FY21	Proposed	---	\$110,000
TO 8.3	QA/QC Support for Patsaouras Plaza Busway Station FY20	Proposed	---	\$175,000
TO 9.1	Project 202324, Division 1 Bus Improvements (remaining FY19)	Proposed	---	\$55,000
TO 9.2	Project 202324, Division 1 Bus Improvements FY20	Proposed	---	\$117,500
TO 9.3	Project 202324, Division 1 Bus Improvements FY21	Proposed	---	\$50,000
TO 11.2	Project 201073 Orange Line Charging Stations Division 8 (C1185)	Proposed	---	\$232,691
TO 14.2	Environmental Programs & Construction FY20	Proposed	---	\$500,000
TO 14.3	Environmental Programs &	Proposed	---	\$500,000

	Construction FY21			
TBD	C1185 Orange Line en route Bus Charging Stations	Proposed	---	\$400,000
TBD	Cesar Chavez Station	Proposed	---	\$85,000
TBD	El Monte Stations Exhaust Fans	Proposed	---	\$175,000
TBD	New Roof at Division 5	Proposed	---	\$110,000
TBD	New Roof at Division 8	Proposed	---	\$110,000
Subtotal Proposed Task Orders and Modifications				\$3,000,000
Subtotal Approved Task Orders and Modifications:				\$2,971,154.24
Subtotal Balance of Authorized Funding:				\$ 28,845.76
Subtotal Proposed Task Orders and Modifications:				\$3,000,000
Total:				\$6,000,000

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR METRO BUS PROJECTS / CONTRACT NO. PS26331

A. Small Business Participation

MARRS Services, Inc., (MARRS) a Small Business Enterprise (SBE) Prime, made an overall 75% SBE commitment for this contract. The project is 33% complete. MARRS is exceeding its SBE commitment with a current SBE participation of 79.42%. MARRS has utilized two SBE subcontractors, Ramos Consulting Services, Inc. and Morgner Construction Management (MCM). MCM has confirmed that they have yet to submit an invoice to MARRS for work completed. MARRS indicated that the remaining SBEs will be utilized as task orders are issued in their respective scopes of work.

SMALL BUSINESS SET-ASIDE

	SBE Contractors	% SBE Commitment	Current Participation
1.	MARRS Service, Inc. (Prime)	N/A	75.91%
2.	BASE architecture, Planning & Engineering	N/A	0%
3.	Falcon Engineering Services, Inc.	N/A	0%
4.	Morgner Construction Management	N/A	0%
5.	Ramos Consulting Services, Inc.	N/A	3.51%
6.	Safework, Inc.	N/A	0%
7.	Wagner Engineering, Inc	N/A	0%
Total		75%	79.42%

¹Current Participation – Total Actual Amount Paid-to-Date to SBE Firms / Total Actual Amount Paid-to-Date to Prime

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

construction contracts that have a construction contract value in excess of \$2.5 million.